



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, September 28, 2016; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: Chris Waddling (Chair), Peter Sachs (Vice Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Jacqueline Sachs, Peter Tannen and Bradley Wiedmaier

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|--|----|---|----|
| 6:00 | 1. | Committee Meeting Call to Order | |
| 6:05 | 2. | Chair's Report – INFORMATION | |
| 6:10 | 3. | Approve the Minutes of the September 7, 2016 Special Meeting – ACTION* | 5 |
| 6:15 | 4. | Adopt a Motion of Support for the Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION* | 11 |
| <p>As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.</p> | | | |
| 6:25 | 5. | Adopt a Motion of Support to Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and to Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions – ACTION* | 47 |

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle/pedestrian path to YBI. In anticipation of the new bicycle/pedestrian path extension expected to be completed in late September 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with the Bay Area Toll Authority (BATA). BATA will be responsible for designing the facility while the Transportation Authority will be responsible for constructing the Vista Point improvements. Vista Point construction work is targeted for completion in November 2016. The Vista Point improvements are planned to be in service

until December 31, 2018, or until the realigned and reconstructed Macalla Road (constructed by TIDA) is completed, whichever occurs first.

6:40 6. Adopt a Motion of Support for Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION* 51

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria next month.

6:50 7. Alemany Interchange Improvement Study Update – INFORMATION

At the CAC meeting we will provide an update on the Neighborhood Transportation Improvement Program (NTIP) funded Alemany Interchange Improvement Study (Study). This community-driven project, was developed in response to concerns about safety and access across and along Alemany Boulevard between Bayshore Boulevard and Putnam Street, which provides access to Alemany Farmers Market. This portion of Alemany Boulevard, where U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The freeways and vehicle-oriented street design present barriers between the surrounding neighborhoods and limit crossing opportunities, requiring pedestrians, bicyclists, and transit riders to navigate a circuitous maze of high-speed streets and ramps. The Study has identified two phases for improvements through this corridor. Phase 1 recommendations include: extend the existing Alemany Boulevard bicycle lanes from west of Putnam to connect to existing bicycle lanes on Bayshore Boulevard; reduce Alemany Boulevard vehicle lanes from three to two in each direction; and restripe for multimodal improvements and traffic calming at intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Farmers Market, with a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard. Current project efforts for Phase 1 are focused on final design; for Phases 1 and 2, current efforts include developing planning-level cost estimates and ongoing outreach and community engagement. The project will conclude with a funding and implementation plan. The Study is funded by Prop K sales tax funds and General Fund. Staff will also be presenting an update to the Portola Neighborhood Association on September 27.

7:05 8. Update Quint-Jerrold Connector Road Project – INFORMATION

At the request of CAC Chair Waddling, we will provide an update on the Quint-Jerrold Connector Road Project. The proposed Quint-Jerrold Connector Road will link Quint Street, just north of Oakdale Avenue, to Jerrold Avenue via a new road along the west side of the Caltrain tracks. The road will restore access eliminated by Caltrain's Quint Street Bridge Replacement project in October 2015, and is also intended to support a potential new Caltrain station at Oakdale Avenue and provide access to other nearby land uses. The Transportation Authority and San Francisco Public Works are working together on a design for the new road. The San Francisco Real Estate Office is currently negotiating with Union Pacific Railroad to purchase the property required for construction of the roadway. The project has received environmental approval and the Transportation Authority plans to conduct additional site investigation in 2017. The project is currently in the early design phase and construction could begin in late 2018.

7:15 9. San Francisco Municipal Transportation Agency Capital Improvement Program – INFORMATION* 67

The San Francisco Municipal Transportation Agency (SFMTA) has requested an opportunity to present

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its recently adopted Fiscal Year (FY) 2017-2021 Capital Improvement Program (CIP), the fiscally constrained program of projects that the SFMTA plans to implement over the next five years. The FY 2017-2021 CIP includes 255 projects for a total investment of \$3.44 billion. These projects aim to improve the safety, reliability, equity, and efficiency of the transportation system for all San Francisco residents, workers and visitors. The CIP is a living document so projects are adjusted as needs change and technical adjustments are made on an ongoing basis. This presentation is intended to provide CAC members with background on the process of developing the CIP and a frame of reference for future SFMTA funding requests. The adopted CIP document can be found on the SFMTA website at www.sfmta.com/about-sfmta/reports/fy-2017-2021-capital-improvement-program.

7:30 10. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Citizens Advisory Committee (CAC) on PBA goals, the results of PBA project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 7 CAC meeting, we provided an initial set of reactions on the draft preferred scenario, focusing on the transportation investment strategy since we had the benefit of reviewing an earlier draft prior to the public release. We are still pending information from both agencies to enable a thorough analysis of the draft land use and transportation investment scenarios from San Francisco's perspective. MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016 and Plan Bay Area 2040 in late summer or early fall of 2017. At the CAC meeting, we will provide a brief update.

7:45 11. Introduction of New Business – INFORMATION

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

7:50 12. Public Comment**8:00 13. Adjournment**

* Additional materials

Next Meeting: October 26, 2016

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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.

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 7, 2016 Special Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:07 p.m.

CAC members present were Myla Ablog, Brian Larkin, John Larson, Jacqualine Sachs, Peter Sachs, Peter Tannen, Chris Waddling and Bradley Wiedmaier.

Transportation Authority staff members present were Michelle Beaulieu, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling reported that the charter amendment titled “Homeless and Housing Services Fund and Budget Set-Aside; Transportation Improvement Fund and Budget Set aside” had been placed on the November ballot (Measure J), along with an accompanying general sales tax measure (Measure K). He said both measures required a 50% + 1 vote to pass. Chair Waddling also reported that there was a meeting of the Bayview/Hunters Point Citizens Advisory Committee at the same time as the CAC meeting which would have a presentation by staff on delays on the Quint-Jerrold Connector Road project, and that he would report on it at the next CAC meeting.

Chair Waddling noted that the September 20 Plans and Programs Committee agenda included appointments of CAC members for Districts 9 and 11. He said Santiago Lerma had applied for re-appointment to represent District 9.

Chair Waddling said that in response to a request by Peter Tannen, Transportation Authority staff were working with San Francisco Municipal Transportation Agency staff to prepare a presentation on bus and LRVbunching, which would likely be on the September 28 CAC agenda. He said there would also likely be an update on the Central Subway project at that meeting, in response to a request by Jacqualine Sachs.

There was no public comment.

Consent Calendar

3. **Approve the Minutes of the June 22, 2016 Meeting and July 11, 2016 Special Meeting – ACTION**
4. **Citizens Advisory Committee Appointments – INFORMATION**
5. **Investment Report for the Quarter Ended June 30, 2016 – INFORMATION**

There was no public comment on the Consent Calendar.

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

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

End of Consent Calendar

6. Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Peter Sachs said he was a strong supporter of the Caltrain downtown extension project but asked why the nine-year timeline was aspirational when another major construction project, the new terminal at the San Francisco International Airport, had a five-year timeline. Mr. Sachs further expressed concerns about the funding and financing strategy, given that the Passenger Facility Charge (PFC) revenues would not be available for a long time. He also expressed concerns with the project budget, specifically multiple lines for contingencies and allowances totaling about \$1 billion. Mark Zabaneh, Interim Executive Director of the Transbay Joint Powers Authority (TJPA), said the main driver of the schedule was property acquisition rather than construction. He said property acquisition would require about two and a half years, and construction would require about seven years due to the complexities involved. He said he was confident that the project would secure the agreements on PFCs necessary to allow the TJPA to secure sufficient federal loans. He said unfortunately federal funds currently available currently come in the form of loans and that the high contingencies resulted from lessons learned from the first phase of the project, and that allowances would likely decrease as the project proceeded through detailed design and further risk assessment.

Brian Larkin commented that the level of finance costs in the budget seemed disproportionate. Mr. Zabaneh responded that finance costs were unavoidable, given the necessity of loans to fund the project. Mr. Zurinaga pointed out that delaying the project until sufficient funds were in-hand would result in escalated project costs, so waiting would not likely be cost-effective. Maria Lombardo, Chief Deputy Director, commented that both the funding plan and budget were somewhat preliminary and would be refined as part of the scope of the pending Prop K funding request.

Peter Sachs asked about the assumptions for future bridge toll revenues, which he said seemed unrealistically high. Ms. Lombardo said that for reference in the course of the current Plan Bay Area update, the Metropolitan Transportation Commission was talking about exploring a \$1 to \$2 toll increase for a potential future toll increase as soon as 2018, and that staff would follow-up with information on the amount of revenue that would be yielded per \$1 toll increase.

Peter Tannen asked where the mined tunnel would start. Mr. Zurinaga replied that it would start at 4th and Townsend Streets just short of Second Street. Mr. Tannen also asked about the bus facility shown on the project map adjacent to the train box. Mr. Zurinaga said that design changes to accommodate 16-car high-speed rail (HSR) trains meant that the train box had to be extended per the HSR Authority's request, displacing the bus facility from its originally planned location. John Larson asked how the final alignment would be determined. Mr. Zurinaga replied that the Railyard Alternatives/I-280 Boulevard (RAB) study would inform the decision that would be made by elected officials.

Bradley Wiedmaier asked whether the 4th & Townsend station would be used by HSR trains. Mr. Zurinaga replied that HSR trains would pass through the station but would not stop. Chair Waddling asked if a plan to underground 16th Street under the Caltrain tracks was still under

consideration. Mr. Zurinaga replied that the California High-Speed Rail Authority had made that proposal, but that City leaders had strongly opposed it. He said the RAB study was evaluating alternative approaches to grade separation that would make undergrounding of 16th Street unnecessary. Ms. Lombardo said that as soon as new public information was available from the RAB study, staff would agendaize an information item for an upcoming CAC meeting.

Chair Waddling asked about the BART connector included in the expanded scope. Mr. Zurinaga responded that a connecting tunnel from the Transbay Transit Center (TTC) to the Embarcadero BART station had been envisioned in the original concept plan but set aside for budget purposes and because it did not help deliver trains to the TTC. Chair Waddling pointed out that the cost of the two-block tunnel was \$160 million, and questioned its cost-effectiveness. Ms. Lombardo said the connector had strong support on the Metropolitan Transportation Commission, where it was seen as contributing to the regional character of the project; thus making it easier for east bay commissioners, in particular, to support the project.

Mr. Zabaneh thanked the CAC for its support of the project, and offered to arrange a tour of the construction site by the CAC. Chair Waddling expressed support for a tour.

There was no public comment.

7. Adopt a Motion of Support for Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION

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

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, Sachs, Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Member Hogue

8. Adopt a Motion of Support for Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Peter Sachs asked why rectangular rapid flashing beacons (RRFBs) were being installed at the specified project locations, rather than high-intensity activated crosswalk (HAWK) beacons. He asked if the San Francisco Municipal Transportation Agency (SFMTA) could provide a description of the decision tree it uses to decide which device to install under what circumstances. Craig Raphael, Senior Transportation Planner with the SFMTA, replied that he was not certain and would follow up with the CAC.

John Larson asked why Caltrain was not being electrified south of San Jose and if electrification would necessitate transferring at San Jose. Casey Fromson, Government Affairs Officer at Caltrain, replied that Caltrain owned the rail corridor between San Francisco and San Jose and that Union Pacific Railroad owned the tracks between San Jose and Gilroy and was not interested in electrifying that segment. She said that, initially, 75% of the Caltrain fleet would be electrified, so the remaining diesel trains would travel all the way from San Francisco to Gilroy,

but that once the entire San Francisco to San Jose fleet was electrified, it would be necessary to transfer at San Jose to reach Gilroy.

Peter Tannen asked if all three Caltrain partner counties (San Francisco, San Mateo, and Santa Clara) split costs evenly for Caltrain projects. Ms. Fromson said that costs for the electrification project and other capital projects that benefitted the system as a whole were split evenly, whereas projects that only benefited one county were borne by that county.

Jacqueline Sachs asked if the senior and disabled population living near the Ellis and Eddy two-way street project was considered in planning the project. Mr. Raphael said that senior and disabled residents were taken into account and that the project was to convert the streets to two-way traffic was primarily a safety project and was expected to slow drivers and improve safety for all pedestrians.

Mr. Tannen noted that there had been an earlier plan to construct a canopy to protect the historic streetcar fleet while in storage at the Muni Metro East facility and asked if there was such a canopy at the Cameron Beach facility, where the historic vehicles were now proposed to be stored and whether SFMTA planned to expand it further. Mr. Raphael responded that there was a covered storage area, but he was not sure if it would be expanded further. He offered to follow up.

There was no public comment.

Peter Tannen moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larson, Jaqualine Sachs, Peter Sachs, Tannen, Waddling and Wiedmaier

Absent: CAC Members: Hogue and Larkin

9. Plan Bay Area 2040 Revised List of Project Priorities – INFORMATION

Michelle Beaulieu, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, Ed Mason read an editorial from a Menlo Park newspaper regarding a planned expansion of the Facebook office campus. He said local plans for housing expansion did not come close to accommodating all the proposed new employees, and that San Francisco would experience some of the housing and commute impacts. He said Plan Bay Area should account for the regional impacts of local job growth using the Facebook example of how a very localized land use decision would have transportation impacts on neighboring communities and far out into the region as employees commuted from long distances to Facebook. Mr. Mason said he was frustrated by the existing impacts of the corporate commuter buses taking employees to jobs on the Peninsula.

10. Introduction of New Business – INFORMATION

Jacqueline Sachs requested an update on the Late Night Transportation Study which was looking at transportation issues experienced by evening and night shift workers. She also asked for an update on the Central Subway project.

Myla Ablog asked for an update on the state's road charge pilot project results, noting that she was participating in the pilot.

Chair Waddling noted that the CAC recently had an update on the Late Night Transportation Study. He asked for a brief update by staff on the status of the Quint-Jerrold Connector Road project at the next meeting since he had not received news during the meeting about that

evening's presentation on the issue to the Bayview Hunters Point CAC.

Bradley Wiedmaier commented that there had been some controversy over the cost of the Transbay Transit Center bus bridge with press coverage opining that it was too showy (kind of like a mini west span of the Bay Bridge) and contributed to the impression that the project wasn't using public funds well. He wondered whether there was a mechanism to get the full story out.

Jacqueline Sachs commented that there had also been some controversy regarding subsidence under the Millennium Tower and its possible connection to construction of the Transbay Transit Center. She asked for information on the facts behind the subsidence issue.

During public comment, Ed Mason provided an update on violations by corporate commuter buses, and said the shuttle pilot program was creating many impacts on San Francisco neighborhoods. Chair Waddling asked for information on San Francisco Municipal Transportation Agency staffing for enforcement of the shuttle program. He observed that it wasn't effective to largely depend on public complaints because few people knew the details of the rules, such as the meanings of the different colors of shuttle placards. He wondered if there were a way to make it more obvious to the public which shuttles were in compliance and which were not.

Peter Sachs asked about shuttle ridership levels, and said that information was important in determining whether the shuttles provided a net public benefit. He also asked if the shuttle program specified guidelines for driver behavior, such as when passing another vehicle was not appropriate.

11. Public Comment

There was no public comment.

12. Adjournment

The meeting was adjourned at 7:50 p.m.



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Memorandum

Date: 09.21.16 **RE:** Citizens Advisory Committee
September 28, 2016

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for the Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Citizens Advisory Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.

BACKGROUND

We have received two requests for a total of \$12,713,969 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its September 28, 2016 meeting, for potential Board approval on October 25, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Facilities–Muni
- Curb Ramps

Transportation Authority Board adoption of a Prop K 5-Year Prioritization Program (5YPP) is a prerequisite for allocation of funds from these programmatic categories.

DISCUSSION

The purpose of this memorandum is to present two Prop K requests totaling \$12,713,969 to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the CAC meeting to provide brief

presentations on some of the specific requests and to respond to any questions that the CAC may have.

ALTERNATIVES

1. Adopt a motion of support for the allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

This action would allocate \$12,713,969 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for two requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2016/17 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.

RECOMMENDATION

Adopt a motion of support for the allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17
5. Prop K/Prop AA Allocation Request Forms (2)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	20	SFMTA	Fall Protection	\$ 11,950,000	\$ 11,950,000	NA	0%	Construction	Citywide
Prop K	41	SFPW	Curb Ramps ⁵	\$ 763,969	\$ 763,969	45%	0%	Construction	2, 5, 6, 7, 8, 9, 10
TOTAL				\$ 12,713,969	\$ 12,713,969	3%	0%		

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 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency), SFPW (San Francisco Public Works)

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

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

⁵ Curb Ramps - While there is no leveraging of Prop K construction funds for the proposed project, SFPW covered designed costs (about 14% of the total project cost with Transportation Development Act funds.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20	SFMTA	Fall Protection	\$ 11,950,000	Requested funds will be used for construction of California Occupational Safety and Health Administration compliant worker fall protection systems at six transit fleet maintenance facilities, including: Potrero (trolley coaches); Cameron Beach (historic streetcars); Muni Metro East, Curtis L. Green and Duboce (LRVs); and the Cable Car Barn. The project will provide safe access for people who maintain the rooftop-mounted vehicle equipment such as power, fuel, cooling and electrical systems. Fall protection will also be installed at the West Portal Muni station to facilitate building maintenance. Construction will begin in early 2017 and the new safety equipment will be in use by Spring 2018.
41	SFPW	Curb Ramps	\$ 763,969	Funds will be used to construct up to 65 curb ramps throughout the city. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. The San Francisco Public Works evaluates and prioritizes curb ramp requests according to Americans with Disabilities Act prioritization criteria. Construction will begin in early 2017 and be complete by the end of the calendar year.
TOTAL			\$ 12,713,969	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
20	SFMTA	Fall Protection	\$ 11,950,000	5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent upon a concurrent Facilities - Muni 5YPP amendment to add the subject project with funds reprogrammed from the Various Facility Plans placeholder, Muni Metro East (MME) Paint and Body Shop (which will not be advancing), Woods Renovation Hoists & Bays (completed with other funds) and deobligated from projects allocated in prior 5YPP cycles. See attached 5YPP amendment for details.
41	SFPW	Curb Ramps	\$ 763,969	
TOTAL			\$ 12,713,969	

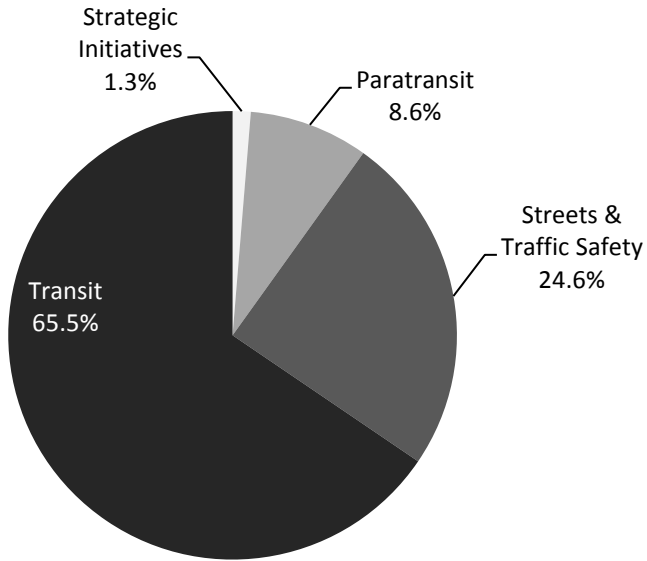
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

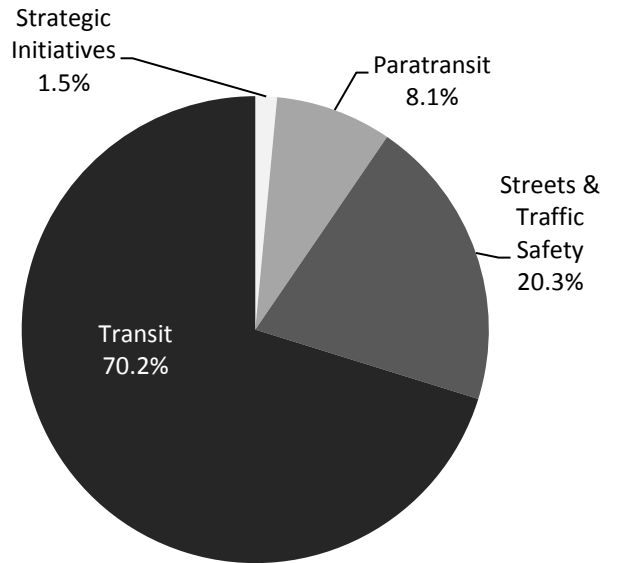
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 72,385,607	\$ 45,865,705	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 12,713,969	\$ 2,649,374	\$ 9,614,595	\$ 450,000	\$ -	\$ -
New Total Allocations	\$ 85,099,576	\$ 48,515,079	\$ 26,988,521	\$ 9,595,976	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



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

FY of Allocation Action: 2016/17

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities:
(EP-20)

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 11,950,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description:

The project shall install California Occupational Safety and Health Administration compliant fall protection systems at seven SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

Detailed Scope, Project Benefits and Community Outreach:

The SFMTA seeks funding for the construction phase to install California Occupational Safety and Health Administration compliant Fall Protection Systems at various SFMTA facilities. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at a high risk for slips, trips and falls while working atop vehicles. The goal for this project is to prevent and protect against maintenance worker falls and to minimize the risk of injury or death upon a fall.

Project Location:

SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ - Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

The SFMTA requests a 5YPP amendment to the Muni Facilities category to fund the project. The amendment includes the following reprogramming: \$1,496,673 in placeholder funds for development and implementation of various facility plans; \$3,892,001 in deobligated funds from prior 5YPP cycles; \$2,428,500 from the Muni Metro East paint and body shop which will not be advancing; and \$4,132,826 from the Woods renovation project, which was funded from other sources and is substantially completed.

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

Introduction

The Fall Protection project will improve worker safety by installing fall protection systems (FP) compliant with the California Occupational Safety and Health Administration (OSHA) regulations. A complete FP consists of protections to prevent maintenance workers from falling and from injury should a fall occur. Protecting maintenance worker area in conjunction with fall arrest systems and in coordination with Overhead Contact System (OCS) power shutoff provides for a complete FP. OCS power shutoff is performed by the use of a new operable manual disconnect switch.

Compliant FPs are planned for seven facilities that include Muni Metro East (MME), Potrero, Metro Green LR Center, Cameron Beach, Duboce Yard, West Portal roof structure and Cable Car Barn. As part of this project, four facilities are evaluated for additional new disconnect switches to de-energize OCS power in coordination with new fall protection upgrades. The four facilities include Potrero, Metro Green LR Center, Cameron Beach, and the Duboce Yard.

The relocation of incidental facility systems such as overhead lighting, miscellaneous conduits, heating ducts, radiant heating systems, storm drains, and other facility systems are necessary upon installing the new FP systems and OCS disconnect switches. As necessary, this project will relocate or reroute these incidental facilities, utilities, and systems.

Existing Fall Protection Systems & OCS Disconnect Switch Systems at Project Facilities

1. Muni Metro East (MME)

The Muni Metro East facility, built in 2008, is one of SFMTA's newest light rail vehicle (LRV) maintenance facilities. The scope of work at this facility is limited to one permanent elevated platform that utilizes folding bridge apparatus to gain access to LRV rooftops. Fall Arrest is addressed with a tie-off cable harness system which ties-off from the elevated platform guard railings. An overhead crane is also used at this facility which serves to lift LRV rooftop equipment.

Currently, the existing elevated platform has a 30 inch gap between the elevated platforms and the LRV rooftop where personnel are susceptible to falling off the LRV rooftop after gaining access. The lack of support railings around all side of the LRV rooftop is a current FP non-compliance issue.

The need to address the existing operability of the OCS system at MME was not identified in the CIP phase of this project nor in the scope of work for the Conceptual Engineering Report (CER). Maintenance workers also indicated that the existing disconnect switch is adequate and meets their needs.

To address FP at the elevated platforms, platform strengthening and a new platform extension, including extended floor grading, are necessary. The existing fall arrest system, which includes tie-off of the existing guard railings, is adequate and will continue to be utilized.

2. Potrero Facility (trolley coach maintenance and storage)

The Potrero facility provides trolley coach storage and maintenance services and it has 10 running repair maintenance lanes, some with in ground service repair pits. The scope of work for this project is to upgrade and provide compliant FP within the running repair maintenance area at this facility.

Limited fall protection systems currently exist within the facility running repair maintenance areas.

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

Maintenance workers are using portable scaffolds surrounding all corners of the trolley coach for FP compliance while working atop the coach. The uses of the scaffolds are in limited supply at the facility. There are approximately 60 feet of overhead dual rail installed at the facility running repair, Lane 27, where the dual rail system has been useful and effective in addressing FP. As well, floor space and access space around the trolley coaches are very tight and do not provide adequate space to utilize portable scaffolds. Although greater demands exist to access the trolley coach rooftops for maintenance and repairs, the current conditions at Potrero facility has limited work areas to gain access to vehicle rooftops due to the limited workspace, much of the work area is not in compliance with FP, and the ability to de-energize the overhead lines is limited.

Currently, 2 of the 10 maintenance lanes at this facility have operable manual disconnect switches, lanes 23 and 27. There are three main OCS disconnect switches, within the running repair area, that are not readily operable because these switches are non-load break switches, require the assistance of Overhead Lines personnel to operate them, and the main disconnect switches de-energize about 1/3 of the running repair service area causing significant work inefficiencies upon their use. The disconnect switches at lanes 23 and 27 are up to date and can assist to provide maintenance personnel the ability to de-energize OCS power to gain access to the coach rooftops. Maintenance running repair lanes 21, 22, 24, 25, 26, 28, and 29 do not currently have local operable manual disconnect switches resulting in restricted access near OCS wires and vehicle rooftops. After careful review of the FP needs at this facility, it was agreed that vehicle rooftop access is needed for running repair lanes 21, 22, 23, 24, 26, and 27 where this CER only addresses FP for these specific running repair lanes.

In the current configuration, the Potrero facility has limited operability to de-energize the overhead lines for 8 of 10 maintenance lanes. Greater flexibility to control and de-energize overhead lines can be gained by installing local manual disconnect switches for each maintenance lane where it is needed. Additional disconnect switches are planned for lanes 21, 22, 24, and 26 where the greatest needs currently exist.

Running repair lane 27 is powered from the southern end of the facility whereas all other running repair lanes OCS are powered from the northern end. To improve OCS operations it is best to repower lane 27 from the northern end of the facility to match the existing power routing and controls.

To address compliant FP at this facility, the installation of dual rail system in conjunction with fall arrest harness system is planned. In order to install the dual rail system and fall arrest system some localized building strengthening will be necessary. The new dual rail FP will be installed in running repair lanes 21, 22, 23, 24, 26, and 27 where this configuration supports the current trolley maintenance service plans and needs.

3. Metro Green Light Rail Center

The Metro Green Light Rail Center performs maintenance services and parking for LRVs. The project scope at this facility is to provide adequate and compliant FP for LRV maintenance tracks 5 through 8. The existing maintenance tracks have elevated steel platforms that provide access to LRV rooftops; one elevated steel platform structure is located between maintenance tracks 5 and 6 and another elevated steel platform structure is located between tracks 7 and 8.

Fall arrest is addressed, currently, by the use of safety harness and cable tied-off to the existing elevated platform guard rails. The current FP system is not adequate because once maintenance workers leave the elevated platform to access the LRV rooftops protections to prevent maintenance workers from falling do not exist and the existing platform do not meet OSHA Regulations loading requirements (see Structural section page 1-4 for loading requirements).

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

To comply with FP requirements, the elevated platform needs structural strengthening and new guard rails to surround the entire LRV rooftop area. This solution provides a complete enclosure that helps to prevent maintenance personnel from falling off the LRV rooftop while atop the LRV and provides adequate loading for use of the fall arrest system. FP compliant accessible areas on the elevated platform will need to be limited to 96 feet length of the platform (about 1 LRV - the existing length of the platform is 128 feet) due to limited strengthening and guard railing opportunities due to conflicts within the building structure and the adjacent crane.

There is one disconnect switch for each maintenance tracks at Metro Green Light Rail Center. Each of the disconnect switches is a non-load switch, unsafe to operate when under LRV loading, and is unsuitable for routine usage. To provide greater maintenance flexibility in controlling OCS power at each maintenance track, this project will install 2 to 3 new disconnect switch for each maintenance track 5 through 8. The quantity of disconnect switches is determined by the number of LRVs that each maintenance lane can accommodate. The new disconnect switch will be manually operable by maintenance personnel and they will be located on the facility ground level. The disconnect switch will also have lighting indications at the elevated platform and within the pit area of each maintenance track.

4. Cameron Beach Facility (Historic Streetcar maintenance and storage)

The scope of work at the Cameron Beach facility is limited to 5-locations, at maintenance tracks 15 through 19. FP is addressed at track 15 with a suspended cable system at the north end and a ceiling mounted dual rail system at the southern end. Track 16 contains two paint booths. FP is addressed at track 16 with a suspended cable system. Tracks 15 and 16 do not use fall protection but rather fall arrest only. Tracks 17 to 19 use suspended elevated platforms to access the LRV rooftops, one suspended platform is located between tracks 17 and 18 and another is located between tracks 18 and 19. FP is addressed for tracks 17 to 19 with guard rails at the platform and fall arrest systems attached to the platform's guardrail framing. Should maintenance access the LRV rooftop then there is no current fall protection to minimize falling off the LRV rooftop. There are only fall arrest systems, which are intended to minimize injury and deaths, currently located at this facility.

The goal for Cameron Beach facility is to improve safety for maintenance workers by verifying that the exiting FP arrest systems are adequate and meet OSHA Regulations. When necessary structural strengthening at the facility will be perform as well as adding new dual rail systems for Tracks 15 and 16. For Tracks 17 to 19, reinforcement of the exiting catwalk frame structure will be needed as well as adding new dual rails to provide for an adequate fall arrest system. New fall arrest equipment will also be provided under this project.

In addressing FP at this facility localized building structural strengthening is necessary. Strengthening will be done differently for each track. For track 15, for instance, if needed, strengthen will be done within ceiling area of the track to support and accommodate the installation of new ceiling mounted dual rail system. For track 16, framing strengthening will be needed inside and outside of the paint booths to accommodate overhead dual rail system. At tracks 17 through 19, the overhead catwalk will need strengthening to accommodate side railing dual rail system and new guard rails located on the opposite sides of the track platform will provide for fall protection. The new guard rail opposite of the suspended catwalk at tracks 17 through 19 will be mounted onto the facility structure. Photos of the facilities existing FP conditions are provided in the structural section of this report; see page 6-3 through 6-8.

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

5. Duboce Yard

The Duboce Yard provides storage and maintenance servicing mostly for Historic Streetcars and LVRs. Currently, gaining access to LRV rooftops is done not readily permitted due to the lack of FP. FP is currently not readily addressed at this yard but electrical safety is addressed where there is a disconnect switch to de-energize power at the yard. The current disconnect switch is old, non-load disconnect switch and unsafe to operate by maintenance personnel. Also, there is a broken OCS insulator near the disconnect switch that will be replaced.

To address FP at this location, a new leveled slab over portions of the existing sloped pit will be constructed for a level foundation for future portable scaffolds. The floor level slab will require the removal of the existing raised deck, storage racks, and sitting bench within the site. Also, the workspace within the existing pit will be reduced since it will be filled in at the outer side of the trackway. The disconnect switch will be replaced with an updated disconnect switch that can be operated by maintenance personnel. The disconnect switch will also have indication lighting located at the disconnect switch and within the existing underground pit.

6. West Portal Roof Structure

The West Portal Roof Structure is located above the eastern end of West Portal station and adjacent to the tennis court located on Ulloa Avenue. The roof structure provides roof coverage between the eastern portion of the station and the west end of Twin Peaks Tunnel. The roof structure is a dome-shaped concrete slab. In addressing rooftop maintenance such as gutter cleaning, FP is needed and does not currently exist. Staff is currently roping to the adjacent tennis court fencing for fall arrest. This use for FP does not meet OSHA Regulations.

The installation of an anchor cabling system is planned for this location to address FP compliance to improve workers safety. This system will provide an adequate fall arrest system that will improve safety and minimize maintenance worker injury.

7. Cable Car Barn

The Cable Car Barn is SFMTA's oldest maintenance facility. Personnel must access a cable car vehicle rooftop to perform mostly rooftop painting by hand. This method requires that maintenance workers be physically on the rooftop of the cable car. Due to the future development of the new Cable Car Barn Paint Shop, it was determined that a ceiling mounted fall arrest system would not work. The best option for this facility is the procurement and installation of customized portable scaffolding.

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

Project Name: Fall Protection

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Jul-Sep	2015
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

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

The work will be internal to SFMTA facilities and therefore no public outreach or work with other city agencies is needed.

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

Project Name: Fall Protection

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -		\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ -	\$ 11,950,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 495,044	\$ -		Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,541,596	\$ -	\$ -	Actuals + Engineer's estimate to complete
Construction (CON)	\$ 11,950,000	\$ 11,950,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 13,986,640	\$ 11,950,000	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,000,000	\$ 9,500,000	\$ 450,000	\$ -	\$ -	\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract (see details attached)	\$ 7,350,000				\$ 7,350,000	
2. Construction Management/Support	\$ 1,323,000	18%	\$ -	\$ 1,323,000		
3. SFMTA Engineering + PM Support	\$ 588,000	8%	\$ -	\$ 588,000		
4. DPW Engineering + PM Support	\$ 252,000	3%	\$ 252,000	\$ -		
5. SFMTA Operations & Maintenance Support	\$ 315,000	4%	\$ -	\$ 315,000		
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000		
7. Contingency	\$ 1,965,600	20% Phase	\$ -	\$ 1,965,600		
8. Attorney Costs	\$ 500					
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 252,000	\$ 4,338,600	\$ 7,350,000	

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
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**MUNI TROLLEY METRO FACILITIES
FALL PROTECTION AND DISCONNECT SWITCH PROJECT
CONTRACT NO. 1293**

Engineer's Estimate

Prepared by - Name: A. Bryant

ITEM	BID ITEM DESCRIPTION	TOTAL AMOUNT
1	MOBILIZATION & DEMOBILIZATION (Sec bid item description under section 01220 for limitations)	\$ 250,000
2	DEMOLITION	\$ 326,660
3	ALLOWANCE FOR DIFFERING SITE CONDITIONS	\$ 100,000
4	ALLOWANCE FOR REIMBURSABLE EXPENSES	\$ 100,000
5	ALLOWANCE FOR UNFORESEEN ELECTRICAL and COMMUNICATION WORK	\$ 200,000
6	ALLOWANCE FOR UNFORESEEN MECHANICAL WORK	\$ 100,000
7	ALLOWANCE FOR UNFORESEEN PLUMBING WORK	\$ 75,000
8	ALLOWANCE FOR UNFORSEEN SEWER WORK	\$ 75,000
9	ALLOWANCE FOR UNFORSEEN STRUCTURAL WORK	\$ 200,000
10	ALLOWANCE FOR WORK RELATED TO HAZARDOUS MATERIALS	\$ 100,000
11	ALLOWANCE FOR SCHEDULER SERVICES	\$ 100,000
12	ALLOWANCE FOR COMMUNITY RELATIONS SUPPORT	\$ 50,000
13	ALLOWANCE FOR SPECIAL INSPECTIONS AND TESTING AGENCIES	\$ 50,000
14	ALLOWANCE FOR AGENCY'S SHARE OF PARTNERING COSTS	\$ 25,000
15	DESIGN, FURNISH AND INSTALL FALL SINGLE/DUAL RAIL ARREST SYSTEM AT POTRERO FACILITY	\$ 929,403
16	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT METRO GREEN LIGHT RAIL FACILITY	\$ 1,163,172
17	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT CAMERON BEACH FACILITY	\$ 840,781
18	DEMOLITION, FORM AND PLACE PERMANENT CONCRETE FOUNDATIONS, RETAINING WALLS, STAIRS, AND SLAB ON GRADE AT DUBOCE YARD	\$ 191,793
19	HANDLE AND DISPOSE OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBER AT DUBOCE YARD	\$ 50,000
20	TRANSPORTATION OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBERS AT DUBOCE YARD	\$ 50,000
21	PROVIDE DISCONNECT SWITCHES AND CATENARY DETECTION SYSTEM	\$ 1,640,376
22	FURNISH SPARE DISCONNECT SWITCH	\$ 15,000
23	FURNISH AND INSTALL OVERHEAD EQUIPMENT	\$ 140,000
24	FURNISH AND INSTALL NEW PLATFORM EXTENSION AT MUNI METRO EAST	\$ 83,101
25	FURNISH AND INSTALL FALL ARREST TIE OFF SYSTEM AT WEST PORTAL STATION - ROOF	\$ 51,750
26	PROCUREMENT AND INSTALLATION OF CUSTOMIZED PORTABLE SCAFFOLDING FOR THE CABLE CAR BARN	\$ 442,964
	TOTAL	\$ 7,350,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$11,950,000	Construction (CON)
	Total:	\$ 11,950,000	

Total Prop K Funds: \$ 11,950,000 **Total Prop AA Funds:** \$ -

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

Fund Expiration Date: 6/30/2019 **Eligible expenses must be incurred prior to this date.**

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger:

Deliverables:

1. Two to three digital photos of work in progress and completed project.
2.
3.
4.
5.

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Muni Facilities - Muni 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3.

Notes:

1.
2.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project
Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 120-910xxx **Name:** Fall Protection

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,000,000	9,500,000	\$ 450,000			\$11,950,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 11,950,000

Current Prop AA Request: \$ -

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

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

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>lgy</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Faris Salfiti

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-749-2457

401-701-4499

Email: faris.salfiti@sfmta.com

joel.goldberg@sfmta.com

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

FIGURE 4 – MAP OF FACILITIES LOCATIONS



5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SEMTA	Various Facility Plans Predevelopment ⁷	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Implementation of Various Facility Plans ^{5,7}	PS&E, CON	Programmed	\$0					\$0
SEMTA	Burke Avenue Facility Renovation ⁵	PS&E	Allocated		\$3,930,000				\$3,930,000
SEMTA	Burke Avenue Facility Renovation ⁵	PLAN	Allocated		\$470,000				\$470,000
SEMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SEMTA	Muni Metro East Paint and Body Shop ^{1,7}	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Muni Metro East (MME) Phase II ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500
SEMTA	Muni Metro East (MME) Phase II ⁶	PA&ED	Deobligated	(\$500,000)					(\$500,000)
SEMTA	Muni Metro East (MME) Phase II ⁶	PS&E	Allocated			\$1,500,000			\$1,500,000
SEMTA	Woods Renovation Hoists and Bays ^{2,4,7}	PLAN/CER	Programmed	\$0					\$0
SEMTA	Fall Protection Systems - Presidio Division ⁴	CON	Allocated		\$706,397				\$706,397
SEMTA	Fall Protection ⁷	CON	Pending			\$11,950,000			\$11,950,000
SEMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SEMTA	Upgrade Life and Fire Safety Systems ³	PS&E	Allocated		\$400,000				\$400,000
SEMTA	Fall Protection ²	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777
SEMTA	Fall Protection ²	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)
Programmed in 5YPP				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537
Total Allocated and Pending in 5YPP				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674
Total Deobligated in 5YPP				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)
Total Unallocated in 5YPP				\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total Programmed in 2014 Strategic Plan				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
Deobligated from Prior 5YPP Cycles **				\$7,151,673					\$7,151,673
Cumulative Remaining Programming Capacity				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date

Pending 10,25,16

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

Footnotes

- ¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15): Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- ² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15): Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.
 Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.
 Fall Protection: Added project with \$2,996,673.
- ³ 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16): Cumulative remaining programming capacity: Reduced by \$400,000.
 Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- ⁴ 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15): Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.
 Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- ⁵ 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-055, 5.24.15): Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15
 Cumulative Remaining Programming Capacity: Reduced by \$2,596,673
 Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.
- ⁶ 5YPP amendment to fund Muni Metro East (MME) Phase II (Res. 17-0XX, xx.xx.16): Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder by \$1,000,000 from \$3,428,500 to \$2,428,500.
 Muni Metro East (MME) Phase II: Added design phase of project in FY 2016/17 with \$1,000,000 in placeholder funds and \$500,000 deobligated from the environmental phase (Project 120-910041). The funds were not needed because the scope of the overall project was reduced.
- ⁷ 5YPP amendment to fund Fall Protection (Res. 17-0XX, xx.xx.16): Various Facility Plans Predevelopment: Placeholder reduced by \$400,000.
 Implementation of Various Facility Plans: Placeholder reduced by \$1,096,673.
 Muni Metro East Paint and Body Shop: Reduced by \$2,428,500. Project not advancing.
 Woods Renovation Hoists and Bays: Reduced by \$4,132,826. Project completed with other funds.
 Deobligated funds from prior 5YPP cycles: Reduced by \$3,892,001.
 Fall Protection: Added project in FY 2016/17 with \$11,950,000 for construction.

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

FY of Allocation Action: 2016/17

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP category: Curb Ramps: (EP-41)

Prop K EP Line Number (Primary): 41

Current Prop K Request: \$ 763,969

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02, District 05, District 06, District 07, District 08, District 09, District 10

REQUEST

Brief Project Description (type below)

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. The scope of the subject allocation includes construction of up to 65 curb ramps.

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

Construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. In conjunction with the Mayor's Office on Disability, community outreach includes distribution of trilingual postcards mailed to paratransit riders, provided to each Supervisor's office, distributed at key public events and workshops, and handed out by Public Works employees during regular field work. See attached for more detail.

Project Location (type below)

Citywide.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 763,969 Prop AA
Strategic Plan
Amount: _____

Background

Curb ramp construction 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.

A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. The U.S. Department of Justice (USDOJ) ADA Handbook states: "The legislative history of Title II of the ADA makes it clear that, under Title II, local and state governments are required to provide curb cuts on public streets... (and)... the employment, transportation, and public accommodation sections of ... [the ADA] would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between streets." ADA Section 35.151(e) establishes accessibility requirements for new construction and alterations, requiring all newly constructed and altered streets, roads, or highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Paragraph (d)(2) clarifies the application of the general requirement for program accessibility to the provision of curb ramps at existing crosswalks.

Public Works, the San Francisco Municipal Transportation Agency (SFMTA), and the Mayor's Office on Disability (MOD) developed a list of curb return locations requiring curb ramp upgrades during the planning phase of this project (see page 6 for the list of locations). The list primarily includes locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni. The attached Prioritization Matrix (page 5) shows how identified locations were prioritized.

Scope

The scope of this work is the construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. Public Works anticipates the work funded by \$763,969 in Prop K sales tax funds will construct up to 65 curb ramps. Public Works used \$129,287 from Fiscal Year 2015/16 Transportation Development Act, Article 3 funds for planning and design of these curb ramps. This brings the total project cost to \$893,256 for an average per ramp cost of \$13,742 (\$11,753 construction and \$1,989 for planning and design). The average cost per ramp has increased by \$981 since 2014/15 because of topographic and infrastructure obstacles.

Topographic and infrastructure obstacles include high slopes on steep streets that require extensive roadway and sidewalk modifications, conflicts between ADA compliant slopes and proper storm water drainage that require catch basin and culvert relocation and construction, and utility relocations like fire hydrants, water valves and meters, and street light pull boxes that need to be out of the curb ramp slopes. Sub-sidewalk basements and narrow sidewalks may require additional sidewalk widening or bulb-outs to provide proper access. As more ramps are constructed throughout the city, the more difficult locations remain, which increases the average cost.

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

Outreach

An equitability assessment of curb ramps throughout the city was conducted in May 2009 to assist in the prioritization process. The distribution of recently constructed curb ramps was compared to the distribution of missing or poorly constructed curb ramps. The assessment clearly indicated that the southern part of the city, in particular Supervisorial Districts 7, 8, 10 and 11 have historically had fewer curb ramps constructed, and also have a greater need for accessible curb ramps. This is in great part due to the lack of complaints and requests received. Locations that serve government facilities, transportation services, and commercial corridors are being evaluated in the ADA Transition Plan prioritization process to help increase representation of curb ramp work in these areas.

To promote awareness about how people with disabilities can request curb ramps, Public Works and the Mayor's Office on Disability (MOD) began a targeted public outreach campaign in June 2009. These efforts included creation and distribution of several thousand 4"x6" trilingual postcards with information on how to request curb ramps through 3-1-1. The postcards were included in a para-transit mailing in 2009. Another mailing to para-transit riders went out in Fall 2013 with the postcard size increased to 5" x 7". 3-1-1 request postcards are regularly provided to each Supervisor's office, and at key public events, including ADA Anniversary celebrations, Mayor's Disability Council meetings, and Department of Public Health "Community Vital Signs" workshop for hospitals, clinics and community health organizations. Postcards are also distributed to people with disabilities at disability cultural community events. Public Works employees hand out postcards during regular field work when asked about curb ramps or general accessibility issues.

Public Works participated in the the 2015 Sunday Streets in the Bayview/Dogpatch and Excelsior neighborhoods, and the 3rd on Third Arts Celebration in June 2015. Outreach events for 2016 include: Growing Healthy Kids in April and Access to Adventure in May 2016. Public Works will continue its outreach efforts in the future.

Citizens can request curb ramps through the City's 3-1-1 Customer Service line which provides translators in multiple languages.

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

		ADA 35.151(d)(2) Geospatial Proximity Priorities				
		A	B	C	D	E
		Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Places of Public Accommodation, Employers	Locations Serving Other Areas
Priority Description						
1	Non-conforming Curb Ramp or Landing / High condition score	A1	B1	C1	D1	E1
2	No Curb Ramp Yet Constructed	A2	B2	C2	D2	E2
3	Single or Non-Directional Curb Ramp, Two Can Fit	A3	B3	C3	D3	E3
4	Extremely Difficult Physical or Legal Constraints	A4	B4	C4	D4	E4
5	Curb Ramp Does Not Meet Current Standards, lower condition score	A5	B5	C5	D5	E5

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

PropK Curb Ramp Locations JO# 2781J		Total				Muni Identified Locations
LOCATION	District	Reconstruction		Retrofit		
		Returns	Ramps	Returns	Ramps	
1	Bay & Hyde	2	4	8		
2	Inness & Mendell	10	4	7		
3	Rutland & Raymond	10	2	4		
4	Harrison & Morris	6	2	2		
5	Harrison & Oak Grove	6	2	2		
6	Harrison & Merlin	6	2	2		
7	16th & Albion	8	1	1		
8	Valencia & Clinton Park	8,9	2	2		
9	Valencia & Brosnan	8	2	2		
10	Cambon & Castelo	7	4	6		
11	Central & Grove	5	4	8		
12	Baker & Fulton	5	2	4		
13	Fulton & Webster	5	4	8		
Totals			35	56		

Note: This is a preliminary list. Unforeseen conditions may affect the final number and location of returns and ramps designed and constructed. The goal for the subject request is a total of 65 curb ramps.

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

Project Name: Curb Ramps

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2015	Jan-Mar	2016
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2017
Project Completion (means last eligible expenditure)			Jan-Mar	2018

SCHEDULE DETAILS

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

No coordination issues or external deadlines are likely to affect this year's curb ramp installation.

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

Project Name: Curb Ramps

FUNDING PLAN - FOR CURRENT REQUEST

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 763,969	\$ -	\$ 763,969

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
Transportation Development Act (TDA)		\$ -	\$ 129,287	\$ 129,287
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 763,969	\$ 129,287	\$ 893,256

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

COST SUMMARY

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 17,630	\$ -		Actual cost to complete
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 111,657	\$ -	\$ -	Actual cost to date + engineer's estimate to complete
Construction (CON)	\$ 763,969	\$ 763,969	\$ -	Engineer's Estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 893,256	\$ 763,969	\$ -	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 649,374	\$ 114,595	\$ -	\$ -	\$ -	\$ 763,969
Prop AA		\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Curb Ramps

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - Cost by Phase

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	Contractor	Funding	
Planning/Conceptual Engineering	\$ 17,630	-	\$ 17,630		Funded by TDA FY 15/16	
Design Engineering (PS&E)	\$ 111,657	-	\$ 111,657		Funded by TDA FY 15/16	
Construction Contract	\$ 587,668			\$ 587,668	Prop K	
Construction Contingency	\$ 58,767	10%		\$ 58,767	Prop K	
Construction Management	\$ 88,150	15%	\$ 88,150		Prop K	
Construction Design Support Services	\$ 29,384	5%	\$ 29,384		Prop K	
Construction Subtotal - current request	\$ 763,969		\$ 117,534	\$ 646,435		
TOTAL Cost *	\$ 893,256		\$ 246,821	\$ 646,435		

Average cost per ramp	
Planning/ Design	\$ 1,989
Construction	\$ 11,753
Total	\$ 13,742

* Cost for up to 65 curb ramps, based on historical cost data and condition assumptions.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/21/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 763,969	Construction (CON)
	Total:	\$ 763,969	

Total Prop K Funds: \$ 763,969 **Total Prop AA Funds:** \$ -

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

Fund Expiration Date: 12/31/2018 **Eligible expenses must be incurred prior to this date.**

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/21/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

Deliverables:

1. Upon completion of the Design Phase (anticipated September 31, 2016), provide updated list of curb ramp locations and corresponding supervisorial districts.
2. Quarterly progress reports shall provide the number of curb ramps constructed during the preceeding quarter.
3. Upon project completion, provide a GIS map and shapefiles of completed curb ramp locations that are compatible with the Authority's GIS software.
4. Upon project completion, provide 2-3 digital photos of work in progress and after conditions.
5. _____

Special Conditions:

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$763,969) pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated list of curb ramp locations to be advertised for construction. See Deliverable #1.
2. _____
3. _____

Notes:

1. _____
2. _____

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	14.47%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: Department of Public Works

SGA Project Number: 141-908xxx **Name:** Curb Ramps

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$649,374	\$114,595				\$763,969

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 763,969

Current Prop AA Request: \$ -

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

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

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

RA

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Ken Spielman

Rachel Alonso

Title: Project Manager

Transportation Finance Analyst

Phone: 415-437-7002

415-558-4034

Email: kenneth.spielman@sfdpw.org

rachel.alonso@sfdpw.org




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Memorandum

Date: 09.22.16 **RE:** Citizens Advisory Committee
September 28, 2016

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **ACTION** – Adopt a Motion of Support to Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and to Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions

Summary

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle/pedestrian path to YBI. In anticipation of the new bicycle/pedestrian path extension expected to be completed in late September 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point area (on U.S. Coast Guard property – Quarters 9), including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk. The Vista Point improvements would be delivered by the Transportation Authority in partnership with the Bay Area Toll Authority (BATA). BATA will be responsible for designing the facility while the Transportation Authority will be responsible for constructing the Vista Point improvements. Vista Point construction work is targeted for completion in November 2016. The Vista Point improvements are planned to be in service until December 31, 2018, or until the realigned and reconstructed Macalla Road (constructed by TIDA) is completed, whichever occurs first.

BACKGROUND

The Transportation Authority is working in collaboration with the Treasure Island Development Authority (TIDA) to construct new I-80/westbound on and off ramps (on the east side of Yerba Buena Island (YBI)) connecting to the new Eastern Span of the San Francisco-Oakland Bay Bridge (SFOBB). Caltrans is also continuing their new Eastern Span SFOBB construction efforts; reconstructing the I-80 east bound on and off ramps including extending their Eastern Span bicycle/pedestrian path to YBI. In anticipation of the new Eastern Span bicycle/pedestrian path extension to YBI expected to be completed in late September 2016, all of the agencies involved have determined it would be advantageous to design and construct temporary trail landing Vista Point improvements on YBI adjacent to the SFOBB bicycle/pedestrian path touch down area. These improvements would provide a temporary larger, more amenable Vista Point type setting (on US Coast Guard property – Quarters 9), including but not limited

to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk.

DISCUSSION

The purpose of this memorandum is to seek a motion of support to execute a Memorandum of Agreement with TIDA for the YBI Vista Point operation services.

The Transportation Authority has been actively coordinating with Caltrans, the Bay Area Toll Authority (BATA), TIDA, and the U.S. Coast Guard to ensure proper synchronization of all related construction efforts. The Vista Point improvements would be delivered by the Transportation Authority in partnership with BATA. BATA will be responsible for designing the facility, while the Transportation Authority will be responsible for constructing the Vista Point improvements (as a change order to the I-80 YBI East Side Ramps project). Vista Point construction work is scheduled for completion in November 2016. The Vista Point improvements are planned to be in service until December 31, 2018, or until the realigned and reconstructed Macalla Road (constructed by TIDA) is completed, whichever occurs first. The total estimated cost for these improvements is \$2 million. BATA will provide \$1 million of Toll Bridge Funds for its share of the cost and the Transportation Authority's \$1 million share will be funded with Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds from the capital construction phase contingency line item.

The Transportation Authority is negotiating a Memorandum of Agreement with TIDA to utilize TIDA's existing resources to provide janitorial, landscape maintenance, security, and other services for the Vista Point area, and to compensate TIDA for these service expenses. The Transportation Authority will reimburse TIDA for a total amount not to exceed \$500,000 for these service expenses through December 31, 2018.

ALTERNATIVES

1. Adopt a motion of support to execute a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and to authorize the Executive Director to negotiate payment terms and non-material agreement terms and conditions, as requested.
2. Adopt a motion of support to execute a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and to authorize the Executive Director to negotiate payment terms and non-material agreement terms and conditions, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

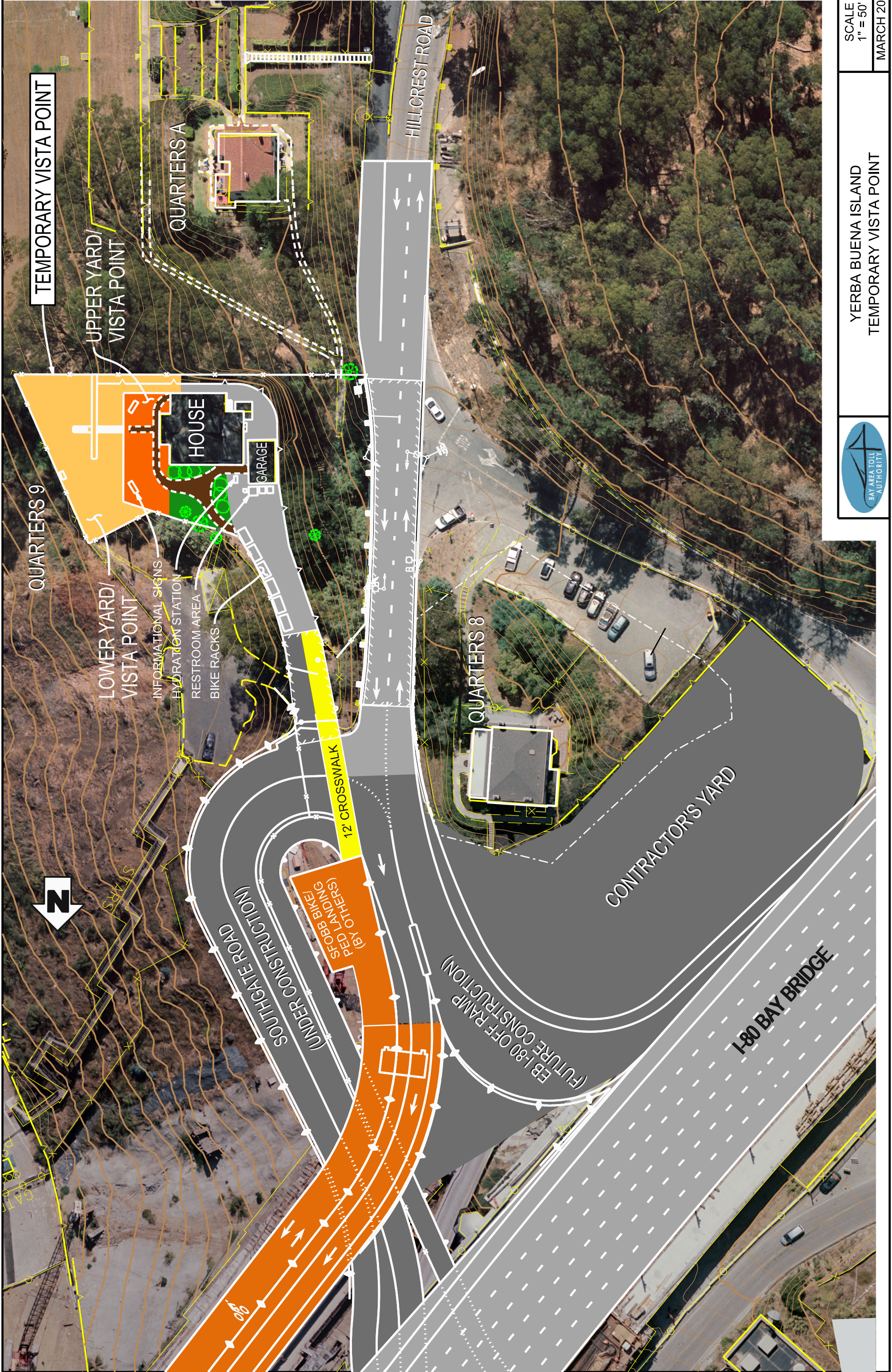
Budget for services identified in the proposed Memorandum of Agreement will be provided by BATA Toll Bridge Funds, through a separate agreement between the Transportation Authority and BATA, and Federal Highway Bridge Program and State Prop 1B Seismic Retrofit funds, awarded to the Transportation Authority from Caltrans. The first year's activities of the proposed agreement will be included in the Transportation Authority's FY 2016/17 mid-year budget amendment. Sufficient funds will be included in future budgets to cover the cost of this agreement.

RECOMMENDATION

Adopt a motion of support to execute a Memorandum of Agreement with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through December 31, 2018, and to authorize the Executive Director to negotiate payment terms and non-material agreement terms and conditions.

Attachment:

1. Map of Yerba Buena Island Vista Point Improvements



YERBA BUENA ISLAND
TEMPORARY VISTA POINT

SCALE
1" = 50'
MARCH 2016



Memorandum

Date: 09.22.16 **RE:** Citizens Advisory Committee
September 28, 2016

To: Citizens Advisory Committee

From: Anna LaForte – Deputy Director for Policy and Programming *all*

Subject: **ACTION** – Adopt a Motion of Support for Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria

Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria next month.

BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan allocated funds to just three programmatic categories. Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of

the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. Having a transparent and well-documented prioritization methodology in place allows for an open and inclusive project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K half-cent transportation sales tax, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which, as amended, programmed \$27.1 million in Prop AA funds for 22 projects in the first five years of the Prop AA Strategic Plan (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$23 million in Prop AA funds has been allocated and we anticipate the two final allocations will be requested in Fiscal Year 2016/17 for San Francisco Public Works repaving and San Francisco Municipal Transportation Agency transit improvements, both on Geary Boulevard. Attachment 5 is a fact sheet with information on the progress of all Prop AA projects funded to date.

We are in the last year of the 2012 5YPPs and are preparing to release a call for projects to program funds for the 2017 5YPPs as part of the 2017 Strategic Plan update.

DISCUSSION

The purpose of this memorandum is to present the updated policies and prioritization criteria to guide the development of the 2017 Prop AA Strategic Plan and to seek a motion of support for their approval. The 2017 Strategic Plan will program approximately \$23.2 million in Prop AA funds to specific projects in the 2017 5YPPs spanning Fiscal Years 2017/18 to 2021/22.

The Prop AA Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. Attachment 1 shows the recommended changes to the adopted policies, which are primarily focused on streamlining and clarifying language. The Prop AA Strategic Plan Screening and Prioritization Criteria are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories. Attachment 2 details recommended changes to the criteria, which are minor and include references to initiatives such as Vision Zero.

Funds Available: In February 2016, we updated the Prop AA revenue forecast based on actual revenues to date, producing a slightly higher estimate of approximately \$4.83 million per year. We recommend maintaining the same projected revenue forecast for the 2017 Strategic Plan update, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. In addition to new revenues, there is about \$520,000 in deobligated funds from projects completed under budget that is available for programming.

We recommend setting aside \$260,000 in additional program reserves to restore the program reserve to \$500,000, or roughly 10% of annual revenues. Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues. Thus, based on expected new revenues (new plus deobligations), netting out administrative costs and restoring the program reserve, the amount of Prop

AA funds we expect to be available for programming is approximately \$23.2 million over the five-year period of the 2017 5YPPs. See Attachment 3 for further details.

Call for Projects: We anticipate releasing a call for projects for the 2017 5YPPs covering Fiscal Years 2017/18 to 2021/22 following Board approval of the Policies and Screening and Prioritization Criteria next month. Attachment 4 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and returning to the Citizens Advisory Committee and Board with programming recommendations in March 2017. Project sponsors could then submit Fiscal Year 2017/18 Prop AA allocation requests for Board approval in June 2017.

ALTERNATIVES

1. Adopt a motion of support for approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, as requested.
2. Adopt a motion of support for approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board.

There are no impacts to the Transportation Authority's adopted Fiscal Year 2016/17 budget associated with the recommended action.

RECOMMENDATION

Adopt a motion of support for approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria.

Attachments (5):

1. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria
3. Summary of Funds Available
4. Draft 2017 Prop AA Strategic Plan Adoption Timeline
5. Prop AA Fact Sheet

Attachment 1.

**Prop AA Vehicle Registration Fee
Strategic Plan Policies (~~adopted 12.11.12 draft update 09.20.16~~)**

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. ~~As part of this first Prop AA Strategic Plan, w~~We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.

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- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - ~~Procurement (e.g. accessible pedestrian signals)~~
 - Construction, including procurement (e.g. accessible pedestrian signals)
- ~~Prop AA funds will be allocated for one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations.~~
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a ~~consultant~~ contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- ~~At the end of the project, Prop AA final reimbursement requests and allocations for the construction, construction engineering and equipment purchase phases must be drawn down project closeout requests must be submitted within 12 months of the date of contract acceptance project completion. Exceptions will be considered on a case-by-case basis.~~
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

Attachment 1.

process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive calls for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan ~~for use of Prop AA funds~~, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Attachment 1.

supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.

- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan(e.g. ~~future phases remain~~).
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the vehicle allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Attachment 1.

Table 1

Prerequisite Milestones for Allocation

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none"> ● Inclusion in 5YPP/Strategic Plan ● Conceptual Engineering Report, <u>if applicable</u> ● Approved environmental document ● Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Construction, <u>including procurement (e.g. accessible pedestrian signals)</u>	<ul style="list-style-type: none"> ● Inclusion in 5YPP /Strategic Plan ● Approved environmental document ● Right of way certification (if appropriate) ● 100% PS&E ● <u>All applicable permits</u>
Procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"> ● Inclusion in 5YPP /Strategic Plan ● Approved environmental document ● Right of Way Certification (if appropriate) ● 100% PS&E

Attachment 1.

Table 2
Expected Work Products/Deliverables by Phase

The phase for which Prop AA funds are allocated ~~shall be~~ reasonably expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

~~Requests for allocations that are expected to result in a work product/deliverable other than that shown in the table below for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in the table below for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost effective approach to delivering the project or program as required in the Expenditure Plan.~~

Phase	Expected Work Product/Deliverable¹
Design Engineering (PS&E)	Final design package including contract documents
Construction, <u>including procurement</u>	Constructed improvement or minimum operating segment, <u>or equipment in service</u>
<u>Procurement (e.g. rolling stock)</u>	<u>Equipment in service</u>

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

Attachment 2

Prop AA Vehicle Registration Fee

Strategic Plan Screening and Prioritization Criteria (~~adopted 12.11.12~~ draft update 09.20.16)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design, construction and/or procurement phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with ~~citywide board~~ agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, ~~date of awarding~~ a consultant contract, or encumbrance of staff labor charges by project sponsor.
- ~~Relative Level of Need or Urgency~~ **Time Sensitivity:** ~~Priority shall be given to projects that address known safety issues.~~ Priority shall be given to projects that are

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trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely-use-of-funds requirements.

- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the Neighborhood Transportation Improvement Program plan, corridor improvement study, campus master plan, station area plans, etc.).
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (i.e., e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with

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other modes, and reduce pedestrian hazards.

- Priority will be given to projects on corridors that are identified through or are consistent with ~~the~~WalkFirst, ~~effort~~Vision Zero, or successor efforts (e.g.; pedestrian master plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's ~~Transit Effectiveness~~Muni Forward ~~p~~Program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, ~~and~~reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, and bicycle parking), including regional transit connections).
- Priority will be given to travel demand management projects that aim to reduce ~~auto~~ congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

Attachment 3.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for FYs 2017/18-2021/22	
2017 Strategic Plan (FY2017/18 - FY2021/22) - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,730
Deobligated Funds	\$ 517,561
Additional Program Reserve (to restore to \$500,000)	\$ (260,000)
2017 Strategic Plan Update/ 5-Year Prioritization Programs - Total Estimated Funds Available for Projects	\$ 23,219,292

Table 2. 2012 Prop AA Strategic Plan - FY2012/13 - FY2016/17) Programmed and Allocated Funds by Category (includes revenues collected April 2011 - June 2012)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of September 2016, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 12,979,454	47.8%
Pedestrian Safety	25%	\$ 7,561,460	27.9%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,140,639	100%

Table 3. 2017 Prop AA Strategic Plan - FY2017/18 - FY2021/22 Estimated Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2017 Strategic Plan
Street Repair and Reconstruction	50%	\$ 12,200,511
Pedestrian Safety	25%	\$ 5,028,522
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Estimated Funds Available for Programming	100%	\$ 23,219,292

Attachment 4.

**Prop AA Vehicle Registration Fee
Draft 2017 Strategic Plan Adoption Timeline
(Updated 9.20.16)**

Wednesday, September 28, 2016	Citizens Advisory Committee Meeting – ACTION Strategic Plan Policies and Prioritization Criteria
October 2016	Plans and Programs Committee – ACTION (Tuesday, October 18th) Strategic Plan Policies and Prioritization Criteria Technical Working Group Meeting (Thursday, October 20th) Present draft Call for Projects materials Transportation Authority Board – ACTION (Tuesday, October 25th) Strategic Plan Policies and Prioritization Criteria Release Call for Projects (By November 1st)
November 2016	Workshop for potential applicants (tentative: following Technical Working Group Meeting, Thursday, November 17th)
January 2017	Applications due (tentative: Tuesday, January 17th) Technical Working Group (Thursday, January 19th) Present applications received
February 2017	Technical Working Group (February 16th) Present draft programming recommendations Citizens Advisory Committee – ACTION (February 22nd) 2017 Strategic Plan adoption (includes 5-Year Prioritization Programs)
March 2017	Plans and Programs Committee – ACTION (March 21st) 2017 Strategic Plan adoption Transportation Authority Board – ACTION (March 28th) 2017 Strategic Plan adoption
April 25, 2017	Sponsors may submit Fiscal Year 2017/18 Prop AA allocation requests for consideration at the May Citizens Advisory Committee meeting and June Transportation Authority Board meeting

For the latest information on Transportation Authority meeting dates, please see the Transportation Authority's website at www.sfcta.org under Meetings, Agendas, and Events



Proposition AA Additional Vehicle Registration Fee for Transportation Improvements

The Proposition AA Expenditure Plan: Guiding Principles

In 2010, the Transportation Authority worked with numerous stakeholders to develop an Expenditure Plan to articulate how revenues would be used. It was developed with the following guiding principles:

- Provide a documentable benefit or relationship to those paying the fee
- Limit the Expenditure Plan to a few programmatic categories, given the relatively small revenue stream
- Focus on small, high-impact projects that will provide tangible benefits in the short-term
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods
- Ensure accountability and transparency in programming and delivery

Contact Us for More Information

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San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city.



State legislation adopted in 2009 enabled Congestion Management Agencies to establish up to a \$10 countywide vehicle registration fee to fund transportation projects or programs having a relationship or benefit to the people paying the fee. Prop AA designated the Transportation Authority as the administrator of Prop AA and approved a 30-year Expenditure Plan specifying the use of the revenues (see chart below). Revenue collection began in May 2011.



The Prop AA Vehicle Registration Fee is a key part of an overall strategy to develop a balanced, well thought-out program to improve transportation for San Francisco residents, and generates nearly \$5 million per year.

continued other side

What does Prop AA fund?

The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

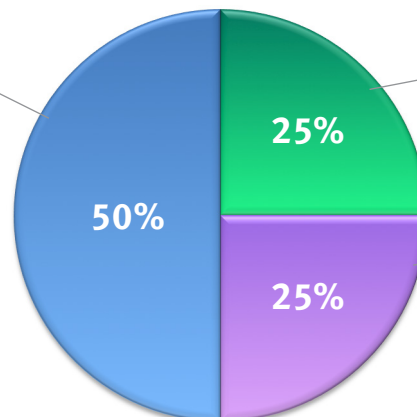
STREET REPAIR AND RECONSTRUCTION

Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



PEDESTRIAN SAFETY

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulbouts
- Pedestrian lighting, signals, and median islands

TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS

- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

What specific projects does Prop AA fund?

The table below provides a listing of allocated projects to date. For a full listing of approved Prop AA projects, with project detail and corresponding funding levels, visit www.sfcta.org/proposition-aa-strategic-plan. To view the locations and for additional information on Prop AA-funded projects, visit the Transportation Authority's online interactive project map, MyStreetSF, at www.sfcta.org/mystreetsf-map.

Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
STREET REPAIR AND RECONSTRUCTION					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,169,843	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$8,199,591	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,955,706	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
McAllister St Pavement Renovation	Construction	Public Works	\$1,995,132	\$2,763,663	Open for Use
Dolores St Pavement Renovation	Construction	Public Works	\$2,210,000	\$3,230,263	Open for Use
Subtotal			\$10,769,454	\$26,299,933	
PEDESTRIAN SAFETY					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,015,715	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Open for Use
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design funds allocated in February 2014. Environmental review completed in winter 2016. Anticipated open for use by September 2017.
Franklin and Divisadero Signal Upgrades	Design, Construction	SFMTA	\$896,750	\$5,485,080	Design funds allocated in May 2014, construction funds allocated in February 2015. Construction began Summer 2015 with all signals being operational by Fall 2016.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,845,206	\$2,485,345	Open for Use
Webster Street Pedestrian Signals	Design	SFMTA	\$401,794	\$1,760,000	Design funds allocated in November 2014, construction funds allocated July 2016. Design anticipated to be completed in fall 2016, followed by construction, with signals operational in fall 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in Winter 2018.
Broadway Chinatown Streetscape Improvements	Construction	Public Works	\$1,029,839	\$8,199,591**	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Streetscape Improvements	Construction	Public Works	\$163,358	\$6,955,706**	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by December 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,561,460	\$23,609,120	
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Design funds allocated in June 2014, construction funds allocated in January 2015. Construction complete September 2016. Open for use October, 1 2016.
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$713,831	\$4,216,014	Open for Use
Elevator Safety and Reliability Upgrades	Construction	SFMTA	\$287,000	\$2,734,500	Construction funds allocated in March 2016. All locations anticipated open for use in Spring 2018.
Muni Bus Layover Area at BART Daly City Station	Construction	SFMTA	\$507,980	\$550,000	Construction funds allocated in March 2016. Anticipated open for use in Winter 2016.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in early 2017.
Subtotal			\$4,534,805	\$10,701,508	
TOTAL			\$22,865,719	\$60,610,561	

* Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Mayor's Office of Housing and Community Development (MOHCD); San Francisco Municipal Transportation Agency (SFMTA); University of California Hastings College of the Law (UC Hastings).

**Project has also received allocations from Street Repair and Reconstruction category, so total project cost is excluded from Pedestrian Safety category subtotal to prevent double counting.



SFMTA
Municipal
Transportation
Agency

SFMTA FY 2017-2021 Capital Improvement Program (CIP)

September 28, 2016

TA Citizen Advisory Committee

What is the Capital Improvement Program(CIP)?

1. A **fiscally constrained 5-year program of capital projects**
2. An **implementation plan for regional, citywide, and agency-wide strategies and policy goals**
3. The **Capital Budget** is the first two years of the CIP
4. **Approved by the SFMTA Board April 2016**

FY 2017-2021 Capital Improvement




Capital Budget



How is the CIP Developed?

Policies, Plans & Strategies



- SFMTA Strategic Plan
- SFMTA Capital Plan
 - Vision Zero
 - Transit First
 - Fleet Plan
 - Bicycle Strategy
 - Pedestrian Strategy
 - Real Estate Vision



Funding Opportunities



- Competitive Grants
- Prop K Sales Tax
- Revenue Bonds
- GO Bonds
- Regional Discretionary Funding
- City General Fund
- Developer Fee Revenue

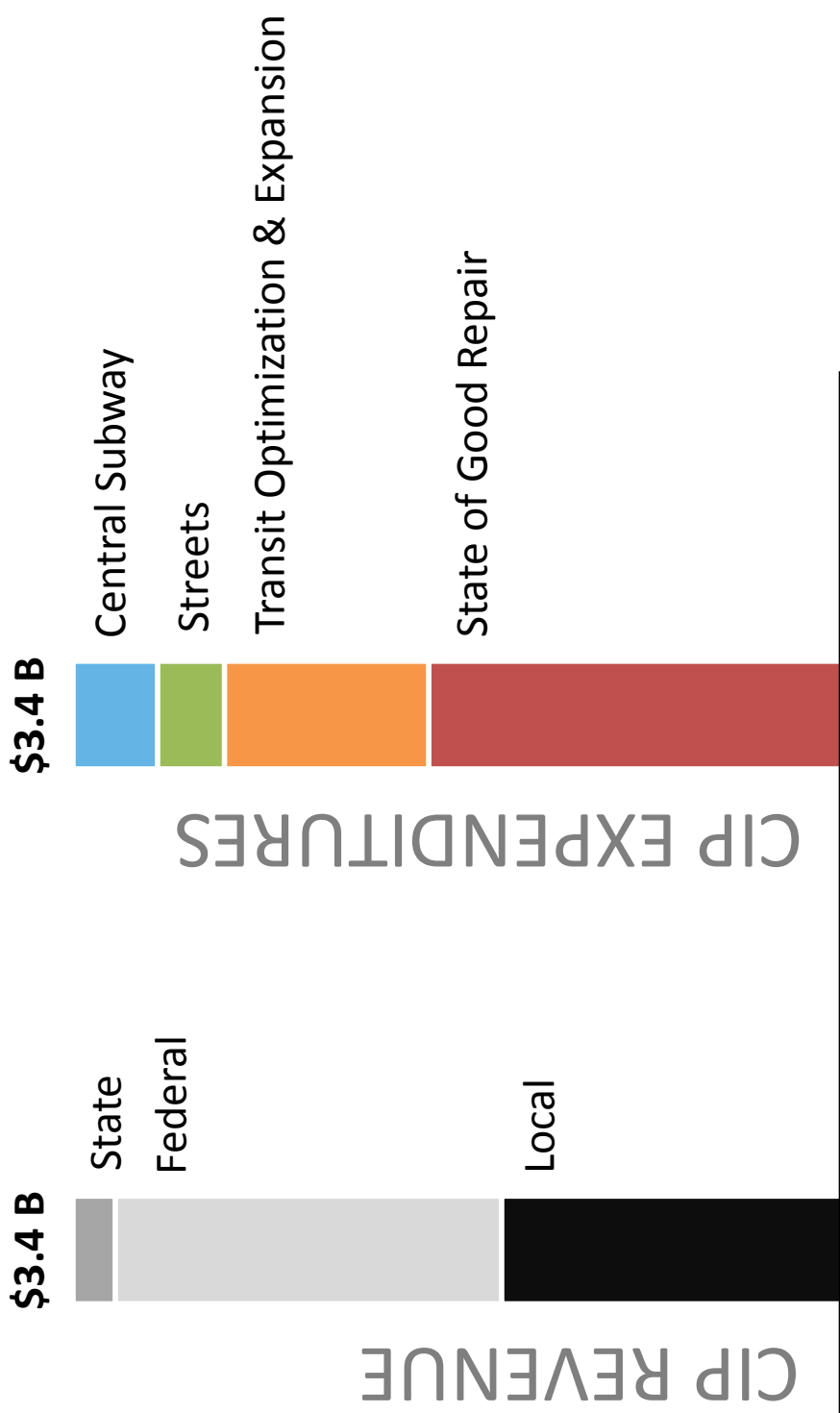


5-Year CIP



FY 2017-2021 Capital Improvement Program

What makes up the CIP?



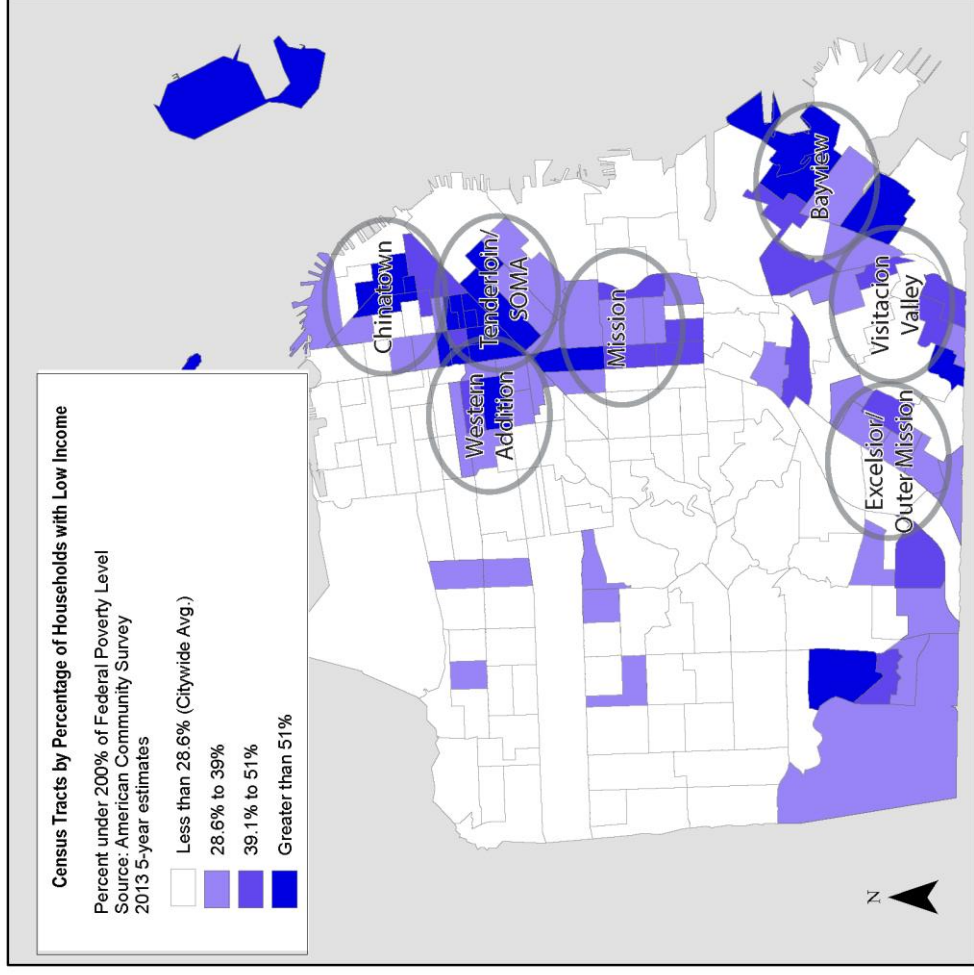
3 Key Policy Goals:
Vision Zero
Transit First
State of Good Repair

255
Capital
Projects

\$3.3
Billion Total
Investment

Implementing the Muni Equity Strategy

- Muni Service Equity Policy was adopted in May 2014 by the SFMTA Board
- In collaboration with community advocates, SFMTA staff identified seven equity strategy neighborhoods based on a number of demographic factors
- The FY 2017 & 2018 budget includes Citywide and neighborhood-specific recommendations that will lead to measurable improvements on routes in the focus neighborhoods



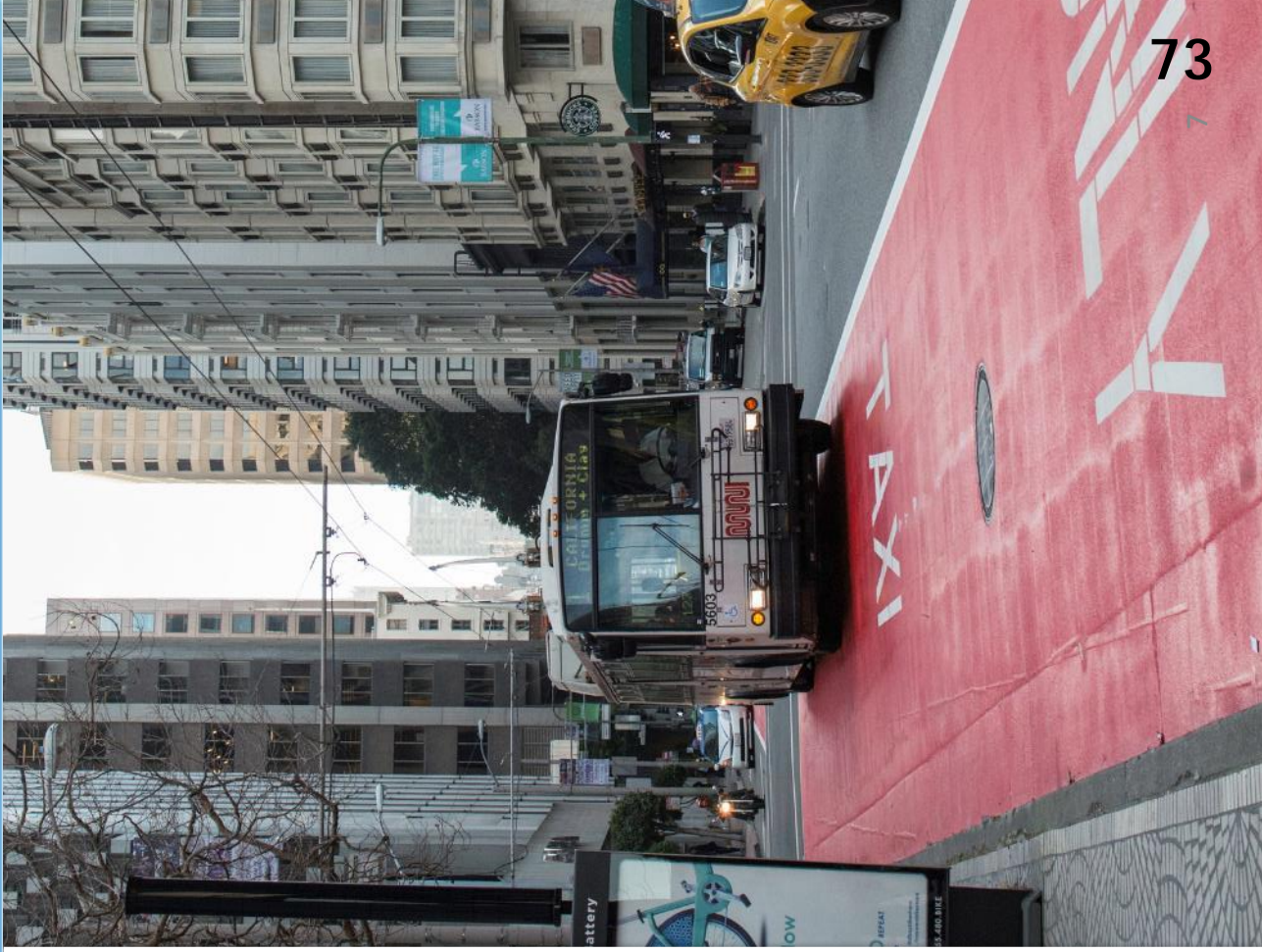
Highlights from the CIP

Transit Fixed Guideway

- Rail Signal Upgrades
- Subway Reliability Improvements
- Overhead Line Repair at Priority Locations
- Replacement of Surface Trackwork & Rail
- Substation Upgrades at several locations

Transit Optimization & Expansion

- Continued rollout of Muni Forward transit priority projects
 - 14 Mission, 22 Fillmore, 28 19th Avenue, 30 Stockton)
- Near-term Rail Capacity Strategy projects
- Muni Metro Subway Station Enhancements



Fleet

- Continued support for fleet replacement:
 - Motor Coaches replaced by early 2018
 - Trolley Coaches replaced by late-2019
 - First of new LRVs to arrive in 2016
- Replacement of 1,200+ fare boxes for entire fleet
- Paratransit fleet will be replaced in 2017-18 and expanded during these same years
- Targeted overhaul of motor coaches & LRVs

Taxi

- Incentive programs for “green” taxi technology, such as rebates for alternative fuel taxis



Complete Streets

- Vision Zero improvements coordinated with Muni Forward project implementation
- Bicycle Strategy Corridors
- Bike safety and connectivity spot improvements
- WalkFirst Quick & Effective Projects



Traffic & Signals

- Walkfirst Pedestrian Signal Countdowns
- NoMa/SoMa Signal Retiming & Upgrades
- 19th Avenue Signal Upgrades Phase III
- Gough Street Traffic Signals Upgrades
- Webster Street Pedestrian Signals Upgrades
- Transit Signal Priority Expansion



Communications & IT

- Implementation of agency-wide Wifi Infrastructure and VoIP/Lync Telephony
- Continued support for Enterprise Asset Management System (EAMS)
- Procurement of Paratransit Scheduling Software

Security

- Emergency preparedness and threat mitigation projects

Parking

- Ellis/O'Farrell Garage Seismic Upgrade
- Lighting System Upgrades – Multiple Garages



Public Outreach & Engagement

SFMTA staff conducted over 20 workshops, meetings and town hall events, including:

- Bicycle Advisory Committee
- Citizen Advisory Committees
- Mayor’s Office on Disability
- Multimodal Accessibility Advisory
- Committee (MAAC)
- Muni Equity Strategy Stakeholders
- Pedestrian Safety Advisory Committee
- Senior & Disability Action Network
- SF Bicycle Coalition
- SF Board of Supervisors
- SFMTA Citizens Advisory Committee
- Small Business Commission
- Tenderloin Public Realm Group
- Transit Riders Union (TRU)
- Walk SF

Thank You!

*We're keeping the Future
in Focus.*

<https://www.sfmta.com/sites/default/files/reports/2016/SFMTA%20FY%202017-2021%20CIP.pdf>