



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, February 22, 2017; 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, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Shannon Wells-Mongiovi 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. | Election of Vice Chair for 2017 – ACTION* | 7 |
| <p>As set forth in the CAC's By-Laws, the terms of the CAC Chair and Vice-Chair expire in January of each year. An election is required to select the Chair and Vice Chair by a majority of the appointed CAC members. To be eligible for election to the Chair or Vice Chair positions, a CAC member must be nominated at the last meeting of the previous calendar year. At the November 30, 2016 meeting, Peter Sachs and Bradley Wiedmaier were nominated for Vice Chair. At the January 25 CAC meeting, the CAC held an election for Vice Chair but neither candidate received a majority of votes, and the CAC continued the item to the following month. The statements of qualifications and objectives for each candidate were previously submitted to the Clerk and are included as attachments to this item.</p> | | | |
| 6:15 | | Consent Calendar | |
| | 4. | Approve the Minutes of the January 25, 2017 Meeting – ACTION* | 9 |
| | 5. | Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION* | 19 |

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment

Improvements (Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

- 6. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions – ACTION***

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The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (PB) for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for PB to provide construction support services to close out Phase 1 of the project. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and Bay Area Toll Authority funds and will be drawn down from the approved construction phase budget for the project.

- 7. State and Federal Legislative Update – INFORMATION***

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Every month, we provide an update on state and federal legislation and, when appropriate, seek recommendations to adopt new positions on active legislation. The attached matrix tracks the latest activity on state bills and the positions previously adopted by the Transportation Authority. At its February 14, 2017 meeting, the Finance Committee recommended the following new positions: support on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill 1 (Beall), and an oppose position on AB 65 (Patterson). The Finance Committee amended the item to sever the support recommendation on AB 342 (Chiu) to be considered separately at a subsequent Board meeting so that more information could be provided to address questions raised by the Committee.

- 8. Citizens Advisory Committee Appointment – INFORMATION**

The Plans and Programs Committee will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its March 14, 2017 meeting. The vacancy is the result of the term expiration of Myla Ablog (District 5 resident), who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

End of Consent Calendar

- 6:20 9. Adopt a Motion of Support for the Allocation of \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION***

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As summarized in Attachments 1 and 2, we have eight requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$34,931,349 in Prop K funds to present to the Citizens Advisory Committee. The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds and over \$106 million in federal and state funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds (expected to be programmed by the Metropolitan Transportation Commission later this month) to purchase the remaining 117 buses and provide warranty support. The

SFMTA has requested construction funds for four projects: replacement of light-rail track on 19th Avenue for the M-Ocean View line (\$1.3 million); traffic signal upgrades at five intersections along 19th Avenue (\$2.5 million); and additional funds to cover the higher than anticipated costs for traffic signal upgrades (including pedestrian countdown and accessible pedestrian signals) at seven intersections along Webster Street (\$185,000) and for six new traffic signals throughout the city (\$360,000). The SFMTA has requested design funds to upgrade six traffic signals along Arguello Boulevard (\$250,000) and for nine new traffic signals throughout the city (\$126,514). Finally, the SFMTA has requested \$115,000 for the planning phase of the 23rd Avenue Neighborway project to identify traffic calming, bicycle and pedestrian safety improvements along the corridor between Lake Street and Golden Gate Park.

6:35 10. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION* 57

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 (FY) 2012/13 to 2016/17) in the 2012 Strategic Plan. In November 2016, we issued the 2017 Prop AA Strategic Plan call for projects to program funds for the next 5-year period (FYs 2017/18 to 2021/22). By the January 17 deadline, we received 22 applications from 5 sponsors requesting about \$33.8 million in Prop AA funds, compared to the \$23.1 million available. We evaluated the project applications using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects and partially fund one project (Attachment 5). We also recommend leaving \$2,397,128 in FY 2019/20 funds on reserve for a future mid-cycle call for projects with priority to projects in the street resurfacing category from where the funds originated. There was only one other application for street resurfacing funds (the Port's Cargo Way and Amador Way Street Improvement project) and in our judgement, that project currently lacks a sufficient full funding plan to warrant programming at this time. The Port may resubmit the project as part of the next call.

6:45 11. Adopt a Motion of Support for Approval of the Managing Access to the “Crooked Street” (1000 Block of Lombard Street) Study – ACTION* 77

The Managing Access to the Crooked Street Study was recommended by Commissioner Farrell for \$100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP). The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities). This study focuses on the neighborhood at and around the 1000 Block of Lombard Street between Hyde and Leavenworth Streets – the “Crooked Street” that is one of San Francisco's most prominent landmarks and one which attracts millions of visitors each year. The purpose of the study was to identify and evaluate a range of options for managing visitor access and circulation on and around the Crooked Street while maintaining the character and livability of the residential neighborhood and avoiding spillover effects into adjacent streets and neighborhoods. Andrew Heidel, Senior Transportation Planner, will present the results and recommendations of this study to the CAC. The presentation is included in the meeting packet and the draft report is included as an enclosure.

7:10 12. Presentation on Regional Measure 3 – INFORMATION* 105

One of our key work program items this calendar year is providing input on San Francisco's project priorities for a potential toll increase (known as Regional Measure 3 or RM3) on the Bay Area's seven state-owned toll bridges. The Metropolitan Transportation Commission (MTC) is contemplating placing RM3 on either the June or November 2018 ballot in all nine Bay Area counties. RM3 would increase the tolls on the region's state-owned toll bridges by \$1-3, potentially generating \$1.7-\$5 billion through a 25-year capital bond for projects that help relieve congestion on the toll bridge corridors. As a fee, a simple majority of voters would be needed to approve the measure. The Bay Area congestion management agencies (CMAs) and transit agencies have been asked to provide input into the toll program of projects. At the Citizens Advisory Committee meeting we will provide background information on existing bridge

tolls in the region, an update on the legislative process for RM3 (e.g., it requires state legislative authorization), and MTC's proposed RM3 principles. We will also provide some initial thoughts on a policy framework to guide San Francisco RM3 advocacy and on a list of potential RM3 priority projects. We anticipate returning to the Board in March to endorse a San Francisco RM3 policy framework and a draft list of San Francisco RM3 priorities. In the meantime, we are continuing to coordinate with San Francisco agencies (particularly the San Francisco Municipal Transportation Agency), regional transit operators and other transportation agencies that serve San Francisco to help develop a common advocacy strategy for RM3. We have included in the meeting packet the presentation provided to the Plans and Programs Committee on February 14 and the RM3 materials that MTC Commissioners discussed at their November retreat, which provide a good overview of the topic.

7:20 13. Update on Late Night Transportation Plan – INFORMATION

The Transportation Authority, together with the Office of Economic and Workforce Development, the Entertainment Commission, and the Late Night Transportation Working Group, has been working to advance the recommendations of the 2015 Working Group report “The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors.” The set of initiatives in this second phase of work includes a coordinated information campaign to communicate existing services, a pilot program to fund location-specific improvements, and establishment of an ongoing data monitoring practice. Since the last update in June 2016, the project team has completed technical service recommendations, including both cost-neutral changes and network expansions that would require additional resources. This update will present service planning recommendations and the process by which they were developed. Next steps are to identify potential funding sources for recommendations, work with operators on implementation steps – including outreach needs – and prepare the final report for this Phase 2 follow-on to the 2015 report.

7:25 14. Major Capital Projects Update – Central Subway – INFORMATION*

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The Central Subway is one of the signature projects in the Prop K sales tax Expenditure Plan. As Phase 2 of the T-Third light-rail line, it will extend from 4th and King Streets to Chinatown, with a surface station at Brannan Street and underground stations at the Yerba Buena/Moscone Center, Union Square, and Chinatown. Work on this project reached 64% in December 2016. Construction has been completed on the two utility relocation contracts and the tunnels contract. Work is proceeding on the \$844 million stations and systems contract where the contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. Excavation is well underway at all three underground stations and work is proceeding at the surface station. As of the end of December 2016, expenditures on this contract reached \$448.2 million, or 51% of the total contract value. As of the same date, the project had paid \$496.48 million to Small Business Enterprises, which represents 44% of the total expenditures. The project budget remains at \$1.578 billion, which is the baseline established in 2010. The project contingency stands at \$78.49 million, \$18.49 million over the Federal Transit Administration's recommended contingency level of \$60 million at this point of the project. Revenue service is forecasted for September 2019, nine months later than the baseline, though the San Francisco Municipal Transportation Agency and the contractor are working on recovery plans.

7:40 15. Presentation on Transportation Network Company Congestion – INFORMATION

This item was initiated at the request of CAC Members Santiago Lerma and Bradley Wiedmaier who asked for staff to present on congestion from Transportation Network Companies (TNCs). New technologies are rapidly enabling innovation in transportation modes and services. These technologies include ride-hailing services such as Uber and Lyft (also known as TNCs), as well as ride-pooling services such as Chariot, ride-matching services such as Waze Carpool and Scoop, carsharing and bikesharing, and autonomous vehicle technologies on the horizon. These new services have evolved faster than policies and regulations and in some cases are causing conflicts with existing transportation services and infrastructure. Some of these services operate at legal margins. For many, their existing impacts on the transportation system have gone unmeasured, and their potential future impacts unassessed. In response to the CAC's interest, staff will present a brief report on some initial indications about the impact of TNCs on transportation system performance, and identify research questions and data needs. We will also present on an upcoming project we are about to kick off to more comprehensively study these emerging transportation services, establish a policy framework to shape future initiatives, establish data reporting protocols for the sector, and identify implementation strategies.

7:50 16. Introduction of New Business – INFORMATION

CAC Meeting Agenda

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.

7:55 17. Public Comment

8:00 18. Adjournment

* Additional materials

Next Meeting: March 22, 2017

CAC MEMBERS WHO ARE UNABLE TO ATTEND SHOULD CONTACT THE CLERK AT (415) 522-4817

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 6, 7, 9, 9R, 14, 14R, 21, 47, 49, and 90. For more information about MUNI accessible services, call (415) 701-4485.

There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on 11th Street.

In order to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at all public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the Transportation Authority accommodate these individuals.

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

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; telephone (415) 252-3100; fax (415) 252-3112; website www.sfethics.org.



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**Peter Sachs' Statement of Qualifications and Objectives for Vice Chair
January 14, 2017**

Dear fellow members of the CAC,

I'm happy to be re-nominated as your vice chair and eager to continue our work. This Citizens Advisory Committee plays an important role in providing feedback and recommendations to the TA Commissioners, and it's important that we continue to take stands on the issues we believe are most important.

Even since before I joined the CAC in 2015, I've made a habit of meeting regularly with District 4 Supervisor Katy Tang. We have a strong working relationship and share many of the same priorities, especially when it comes to improving transit on the west side of the city. I'm excited to see the overhaul of the L-Taraval begin this month, and eager to be part of the discussions regarding the future of the M-Ocean View, Geary BRT and Geneva BRT – among other projects.

But that future is imperiled because Prop K failed on the November ballot. I was a strong advocate on the CAC for passing the sales tax. We've all seen the data that San Francisco voters in particular are willing to raise taxes on themselves when they know where the money will go.

Last November's ballot saw incredibly strong support for other taxes: Funding for the SFUSD and City Colleges both passed with 80 percent in favor. Measures to enact a sugar tax and raise the transfer tax both passed with more than 60 percent in favor.

And most relevant to us, BART's Measure RR passed in the city with 81 percent in favor. Yet the Measure K sales tax **failed** with 65 percent voting **against** it.

That says to me that we can and must do better to get the word out about the work we're doing. As your vice chair, I will take the lead in organizing a campaign in favor of a future transportation funding initiative. I'll do my part in educating and reaching out to voters in my district, and I hope you'll join me. And just as I have in the past, I will continue to ask questions to make sure that we are spending those tax dollars in the most responsible way possible.

Thank you for your support,

Peter Sachs

Dear Chair Waddling and Citizens Advisory Committee Members,

I have accepted the nomination to stand for Vice Chair of the CTA-CAC to allow a discussion of the state of our work in transportation planning and funding strategies. I support a third way for our tasks from that of the two dominant forces in our area of review. I support citizen planning and input into the decision and funding of San Francisco Transportation. I believe two dominant forces are exercising undue sway over our tasks and these influences are reflected in the issues coming before us.

The new tech disruption corporations and establishment corporations through their organizations like SPUR, have once again captured the Executive and Legislative branches of City-County government through a Citizens United like San Francisco campaign spending extreme, overwhelming the local election dialog. Arrayed in the second camp are the vested transportation & planning complex which represents another force somewhat independent of the corporations. Even though the Transportation and planning establishment is largely beholden to the corporations and disruption corporations they reflect the limited autonomy of the corporation politicians who bargain and mitigate some extremely minor benefits from the Corporation government.

This state of affairs is not serving the working people of San Francisco, and I stand for a third independent way, Citizen Planning. Because of the dissonance between these two forces we are not going forward and getting to the big plans. We seem to be prioritizing focusing on disjointed details and we are not moving forward on aspects of the large planning systems. We are seeing substitutes of more immediate partial remedies instead of the long range solutions.

We saw in the EIR for the Geary BRT rammed through the process, 17 working days after appearing in early December after the final form was published. This was not, after years of work, a necessary rush to the vote. We as the CTA-CAC were excluded from the process because of the undue speed we were excluded over the holiday recess period. This is very questionable as to our responsibility as a body. I don't think that for 350 million, adding stops to the Muni38R, our cutting the number of stops in half of the Muni3 local, meshes with the existing system lines, nor the less than a quarter of the route having limited bus track, should be beyond our task of questioning.

I can only offer to the office of vice chair my training in the discipline of Architectural History, under the mentorship of some of the leading lights of that field in California. Studying and working under Sally Woodbridge, David Gebhard, Esther McCoy and Robert Judson Clark; I have at least been taught how to ask the right questions about an issue.

I have looked at transportation and hill cities carefully over my life of travels and feel that I can offer broader historic experience by direct referencing cities such as Naples, Genoa, Valparaiso, Seattle, Valletta/Malta among others.

I hope to help us move forward to the future with the large picture in transportation and the more immediate short term steps, as well as the infill and detailed preservation of our treasured city. We see San Francisco, sometimes more treasured by outsiders, than by many of our neighbors. I hope we can inspire all to see it as it can be while keeping its most treasured aspects.

In shared effort for our citizens and city,
Bradley Wiedmaier



DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, January 25, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:05 p.m.

CAC members present were Myla Ablog, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Bradley Wiedmaier and Shannon Wells-Mongiovi (8). Brian Larkin entered during Item 7.

Transportation Authority staff members present were Seon Joo Kim, Anna LaForte, Maria Lombardo and Mike Pickford.

2. Chair's Report – INFORMATION

Chair Waddling reported that at the January 24, 2017 Board meeting Commissioner Peskin was elected Chair and Commissioner Tang was elected Vice Chair. He said the Treasure Island Mobility Management Authority Board also met briefly and elected Commissioner Kim Chair and Commissioner Yee Vice Chair. He announced that the Transportation Authority's 2016 Annual Report would be published soon and read an excerpt from Board Chair Peskin's press release regarding enhancements to the Transportation Authority's project oversight function. Chair Waddling announced that at the February CAC meeting there would be presentations on the impacts on congestion by transportation network companies (as requested by Bradley Wiedmaier), on draft recommendations from the Late Night Working Group (as requested by Jackie Sachs), and on the status of the Central Subway project. Finally, he announced two upcoming workshops organized by the Metropolitan Transportation Commission for the Bay Area Core Transit Core Capacity Study.

There was no public comment.

3. Election of Chair and Vice Chair for 2017 – ACTION

Chair Waddling announced that at the November 30, 2016 CAC meeting, nominations were held for the positions of CAC Chair and Vice Chair for 2017. He said that for the Chair seat, he was the only member nominated and therefore eligible to be elected, while for the Vice Chair seat, Peter Sachs and Bradley Wiedmaier were nominated.

Chair Waddling opened public comment for the election of Chair, which there was none.

The motion to elect Chris Waddling as Chair was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Wiedmaier and Wells-Mongiovi (7)

Abstain: Waddling (1)

Absent: CAC Members Hogue, Larkin and Larson (3)

Chair Waddling opened public comment for the election of Vice Chair, to which there was none.

The motion to elect Bradley Wiedmaier as Vice Chair was not approved by a majority of the

CAC Members.

The motion to elect Peter Sachs as Vice Chair was not approved by a majority of the CAC Members.

Since neither of the nominees received a majority of the vote, Chair Waddling continued the item to the February 22 CAC meeting to allow absent CAC members to vote.

Shannon Wells-Mongiovi requested that the Vice Chair nominees speak about their interests and qualifications prior to the election of Vice Chair at the next CAC meeting.

Consent Calendar

4. **Approve the Minutes of the January 11, 2017 Special Meeting – ACTION**
5. **State and Federal Legislative Update – INFORMATION**
6. **Accounting Report and Investment Report for the Six Months Ending December 31, 2016 – INFORMATION**

There was no public comment

Peter Tannen moved to approve the item, seconded by Shannon Wells-Mongiovi.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

End of Consent Calendar

7. **Adopt a Motion of Support for the Allocation of \$4,306,324 in Prop K Funds and \$2,540,359 in Prop AA Funds, with Conditions, for Five Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

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

Peter Sachs asked why permeable pavement was planned for only three segments of the Wiggle project. Craig Raphael with the San Francisco Municipal Transportation Agency (SFMTA) replied that the Wiggle was one of the first projects in the City to include that feature, which was included as a kind of pilot project to be replicated elsewhere in the City if successful. He said available funding may also have been a constraint. Mr. Sachs asked if there were plans to construct the improvements labeled on the Hairball project map as Segments B, C and E. Ms. LaForte replied that the 2012 Cesar Chavez East Community Design Plan recommended prioritizing Segments F, G, M and N, and that those were the segments prioritized for funding by the Neighborhood Transportation Improvement Program. She said however that the Board had expressed interest in funding more of the recommended improvements.

Peter Tannen asked about the criteria for selecting the intersections in the Wiggle project that would be improved with raised crosswalks. Mr. Raphael replied that stormwater drainage considerations limited the locations, since the raised walkways could obstruct runoff. Mr. Tannen asked about the public outreach for the traffic diverter planned for the southwest corner of Scott and Fell Streets; as he pointed out that the city had a history of unsuccessful traffic diverters. Mr. Raphael said that outreach had been done for the traffic diverter, which was part of an attempt to improve bicycle safety by compensating for the heavy southbound traffic flows on Scott Street, and that the SFMTA had recently implemented “Green Wave” traffic timing on Divisadero Street in anticipation of increased vehicle flows on that corridor. He added that the

SFMTA would evaluate the success of the strategy after it was fully implemented. Mr. Tannen requested a copy of the improvement plans for Segments M, N and O on the Hairball project map. Ms. LaForte said staff would provide a copy of the report presented to the Plans and Programs Committee.

Santiago Lerma asked about maintenance funding for the proposed greenways, noting that some recent greenscape improvements appeared neglected. Ms. LaForte said that in general a maintenance plan and any necessary commitments were required to be in place prior to construction. Rachel Alonso with San Francisco Public Works (SFPW), acknowledged that enforcement of maintenance agreements was a problem and that the City was learning from past experiences. She said a draft Memorandum of Understanding between SFPW and SFMTA included a provision that the lead agency for installing public improvements would be responsible for ensuring that they were maintained. She added that it was her understanding that the San Francisco Public Utilities Commission would have primary responsibility for maintenance of the Greenways project.

Shannon Wells-Mongiovi asked if any Spanish language or Chinese language groups would be included in the outreach efforts for the District 11 Neighborhood Greenways project. Mr. Raphael replied in the affirmative, and said the SFMTA had worked with People Organizing to Demand Environmental and Economic Rights (PODER) during preparation of the Caltrans planning grant for the project.

Chair Waddling asked how street segments were prioritized for re-paving, and asked if geographic equity was a criterion. Ramon Kong with SFPW, replied that SFPW used five criteria which were applied dynamically. He said the criteria included (1) functional classification, since heavily used streets experience more wear; (2) Pavement Condition Index (PCI) score, with high-scoring segments receiving micro-surfacing and the lowest scoring segments requiring complete reconstruction; (3) geographic equity to try to ensure equitable street quality city-wide, though he noted that the most heavily used streets required more frequent repair regardless of location; (4) project readiness, i.e. ensuring that pavement repairs are coordinated with ancillary projects such as utility, complete streets and transit improvements; and (5) public requests to correct safety-related problems such as drainage, potholes, and storm damage. Myla Ablog expressed interest in the design of the permeable paving to be included along the Wiggle. Ms. LaForte said detailed design was complete and the specifications should be available.

Chair Waddling asked about a previous request by the SFMTA for funds to re-paint green boxes and sharrows along the Wiggle on pavement that was in poor condition. Mr. Raphael said that as he recalled, the CAC had expressed concern about coordination between SFPW's paving program and SFMTA's maintenance of street markings, and said he could provide a more complete response by email.

Bradley Wiedmaier asked if the Wiggle project included new signage to warn motorists on the Oak/Fell Street corridor about the bicycle corridor crossings. Mr. Raphael said he was not aware of any new signage planned as part of the project. Ms. Sachs recommended that the SFMTA consider including multi-lingual signage where the Wiggle crossed the Oak/Fell Street corridor because it was the main artery for access to the University of California, San Francisco medical center on Parnassus Street. Mr. Raphael responded that in general SFMTA traffic engineers favored street design elements over street signs as a more effective way of encouraging safe behavior by drivers. He said the SFMTA had conducted studies showing that driver response to road signs tended to be low, partly because the signs added to the visual overload along roadsides.

Mr. Wiedmaier asked what kinds of street design elements might be preferred to street signs. Mr.

Raphael said street elements such as bulbouts that would force drivers to be more cautious when making turns, raised crosswalks to make pedestrians more visible, and head-start indicators at crosswalks were all treatments that were generally preferred over street signs. Ms. Sachs said it was important to consider emergency responders and the disabled community when designing street improvements.

Mr. Wiedmaier asked why bulbouts were included at the Wiggle crossing on Fell Street but not on Oak Street. Mr. Raphael said his understanding was that the bulbouts planned for the Wiggle were mainly intended to slow bicyclists and make pedestrians more visible to them. He said bicycle traffic turning onto Scott Street from Fell Street had been identified as more of a problem than turns onto Scott Street from Oak Street since the latter crossing was a continuation of a straight segment of the bicycle route.

There was no public comment

Brian Larkin moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (9)

Absent: CAC Members Hogue and Larson (2)

8. Adopt a Motion of Support for Authorization to Borrow up to \$46,335,835, to a Total Amount Not to Exceed \$140,000,000 from the Revolving Credit Agreement with State Street Public Lending Corporation – ACTION

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

Peter Sachs asked if the agency was planning to issue a bond this year or in the future, and whether approving the item would speed up or slow down the need for a bond. Ms. Fong replied that the item would slow down the need for a bond, and that implementing the short term facility would be a bridge enabling the agency to access funding quickly, providing time for the agency to issue a bond or other financing instrument. She said that if the agency was going to issue a bond it would likely be in Fiscal Year 2017/18.

During public comment, Edward Mason asked what the anticipated cost of the interest rate would be. He asked if the agency had considered a sinking funding whereby funds were set aside so that funds would not need to be borrowed in order to avoid financing costs. He said he recognized that this only short-term financing but that in the big picture the funds would not be available for physical assets that could be purchased with the funds paid toward interest. Ms. Fong replied that staff was not able to forecast what the interest rate would be if it were to issue a bond but noted that the City and County of San Francisco recently issued a Geo-Bond with an interest rate of 2.91%. She said staff was currently looking at interest rates of 4% but that it would be hard to estimate going forward, and noted that the agency currently had an interest rate of 0.73%. Ms. Fong said the agency had considered not issuing any type of financial instrument but that the tradeoff was that it wouldn't be able to advance projects and provide the public benefits as soon as it was currently able to.

Maria Lombardo, Chief Deputy Director, added that the agency did not take issuing debt lightly and acknowledged Mr. Mason's good questions. She noted that Prop K provided funds over a 30-year period and gave an example of how a pay as you go approach didn't work so well, specifically citing an example wherein the San Francisco Municipal Transportation Agency had a unique opportunity to exercise options to purchase new light rail vehicles, enabling it to lock in a

better price and to deliver new vehicles sooner.

Jacqueline Sachs moved to approve the item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

9. Adopt a Motion of Support for the Adoption of the Fiscal Year 2017/18 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

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

Peter Sachs asked if Electric Vehicle (EV) infrastructure was eligible, to which Mr. Pickford responded that a public entity could apply for Transportation Fund for Clean Air (TFCA) funding for EV infrastructure in a publicly accessible location or for the City fleet.

Chair Waddling asked if a private entity would be eligible to apply for a bike share project. Mr. Pickford responded that only public entities were eligible applicants, so a public entity could apply if it desired to launch a bike share project, especially at locations where Bay Area Bike Share was not established. Chair Waddling expressed his support for the revision in the Fiscal Year 2017/18 policies that allowed upgrades to an existing bicycle facility.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin, and Larson (3)

10. Adopt a Motion of Support for the Adoption of the One Bay Area Grant (OBAG) Program Cycle 2 San Francisco Call for Projects Framework – ACTION

Amber Crabbe, Assistant Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Bradley Wiedmaier asked how geographic equity would be considered. Ms. Crabbe responded that the OBAG program focused on investments in Priority Development Areas, but in developing recommendations staff would consider growth challenges across the City. Maria Lombardo, Chief Deputy Director, added that the OBAG project recommendations would also look at the pending Proposition AA and TFCA project recommendations to consider geographic equity across all three grant programs since each fund source came with different requirements and some were better fits for certain kinds of projects than others.

During public comment, Edward Mason asked why growth wasn't paying its fair share, and why the infrastructure couldn't be funded through the recently-approved Transportation Sustainability Fee. Ms. Crabbe said that jurisdictions were struggling with this issue across the region, since planning and constructing transportation is best done before the growth happens. Ms. Lombardo observed that most projects currently in the City's development pipeline were approved prior to approval of the Transportation Sustainability Fee, but going forward, the idea was that development would do a better job contributing its fair share.

Bradley Wiedmaier moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Lerma, J. Sachs, P. Sachs, Tannen, Waddling, Wiedmaier and Wells-Mongiovi (8)

Absent: CAC Members Hogue, Larkin and Larson (3)

11. Presentation from the San Francisco Municipal Transportation Agency on Bus and Train Bunching – INFORMATION

Jeffrey Flynn, Acting Chief Transit Officer at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Peter Tannen asked how many street supervisors would be put into place as a result of staff reassignments and how that compared to historic staffing. Mr. Flynn replied that historically there were many vacancies for that job, but with new job classes at the Transportation Management Center (TMC), many staff that had formerly worked at Operations Central Control would be reclassified, resulting in a 20% increase in street staff. Mr. Tannen asked what supervisors could do when they identified a poor performing bus line. Mr. Flynn replied that interventions were intended to minimize the impact on customers while getting buses spaced out along the route. He said that part of the solution was focusing on maintaining evenly spaced headways, rather than sticking to scheduled times, but that it took time and staff training to make sure this concept could be implemented.

Bradley Wiedmaier asked if the TMC had the ability to control traffic signals. Mr. Flynn said that it did not, but that there would hopefully be additional control over signals with the implementation of the SF Go project. He said that the goal of ramping up transit signal priority (TSP) was more aspirational at this point. Mr. Wiedmaier said that bus bunching seemed worse at peak travel times and asked if there was really anything that could be done to improve bunching at rush hour. Mr. Flynn replied that there was a standard toolbox of interventions when bunching occurred, including sending empty buses directly to the end of a line or holding some buses back. He said that the SFMTA needed to be more proactive about repositioning its resources including sending parking control officers (PCOs) to bottlenecks to direct traffic, especially when there was an incident, such as a collision.

Myla Ablog asked about retraining for bus operators as it sometimes seemed up to the operator whether to decide that a bus was full and bypass additional passengers. Mr. Flynn replied that the new computer aided dispatch/automatic vehicle locator (CAD/AVL) system could tell when a bus was full and provide passenger counts to the SFMTA in real time so that operators did not need to notify supervisors. He said that they were in the process of retraining 2,500 operators on the new system and that they had retrained 1,800 so far. He said that, in the past, operators would give up on trying to get assistance from Operations Central Control because the radio connection quality was so poor, but that now operators that are on vehicles equipped with the new radio system could get clear and quick responses from TMC staff.

Santiago Lerma asked if the new light-rail cars would allow for longer trains and what the passenger capacity was for the new trains. Mr. Flynn said that he believed the capacity of the new trains was similar or slightly higher than the current trains. He said that in the subway, SFMTA was planning to run three- and four-car shuttles, but that on the street in the western part of the city the length of blocks limited the length of the trains. He said that SFMTA staff was working on streetscape changes to allow three-car trains on lines like the N-Judah without the train blocking an intersection, and added that the T-Third was designed for two-car trains.

Chair Waddling asked if the new train cars would be focused on specific lines or spread around. Mr. Flynn replied that they would be focused on lines that had the most crowding issues, while

ensuring equitable service across the city. He said that the T-Third line would get two-car trains as soon as Central Subway opened. Peter Sachs said that the SFMTA should maintain a culture of experimentation, continuing to make changes on the fly to see what works and what doesn't, especially if the new systems allowed for additional flexibility.

Jacqueline Sachs said that she saw a picture of the interior of a new train car and was upset that it only had bench seating along the sides and focused on providing more room for people to stand. Mr. Flynn said that there was an extensive public outreach campaign across the city with mock train cars that passengers could try. He said that based on public input the SFMTA decided to go with bench seating.

Mr. Tannen asked whether outbound trains could be assigned to different lines as they started off from Embarcadero Station in order to maintain evenly spaced headways. Mr. Flynn replied that because the Muni train system operated in mixed flow traffic and was susceptible to traffic delays it led to uneven service coming into the subway. He said that he would like to see dynamically reassigned trains at the Embarcadero Station to take that situation into account, rather than assigning each operator to a certain line for the day, but that that was an aspirational goal. He said that most of the rail lines, except for the KT, were approximately the same length and had similar cycle times, so that it could be possible to rebalance lines across the system. He said this was something that the SFMTA needed to get better at and do more of.

Mr. Wiedmaier said that with increasing congestion South of Market, bus lines in the area were not keeping to schedules and asked if there was flexibility to route bus lines around Bay Bridge traffic. He also said that he supported bus rapid transit (BRT) in dense areas, such as the Van Ness corridor, but he asked if BRT infrastructure made it more difficult to have buses pass one another to reduce bunching. Mr. Flynn said it depended on how the BRT was designed and that if there were two parallel bus lanes with no barrier between them, then buses could pass one another when there was an opening in oncoming traffic. He said that there could be an impact on flexibility, but that the dedicated lanes would hopefully help the bus lines to function better to start with. In terms of bus lines affected by traffic, he said that the SFMTA changed schedules and other aspects of bus lines on a quarterly basis, but that they tried not to shift buses from one line onto another line if they were simply stuck in traffic. He said that one tool available was to have standby buses at strategic locations throughout the city that could be redeployed. He said that as the SFMTA returned to full operator staffing over the next few months, they would look at doing more staging of standby buses.

Mr. Sachs asked if there was space at West Portal station to board or de-board multiple trains at once. Mr. Flynn replied that as part of the Twin Peaks Tunnel track replacement project, the SFMTA would look at ways to reduce train congestion at West Portal. He said that one factor was trains switching from automatic train control to operator control at that location. He also said that the intersection at West Portal had a stop sign that did not allow giving priority to transit.

During public comment, Edward Mason asked if the SFMTA knew what the top five causes of bus bunching were. He also asked if the SFMTA could have a sign on buses that said "Coach Following" to let riders know that if a crowded bus did not stop for them, there would be another bus coming shortly thereafter. Mr. Flynn replied that the top reasons for bus bunching included incidents on buses, crowding, and traffic. He said that on bus lines with high frequencies, such as the 38, a very slight delay could lead to bunching. He noted that the "Coach Following" sign sounded like a great idea.

12. **Update on Caltrain Service Changes from the Peninsula Corridor Electrification Project – INFORMATION**

Catherine David and Casey Fromson, from Caltrain, presented the item.

Peter Sachs asked if Caltrain would provide special service to San Francisco Giants home games after the interim weekend service schedule had been implemented. Ms. David said Caltrain would continue to provide service to special events, and that when the Giants publish its season schedule Caltrain would publish a brochure and web page for special service to games.

Chair Waddling asked if the interim schedule would revert to normal service on completion of construction. Ms. David replied that as soon as construction and testing were completed the schedule would revert back. Ms. Fromson added that completion of the project would provide an opportunity for Caltrain to revamp the entire schedule to utilize the faster train speeds and shorter dwell times to increase service frequency. She confirmed that the reduced weekend service would be required for about three years.

Peter Tannen asked if it was correct that 12 to 15 trains per day would require passengers to transfer at the Redwood City station. Ms. David replied that was correct since Caltrain offered three kinds of service, each with a different number of stops. She said the transfers gave passengers flexibility to choose a train with the fewest stops that would still get them to their destinations.

Shannon Wells-Mongiovi noted that Caltrain ridership had been increasing and asked how Caltrain expected ridership to be affected during and after the interim schedule. Ms. David replied that Caltrain would continue the popular baby bullet service and was looking into the possibility of using full-length six-car trains for every weekend run to accommodate enough passengers. Ms. Fromson pointed out that most of the ridership increase had been during weekday commute hours, which would not be affected by the interim schedule, so Caltrain was not expecting to see a major dip in ridership. Ms. Wells-Mongiovi commented that she strongly supported the electrification project.

There was no public comment.

13. Introduction of New Business – INFORMATION

Chair Waddling asked for a future presentation by the Port on how its purview of transportation demand management relates to that of the Transportation Authority and how the two agencies coordinate their efforts.

Jacqueline Sachs said she would like a presentation on the study requested by Commissioner Tang to explore the idea of partnerships with private shuttle services to provide transportation options for K-5 students.

Bradley Wiedmaier expressed concern that the CAC did not get a chance to consider the Geary Bus Rapid Transit Project Final Environmental Impact Report, since the 17-day comment period occurred over the December holiday recess.

There was no public comment.

14. Public Comment

During public comment, Edward Mason presented a written listing of 44 violations by private commuter shuttle services in the Noe Valley neighborhood during December 2016. He said violations included idling, blocking Muni vehicles, mid-block discharge of passengers, and operating without a California license or commuter shuttle placard.

Jacqueline Sachs recommended that the City install traffic signals at the intersections of 11th and Market Streets and 9th Avenue and Clement Street. Chair Waddling asked if there was a better way to submit requests for new traffic signals. Maria Lombardo, Chief Deputy Director, said

CAC Meeting Agenda

that staff would be happy to relay Ms. Sachs' request to SFMTA's signals group and have SFMTA staff follow-up.

15. Adjournment

The meeting was adjourned at 8:22 p.m.



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Memorandum

Date: 02.15.17

RE: Citizens Advisory Committee
February 22, 2017

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with AECOM Technical Services, Inc. by \$226,000, to a Total Amount Not to Exceed \$17,161,000, to Complete Design Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM Technical Services, Inc. (AECOM) for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for AECOM to close out Phase 1. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project –

Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. (AECOM) to complete design support services for the I-80/YBI Ramps Phase 1 improvements.

In June 2008, through Resolution 08-72, the Transportation Authority awarded a contract to AECOM for preliminary engineering and environmental studies for an amount not to exceed \$2,500,000. In May 2009, through Resolution 09-61, the Transportation Authority increased the AECOM contract amount to \$8,200,000 for continued preliminary engineering and partial preliminary design activities. In June 2010, through Resolution 10-72, the Transportation Authority increased the AECOM contract amount to \$15,935,000 to complete preliminary engineering and design. In October 2015, the Transportation Authority increased the AECOM contract amount to \$16,935,000 to provide design support services during construction. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that the ramps are open, it is an appropriate time to assess the remaining effort for AECOM to close out the Phase 1 project. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. As part of project close out AECOM will prepare as-built plans, and provide final engineering documentation including preparing final construction contract change order documents, as-built plans and right-of-way and maintenance documents to transfer the

required improvements and associated maintenance responsibilities to Caltrans. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program and State Prop 1B funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Transportation Authority's YBI Ramps Project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. In addition, there are three significant items that have been added to the scope of the project which are 1) landscaping; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, staff plans to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge.

Funding for Phase 2: Southgate Road Realignment Improvements

Staff has been working with Caltrans, BATA and the California Transportation Commission to secure funding for these Phase 2 critical improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under "Special Case Roadway" criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority will adhere to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, AECOM has maintained 13% DBE participation from six sub-consultants: Asian Pacific-owned firms AGS, Inc., Earth Mechanics, Inc., and CHS Consulting Group; Hispanic and women-owned firm Apex Civil Engineering; Hispanic-owned firm Cadre Design Group, Inc.; and women-owned firm Haygood and Associates Landscape Architects. AGS, Inc. and CHS Consulting Group are also based in San Francisco. In December 2011, AGS, Inc. was no

longer considered a DBE firm based on Caltrans' DBE requirements. In order to meet the DBE contract goal, AECOM allocated additional work to existing DBE firms on the consultant contract.

ALTERNATIVES

1. Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.
2. Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or clarification from staff.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program (HBP), State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Adopt a motion of support to increase the amount of the professional services contract with AECOM Technical Services, Inc. by \$226,000, to a total amount not to exceed \$17,161,000, to complete design support services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Re-Evaluation of Quarters 10/ Building 267 for the National Register
of Historic Places

This amendment covers activities necessary for the re-evaluation of Quarters 10/Building 267 for the Nation Register of Historic Places to meet Stipulation II.C. of the Memorandum of Agreement Between the California Department of Transportation and the California State Historic Preservation Officer Regarding the Yerba Buena Island I-80 Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

The following Tasks represent the work required to provide re-evaluation services for the project:

Task 401.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, and SHPO to ensure the re-evaluation intent is understood and issues and decisions relating to the re-evaluation are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the re-evaluation of Quarters 10 / Building 267. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 402.0 Quarters 10/Building 267 Re-Evaluation

An AECOM architectural historian will compile and review available previous documentation/recordation of Quarters 10 and Building 267 including DPR 523 forms prepared in 1998 and 2008, a FOE prepared in 2009 including HPSR with HRER attachments, a 2011 historic structure report, National Register of Historic Places nomination, Historic American Building Survey (HABS) reports, and any other relevant information to determine the character-defining features of the historical resource. An architectural historian, accompanied by a Senior CEQA/NEPA specialist, will conduct a site visit to photo document and take notes of the relocated buildings in their new setting and document previously called out character-defining features. From the site visit, a DPR 523 Update form will be created to record the buildings in their new location.

AECOM will prepare a memorandum summarizing the site visit, recordation, and re-evaluation of Quarters 10 and Building 267 for National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) listing after the relocation of the buildings. On behalf of Caltrans, AECOM will draft a letter for SHPO concurrence of the re-evaluation findings and compile and submit a Draft Re-evaluation Package for Caltrans/SFCTA Review. The package will include the memorandum, letter and attachments. After receiving comments from Caltrans/SCFTA, AECOM will prepare a revised Re-evaluation Package for Caltrans/SFCTA Approval to submit to SHPO, and respond to any SHPO comments. The scope and budget assumes one round of review from Caltrans/SFCTA/SHPO.

Deliverables: Draft and Final Re-Evaluation Package (Summary Memorandum, Letter to SHPO, Attachments), Responses to Comments

Services to be Provided by Contractor
I-80 Yerba Buena Island Westbound Ramps Project
Tasks Required for Right-of-Way Closeout and Transfer

This summary of tasks has been prepared for the San Francisco County Transportation Authority (Authority) in order to describe activities necessary for right of way closeout and transfer for the I-80/Yerba Buena Island Westbound Ramps Improvement Project, San Francisco (04-SF-80, PM 7.6-8.1).

Amendments A, B, C, and D were approved previously for Project Approval/Environmental Document and Preliminary Engineering tasks. Amendment E was approved previously for the Final Design phase to prepare Plans, Specifications and Estimates (PS&E) to ready-to-list stage. Amendment F was approved previously for Right of Way acquisition and supporting engineering phase activities. Amendment G was approved previously for additional Final PS&E and Right of Way activities. Amendment H covered activities necessary for the advertisement of the project and to provide basic design support during construction of the project. Amendment I was approved previously to provide continued, and additional Design Support During Construction during the Construction Phase of this project, and the new scope for development and design of the project's landscape plans..

The following tasks represent the work required to provide right of way support and coordination for closeout and transfer from TIDA to Caltrans, right of way documentation and right of way surveys:

Task 501.0 Project Management, QA/QC

Project Management activities will include coordination with SFCTA, the Construction management team, Caltrans, SFPUC, City of San Francisco Public Works, and TIDA SHPO to ensure the right of way transfer intent is understood and issues and decisions relating to the right of way closeout are maintained. AECOM will continue to support SFCTA with coordinating with adjacent agencies and groups as necessary to support the right-of-way closeout and transfer. AECOM will prepare progress reports and invoices along with action responses from meetings and any meetings led by AECOM will include meeting minutes.

Deliverables: Meeting Minutes, Action Items Responses, Progress Reports

Task 501.1 Right of Way Closeout, Transfer and Surveys

AECOM supported by Associated Right of Way Services (ARWS) and Towill, Inc. will provide support for the transfer of right of way from TIDA to Caltrans. This will require review of previous right of way documents, reviewing deeds, preparing utility Joint Use Agreements, utility legal descriptions, retaining wall footing easement legal descriptions, draft and final record of survey, draft

and final appraisal maps, preparing draft and final right of way record maps and processing transfer documents through Caltrans approval. It is assumed there will be revisions to the right of way to accommodate tolling equipment outside of Caltrans right of way.

Deliverables: Joint Use Agreements, Appraisal Maps (draft and final), utility legal descriptions (draft and final), Record of Survey (draft and final), Right of Way Record Maps (draft and final)

Scope of Work Assumptions and Exclusions

The following assumptions and exclusions are included with this amendment and apply to previous amendments as well:


- No additional environmental clearances are required
- Deeds will be prepared by others.



Memorandum

Date: 02.16.17 **RE:** Citizen Advisory Committee
February 22, 2017

To: Citizens Advisory Committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **ACTION** – Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Parsons Brinckerhoff, Inc. by \$820,000, to a Total Amount Not-to-Exceed \$8,470,000, to Complete Construction Support Services for the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and Authorize the Executive Director to Modify Contract Payment Terms and Non-Material Contract Terms and Conditions

Summary

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Ramps Improvement Project. In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to Parsons Brinckerhoff, Inc. (PB) for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The project is currently in the construction phase, approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps (Phase 1) to traffic. Now that Phase 1 is substantially complete and additional funding has been secured for the Southgate Road Realignment Improvements (Phase 2), it is an appropriate time to assess the remaining effort for PB to provide construction support services to close out Phase 1 of the project. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and Bay Area Toll Authority funds and will be drawn down from the approved construction phase budget for the project.

BACKGROUND

The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project. TIDA requested the Transportation Authority, in its capacity as the Congestion Management Agency, to lead the effort to prepare and obtain approval for all required technical documentation for the project because of its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the project. The scope of the project includes two major components: 1) the I-80/YBI Ramps Improvement Project (YBI Ramps Project); and 2) the seismic retrofit of the existing YBI Bridge Structures on the west side of the island, which is a critical component of island traffic circulation leading to and from the SFOBB. The YBI Ramps Project – Phase 1 (original project) and YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements (new phase of critical improvements) are discussed below.

YBI Ramps Project – Phase 1

The YBI Ramps Project – Phase 1 consists of replacing the existing westbound on-ramp and the westbound off-ramp located on the east side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps. Since 2008, the project team has worked closely with Caltrans on all aspects of the project development process. The Final Environmental Impact Report/Environmental Impact Statement was approved in December 2011 with Caltrans as the National Environmental Policy Act lead agency under delegation from the Federal Highway Administration and the Transportation Authority as the California Environmental Quality Act lead agency. The Transportation Authority also completed the Plans, Specifications and Estimates and right of way certification efforts for the project in March 2013. On December 17, 2013, through Resolution 14-37, the Transportation Authority awarded a construction contract to the lowest responsible and responsive bidder, Golden State Bridge, Inc., in the amount of \$49,305,345 for the project, and authorized a construction allotment of \$63,874,686.

YBI Ramps Project – Phase 2: Southgate Road Realignment Improvements

Based on discussions with TIDA, Caltrans, and the Bay Area Toll Authority (BATA), the Transportation Authority will take the lead on the implementation of critical Phase 2 improvements. The Phase 2 project as proposed will increase the length of the on-ramp and off-ramp on a new alignment to allow the YBI Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the project, and would separate traffic heading to westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and congestion at the Southgate Road/Hillcrest Road intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp, and would ensure all truck turning movements are accommodated. In addition, the I-80 eastbound off-ramp would be reconstructed.

DISCUSSION

The purpose of this memorandum is to seek a motion of support to increase the amount of the professional services contract with Parsons Brinckerhoff, Inc. (PB), to complete construction support services for I-80/YBI Ramps Phase 1 improvements.

In July 2013, through Resolution 14-02, the Transportation Authority awarded a contract to PB for construction support services including construction inspection and testing, and in October 2015, through Resolution 16-16, approved a contract amendment bringing the total contract not to exceed amount to \$7,650,000. The Phase 1 improvements are approximately 97% complete and progressing well. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. Now that Phase 1 is open and funding has been secured for Phase 2, it is an appropriate time to assess the remaining effort for PB to close out Phase 1 construction support services. Construction completion and project close out of Phase 1 is anticipated by December 31, 2017. This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program, State Prop 1B funds, and BATA funds and will be drawn down from the approved construction phase budget for the project. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The construction of the Phase 1 project is occurring in close proximity to the Caltrans construction of the SFOBB East Span Seismic Safety Project and the tightly constrained working areas on YBI result in multiple on-going changes and modifications to design and construction methods. Overall project complexity and site challenges have resulted in additional design services during construction and construction management, inspection, testing and support efforts beyond what was anticipated in the

original scope. In addition, there are three significant items that have been added to the scope the project which are 1) landscaping; 2) Vista Point improvements; and associated coordination with the opening of the bicycle and pedestrian path on the east span of the SFOBB; and 3) Southgate Road Realignment Improvements.

As mentioned above, the Southgate Road Realignment Improvements are necessary to ensure the new I-80 westbound ramps function as designed. The improvements need to be completed in a timely manner not only to complement the I-80 westbound ramps, but to support the overall roadway circulation on YBI. In addition, the I-80 eastbound off-ramp needs to be completed prior to construction of the seismic retrofit of the existing YBI Bridge Structures on the west side of the island. In order to expedite the construction of the improvements and take advantage of the upcoming construction season, staff plans to deliver a limited portion of Phase 2 improvements this summer through construction change orders to the existing construction contract with Golden State Bridge.

Funding for Phase 2: Southgate Road Realignment Improvements

Staff has been working with Caltrans, BATA and the California Transportation Commission to secure funding for these critical Phase 2 improvements. The total estimated cost for the project is \$38.4 million. The improvements have been deemed eligible for Federal Highway Bridge Program (HBP) Local Bridge Seismic Retrofit and Prop 1B Local Bridge Seismic Retrofit funds as a component of the I-80/YBI Westbound Ramps project under “Special Case Roadway” criteria. The Transportation Authority recently received a funding agreement from Caltrans Local Assistance for \$29.6 million in HPB funding, combined with \$2.5 million of Prop 1B funds for a total of \$32.1 million. BATA has identified two other funding sources, Bridge Seismic Retrofit and Bridge Rehabilitation, for the remaining \$6.3 million. A summary of the funding is as follows:

HBP Funding	\$ 29.6 million
Prop 1B Local Match	\$ 2.5 million
<u>BATA Funding</u>	<u>\$ 6.3 million</u>
Total Funding	\$ 38.4 million

Execution of this contract amendment is contingent on the allocation of additional federal and state funds as discussed above for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017.

Since a portion of this contract is funded with federal financial assistance from the Federal Highway Administration, administered by Caltrans, the Transportation Authority has adhered to federal regulations pertaining to disadvantaged business enterprises (DBE). To date, PB has maintained approximately 15% DBE participation by contracting with three sub-consultants: African-American-owned and San Francisco-based firm Transamerican Engineers & Associates; Hispanic-owned firm Garcia and Associates; and Asian-owned firm Applied Materials Engineering (AME). In August 2015, Garcia and Associates was no longer considered a DBE firm based on Caltrans’ DBE requirements. In order to meet the DBE contract goal, the Transportation Authority approved the addition of AME to the consultant contract.

ALTERNATIVES

1. Adopt a motion of support to increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the

Executive Director to modify contract payment terms and non-material contract terms and conditions, as requested.

2. Adopt a motion of support to increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions, with modifications.
3. Defer action, pending additional information or clarification from staff.

FINANCIAL IMPACTS

This consultant contract amendment will be fully reimbursed by a combination of Federal Highway Bridge Program (HBP), State Prop 1B Seismic Retrofit, and BATA funds. Execution of this contract amendment is contingent on the allocation of additional federal and state funds for the Southgate Road Realignment Improvements, anticipated to be allocated by Caltrans in April 2017. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA. The proposed contract amendment will be included in the Transportation Authority's mid-year budget amendment.

RECOMMENDATION

Adopt a motion of support to increase the amount of the professional services contract with PB by \$820,000, to a total amount not-to-exceed \$8,470,000, to provide construction support services to complete the I-80/Yerba Buena Island Ramps Improvement Project (Phase 1), and authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.

Attachment:

1. Scope of Services

Attachment 1

Scope of Services

Contractor shall provide the necessary full construction management services for the I-80/YBI Ramps Project in San Francisco, California. The construction management contract for the YBI Ramps Project will consist of a three-phase effort with Phase 1 consisting of pre-construction services; Phase 2 consisting of construction phase management services, and Phase 3 consisting of post construction phase services.

The construction management (CM) services required will include:

TASK 1 – PRE-CONSTRUCTION SERVICES (Completed)

- Perform constructability / biddability review of the construction contract documents (construction plans, special provisions, bid proposal and relevant information) for the project and submit a constructability report on discrepancies, inconsistencies, omissions, ambiguities, proposed changes and recommendations.
- Prepare a detailed Critical Path Method (CPM) construction schedule including pre-construction and construction activities.
- Management of the construction contract bidding phase; and management of the pre-bid conference and bid opening procedures including review of bids, bid bonds, insurance certificates and related contractor bid proposal submittals; and assist the Transportation Authority in selecting the recommended lowest qualified bidder.
- Process construction contract for execution by the contractor.
- Arrange for, coordinate and conduct a pre-construction conference, including preparation of meeting minutes.
- Complete review, comment and approval of the Construction Contractor's baseline schedule of work.
- Review and comment on Transportation Authority's construction contract administration procedures and policies.

TASK 2 – CONSTRUCTION PHASE SERVICES (Ongoing)

- Perform all necessary construction administration functions as required by the Transportation Authority's Construction Contract Administration Procedures, Caltrans Standard Specifications, the project Special Provisions, and Caltrans Construction and Local Programs Manual including:
 - Perform all required field inspection activities, monitor contractor's performance and enforce all requirements of applicable codes, specifications, and contract drawings.
 - Provide inspectors for day-to-day on the job observation/inspection of work. The inspectors shall make reasonable efforts to guard against defects and deficiencies in the work of the Construction Contractor and to ensure that provisions of the contract documents are being met.
 - Prepare daily inspection reports documenting observed construction activities.
 - Hold weekly progress meetings, weekly or as deemed necessary, between contractors, the Transportation Authority, Caltrans oversight, U.S. Coast Guard, TIDA, the City and other interested parties. Prepare and distribute minutes of all meetings.
 - Take photographs and videotape recordings of pre-construction field conditions, during construction progress, and post construction conditions.

- Prepare and recommend contractor progress payments including measurements of bid items. Negotiate differences over the amount with the contractor and process payments through the Transportation Authority Project Manager.
- Monitor project budget, purchases and payment.
- Prepare monthly progress reports documenting the progress of construction describing key issues cost status and schedule status.
- Prepare quarterly project status newsletters and issue press releases for project milestones. Provide one groundbreaking ceremony and one ribbon cutting ceremony. (Completed)
- Establish and process project control documents including:
 - Daily inspection diaries
 - Weekly progress reports
 - Monthly construction payments
 - Requests for Information (RFI)
 - Material certifications
 - Material Submittals
 - Weekly Statement of Working Days
 - Construction Change Orders
 - State Compliance Monitoring Unit to review contractor certified payrolls
- Review of construction schedule updates:
 - Review construction contractor's monthly updates incorporating actual progress, weather delays and change order impacts. Compare work progress with planned schedule and notify construction contractor of project slippage. Review Construction Contractor's plan to mitigate schedule delay. Analyze the schedule to determine the impact of weather and change orders. (Completed)
- Evaluate, negotiate, recommend, and prepare change orders. Perform quantity and cost analysis as required for negotiation of change orders.
- Analyze additional compensation claims submitted by the Construction Contractor and prepare responses. Perform claims administration including coordinating and monitoring claims responses, logging claims and tracking claims status.
- Process all Construction Contractor submittals and monitor design consultant and Caltrans review activities.
- Review contractor's falsework and shoring submittals. (Completed)
- Review, comment and facilitate responses to RFI's. Prepare responses to RFI on construction issues. Transmit design related RFI's to designer. Conduct meetings with Construction Contractor and other parties as necessary to discuss and resolve RFI's.
- Act as construction project coordinator and the point of contact for all communications and interaction with the Construction Contractor, Caltrans, US Coast Guard, TIDA, the City, US Navy, project designer and all affected parties.
- Schedule, manage and perform construction staking in accordance with the methods, procedures and requirements of Caltrans Surveys Manual and Caltrans Staking Information

Booklet.

- Schedule, manage, perform and document all field and laboratory testing services. Ensure the Construction Contractor furnishes Certificates of Compliance or source release tags with the applicable delivered materials at the project site. Materials testing shall conform to the requirements and frequencies as defined in the Transportation Authority's Construction Contract Administration Procedures, Caltrans Construction Manual and the Caltrans Materials Testing Manuals.
- Prepare / submit a Source Inspection Quality Management Plan (SIQMP) to Caltrans and perform source inspection of commercial materials per the approved SIQMP. (Completed)
- Coordinate and meet construction oversight requirements of Caltrans, US Coast Guard, TIDA, the City and the US Navy for work being performed within the respective jurisdictions. Construction Manager shall be responsible for coordinating with Caltrans, US Coast Guard, TIDA and the City regarding traffic control measures, press releases, responses to public inquiries, and complaints regarding the project.
- Monitor contractor's safety and health program for compliance with applicable regulations for the protection of the public and project personnel. Report any noted deficiencies to the contractor.
- Facilitate all necessary utility coordination with respective utility companies.
- Provide coordination and review of Construction Contractor's detours and staging plans with Caltrans, and San Francisco Bay Bridge construction management staff.
- Maintain construction documents per Federal and State requirements. Enforce Labor Compliance requirements.
- Quality Assurance/Quality Control (QA/QC) – Establish and implement a QA/QC procedure for construction management activities undertaken by in-house staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". Enforce Quality Assurance requirements.
- Oversee environmental mitigation monitoring. Review contractor environmental deliverables and track compliance with project permits. (Completed)
 - Review construction documents and project permits to familiarize staff with anticipated issues and required surveys and monitoring schedules. (Completed)
 - Provide written and photo and/or video documentation of pre-construction field conditions for phases of construction with regards to environmental resource protection. A total of 4 site visits are anticipated, with 2 visits per construction year. (Completed)
 - Conduct nesting bird surveys for all vegetation removal activities, and for the moving of the historical buildings. If active nests are encountered coordinate with and state and federal agencies as needed to ensure compliance with the federal Migratory Bird Treaty Act and project permits. A total of 8 site visits are anticipated, with 4 visits per construction year. (Completed)
- Monitor and enforce Construction Contractor SWPPP compliance.

- Provide additional CM services per Amendment A: (ADDITIONAL SERVICES)
 - Coordinate building permit and resolve design/City issues related to the relocation of Quarters 10 and Building 267 to Clipper Cove. (Completed)
 - Provide time lapse photography and web-based photography management system. (Completed)
 - Provide 3.5 months additional CM services, mitigative efforts, and change orders associated with species protection/compliance with the Federal Migratory Bird Treaty Act. Mitigate project delays caused by nesting birds.(Completed)
 - Provide expedited submittal reviews required to mitigate project delays caused by nesting birds. (Completed)
 - Provide additional source inspection for Glass Fiber Reinforced Concrete Architectural Cladding
 - Provide coordination, change order, source inspection necessitated by Caltrans – directed change from modular bridge expansion joints to specialized seismic bridge expansion joints. (Completed)
 - Provide additional utility coordination to identify existing utilities and to relocate these utilities. Provide detailed coordination with San Francisco Public Utilities Commission Water and Power. (Completed)
 - Provide coordination and CM services related to construction staging changes requested by United States Coast Guard and Caltrans.
- Provide additional CM services per Amendment B: (ADDITIONAL SERVICES)
 - Provide 12 months additional CM services primarily focused on Glass Filter Reinforced Concrete Architectural Cladding, Irrigation and Landscaping, Vista Point improvements, and Southgate Road advanced improvements.

TASK 3 – POST-CONSTRUCTION SERVICES

- Perform Post Construction Phase activities including:
 - Prepare initial punch list and final punch list items.
 - Finalize all bid item, claims, and change orders. Provide contract change order documentation to project designer. Coordinate preparation of record drawings (as-built drawings) by project designer.
 - Provide final inspection services and project closeout activities, including preparation of a final construction project report per Federal and State requirements.
 - Turn all required construction documents over to Transportation Authority and Caltrans for archiving.

GENERAL PROJECT ADMINISTRATION

The Construction Manager will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total construction management service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.

- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of DBE firm participation each month based upon current billing and total billed to date.
- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all Construction Manager direct expenses and subconsultant charges will be attached.

The Construction Manager shall demonstrate the availability of qualified personnel to perform construction engineering and construction contract administration.

The Construction Manager shall maintain a suitable construction field office in the project area for the duration of the project. Under a separate contract with the Transportation Authority, the Construction Contractor will be required to provide a construction trailer for the construction management team's use which shall include desks, layout table, phone, computers, fax machine, reproduction machine, file cabinets and for use for weekly construction meetings. The Construction Manager shall provide all necessary safety equipment required for their personnel to perform the work efficiently and safely. The Construction Manager personnel shall be provided with radio or cellular-equipped vehicles, digital camera, and personal protective equipment suitable for the location and nature of work involved.

The Construction Manager shall provide for the consultant field personnel a fully operable, maintained and fueled pick-up truck which is suitable for the location and nature of work to be performed (automobiles and vans without side windows are not suitable). Each vehicle shall be equipped with an amber flashing warning light visible from the rear and having a driver control switch.

The Construction Manager field personnel shall perform services in accordance with Caltrans and FHWA criteria and guidelines and subject to the following general requirements:

All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with Caltrans standards.

All construction management services and construction work must comply with the requirements of the Transportation Authority, Caltrans, U.S. Coast Guard and TIDA. The Construction Manager will report directly to Eric Cordoba, the Transportation Authority's Project Manager.

The Construction Manager shall demonstrate competency in all fields of expertise required by this RFP. The Transportation Authority is undertaking this effort in its capacity as CMA for San Francisco and in cooperation with TIDA, the City's Mayor's Office, and Caltrans District 04.



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New Recommended Positions

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

The Finance Committee is recommending new support positions on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill (SB) 1 (Beall), and a new oppose position on AB 65 (Patterson). As this is the first state legislative matrix of the session, all watch positions on other bills are also new recommendations. Additional detail on bills with new support/oppose positions are shaded in the attached state legislative matrix. It also provides detail on the other bills we are tracking.

Recommended Positions	Bill # Author	Keywords and Comments
Support	AB 1 Frazier D	Transportation funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to SB 1 (Beall).
Support	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program. This bill would re-enact State authorization for Caltrans to accept delegated federal authority to administer NEPA. Significant project delays are expected if this is not reinstated.
Oppose	AB 65 Patterson R	Transportation bond debt service. This bill would shift debt service payments for High-Speed Rail bonds from truck weight fees to the state General Fund, intending to bring the High-Speed Rail project to an end.
Support	SB 1 Beall D	Transportation funding. This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. Estimated \$6 billion annually. Similar to AB 1 (Frazier).

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Bills of Interest

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

The Finance Committee is recommending new support positions on Assembly Bill (AB) 1 (Frazier), AB 28 (Frazier), and Senate Bill (SB) 1 (Beall), and a new oppose position on AB 65 (Patterson).

Bill #	Author	Description	Status	Position	Comments
AB 1 Introduced: 12/5/2016 Text	Frazier D (Dist 11)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.	Assembly Transportation	New - Recommend Support	This bill would create the road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and local roads. New gas taxes, diesel taxes, registration fees, and other sources would generate \$6 billion annually. See related SB 1 (Beall).
AB 13 Introduced: 12/5/2016 Text	Eggman D (Dist 13)	580 Marine Highway. Would require the Department of Transportation to implement and oversee the —580 Marine Highway corridor project to reduce traffic by facilitating a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill would require that the project be funded by an appropriation in the Budget Act of 2017 of \$85,000,000.	Assembly Transportation	New - Recommend Watch	This bill seeks the development of the 580 Marine Highway corridor to reduce truck traffic between Oakland and Stockton. Funding would be subject to future appropriation.

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Bill #	Author	Description	Status	Position	Comments
AB 17 Introduced: 12/5/2016 Text	Holden D (Dist 41)	Transit Pass Program: free or reduced-fare transit passes. Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	Assembly Transportation	New - Recommend Watch	Re-introduction of AB 2222 (2017) to establish a transit pass program for free or reduced transit fare passes to qualified schools for use by pupils. The 2016 bill was sponsored by TransForm and supported by a wide array of transportation groups and advocates. The source for funding in AB 2222 was Cap and Trade auction revenues. The bill was retained in Appropriations due to uncertainty over that funding source.
AB 25 Introduced: 12/5/2016 Text	Nazarian D (Dist 46)	Tour buses. Current law imposes various requirements on the operation of tour buses, including, among other things, a requirement that a tour bus operator use a safety belt at all times when operating the tour bus. This bill would state the intent of the Legislature to enact legislation relating to the safe operation of tour buses.	Assembly Print	New - Recommend Watch	This is a spot bill that expresses intent to develop legislation to foster safe operating tour buses.
AB 28 Introduced: 12/5/2016 Text	Frazier D (Dist 11)	Department of Transportation: environmental review process: federal pilot program. Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision.	Assembly Appropriations	New - Recommend Support	Would re-enact State authorization for Caltrans to accept delegated federal authority to administer National Environmental Policy Act (NEPA). Delegated authority allows for faster environmental clearance. With its expiration, Caltrans is not able to approve environmental documents, threatening the progress of transportation projects statewide. Transportation stakeholders across California have identified this as priority legislation.

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Bill #	Author	Description	Status	Position	Comments
<p>AB 65 Introduced: 12/13/2016 Text</p>	<p>Patterson R (Dist 23)</p>	<p>Transportation bond debt service. Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.</p>	<p>Assembly Transportation</p>	<p>New - Recommend Oppose</p>	<p>Another in a series of bills intended to bring the State's High Speed Rail project to an end by shifting the debt service payments from truck weight fees to state General Fund.</p>
<p>AB 87 Introduced: 1/5/2017 Text</p>	<p>Ting D (Dist 19)</p>	<p>Autonomous vehicles. This bill would provide that violation of the Autonomous Vehicle statute is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions. The bill would also authorize a peace officer to cause the removal and seizure of a vehicle operating on the public streets with a registration that has been revoked pursuant to these provisions and authorize the department to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions.</p>	<p>Pending referral to committee</p>	<p>Support</p>	<p>The bill amends the state's Autonomous Vehicle (AV) law to address the instance where an auto manufacturer or vehicle operator fails to comply is subject to revocation of the registration and is subject to a penalty of \$25,000 per day. Assemblymember Ting introduced this bill in the wake of the discovery that Uber was operating AVs in San Francisco without a permit form DMV. In response, the DMV revoked the registrations of Uber's 16 autonomous vehicles to pull the unregulated cars off public streets. The measure is supported by San Francisco Mayor Ed Lee, San Francisco Supervisor Aaron Peskin, and WalkSF, as well as bicycle interests.</p> <p>The Transportation Authority Board passed a resolution of support for this bill at their 1/24/17 Board meeting</p>

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Bill #	Author	Description	Status	Position	Comments
AB 91 Introduced: 1/9/2017 Text	Cervantes D (Dist 60)	High-occupancy vehicle lanes. Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.	Assembly Transportation	New - Recommend Watch	The measure applies to HOV lanes operated within Riverside County. It would require that HOV lanes there may only operate as such during the hours of heavy commuter traffic.
AB 174 Introduced: 1/17/2017 Text	Bigelow R (Dist 5)	California Transportation Commission: membership. Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.	Assembly Transportation	New - Recommend Watch	Current law and tradition directs the governor to seek geographic balance in appointing members to CTC. This bill would codify a requirement that at least one member be from a rural county.
AB 179 Introduced: 1/18/2017 Text	Cervantes D (Dist 60)	California Transportation Commission. Current law provides that the California Transportation Commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that 6 of those voting members have specified qualifications.	Assembly Transportation	New - Recommend Watch	This bill would mandate that 6 of the 11 CTC members have expertise in the following areas: *Sustainable transportation *Public health effects of transportation *Climate change mitigation *Bike and pedestrian safety

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Bill #	Author	Description	Status	Position	Comments
AB 262 Introduced: 1/31/2017 Text	Bonta D (Dist 18)	Public contracts: lowest responsive bidder: eligible materials. The State Contract Act governs the bidding and award of public works contracts by specific state departments. This bill would require an awarding department to require a prospective bidder to complete a standard form that states the cumulative amount of specified greenhouse gas emissions that were produced in the manufacturing of eligible materials, as defined, to be used on the project, and would provide that a prospective bidder may satisfy this standard by attaching to that form an Environmental Product Declaration, developed in accordance with standards established by the International Organization of Standardization, for that type of product.	Assembly Print	New - Recommend Watch	This bill seeks to have prospective contract bidders qualify greenhouse emissions in basic construction materials.
AB 342 Introduced: 2/7/2017 Text	Chiu D (Dist 17)	Vehicles: automated speed enforcement (ASE): five-year pilot program. This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an automated speed enforcement system (ASE system) for speed limit enforcement on certain streets, if the system meets specified requirements, including that the presence of a fixed or mobile ASE system is clearly identified by signs, as specified, and trained peace officers or other trained designated municipal employees are utilized to oversee the operation of the fixed and mobile ASE systems. The bill would require San Jose and San Francisco to adopt an ASE System Use Policy, as specified, and develop uniform guidelines for, among other things, the processing and storage of confidential information. The bill would provide that a speed violation that is recorded by an ASE system is subject to a civil penalty in an amount not to exceed \$100.	Assembly Print	New – Watch At its 2/14 meeting, the Finance Committee requested more information and a presentation on ASE before taking action.	This bill, coauthored by Senator Wiener and others, has been an adopted legislative priority of the SFCFTA and SFMTA for years. It would allow both San Francisco and San Jose to pilot the use of ASE to enforce speed limits, consistent with the City's adopted Vision Zero policies. At its February 14 meeting, the SFCFTA Finance Committee asked staff to coordinate with the SFMTA to address questions raised about potential job loss, privacy concerns, burdens on low income persons of imposing a new fine, effectiveness, and privacy. These will be addressed in a presentation provided to the Board in February or March.

San Francisco County Transportation Authority
February 2017

Bill #	Author	Description	Status	Position	Comments
SB 1 Amended: 1/26/2017 Text	Beall D (Dist 15)	Transportation funding. Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Support	This bill would create the road maintenance and rehabilitation program to address deferred maintenance on the state highway system and local roads. New gas tax, diesel tax, registration fee, and other sources would generate \$6 billion annually.
SB 4 Introduced: 12/5/2016 Text	Mendoza D (Dist 32)	Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. This bill, subject to voter approval at the June 5, 2018, statewide primary election, would enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.	Senate	New - Recommend Watch	This is one of several measures that comprise the Senate "California Rebuild" Infrastructure package.

San Francisco County Transportation Authority
February 2017

Bill #	Author	Description	Status	Position	Comments
SB 35 Introduced: 12/5/2016 Text	Wiener D (Dist 11)	Planning and Zoning: affordable housing: streamline. The Planning and Zoning Law requires a city or county to adopt a general plan for land use development within its boundaries that includes, among other things, a housing element. Existing law provides for various incentives intended to facilitate and expedite the construction of affordable housing. Existing law requires the Department of Housing and Community Development to determine existing and projected needs for housing for each region and, in consultation with each council of governments, adopt a final regional housing plan that allocates a share of the regional housing need to each city, county, or city and county that meets specified requirements. This bill would state the intent of the Legislature to enact legislation to streamline, incentivize, and remove local barriers to housing creation, as specified.	Senate Rules	New - Recommend Watch	This is a "spot" bill intending to eventually address the removal of barriers to implementing housing, and affordable housing in particular. As such, it serves as a placeholder until additional statutory language is amended into the measure. It has been referred to Rules committee until such time as it is amended.
SCA 2 Introduced: 1/18/2017 Text	Newman D (Dist 29)	Motor vehicle fees and taxes: restriction on expenditures. Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would prohibit those vehicle revenues and fuel tax revenues from being pledged or used for the payment of principal and interest on general obligation bonds issued by the state, except that vehicle weight fee revenues would be authorized to be pledged or used for the payment of principal and interest on general obligation transportation bonds approved prior to January 1, 2017. This bill contains other related provisions and other existing laws.	Senate Transportation and Housing	New - Recommend Watch	The author intended the measure to protect new revenues generated by new transportation funding measures such as AB 1 or SB 1. However, it is not clear whether the bill as written accomplishes this and the author is currently analyzing the proposed language.

Total Measures: 15



Memorandum

Date: 02.17.17 **RE:** Citizens Advisory Committee
February 22, 2017

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 \$34,931,349 in Prop K Funds, with Conditions, for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have eight requests from the San Francisco Municipal Transportation Agency (SFMTA) totaling \$34,931,349 in Prop K funds to present to the Citizens Advisory Committee. The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds and over \$106 million in federal and state funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds (expected to be programmed by the Metropolitan Transportation Commission later this month) to purchase the remaining 117 buses and provide warranty support. The SFMTA has requested construction funds for four projects: replacement of light-rail track on 19th Avenue for the M-Ocean View line (\$1.3 million); traffic signal upgrades at five intersections along 19th Avenue (\$2.5 million); and additional funds to cover the higher than anticipated costs for traffic signal upgrades (including pedestrian countdown and accessible pedestrian signals) at seven intersections along Webster Street (\$185,000) and for six new traffic signals throughout the city (\$360,000). The SFMTA has requested design funds to upgrade six traffic signals along Arguello Boulevard (\$250,000) and for nine new traffic signals throughout the city (\$126,514). Finally, the SFMTA has requested \$115,000 for the planning phase of the 23rd Avenue Neighborway project to identify traffic calming, bicycle and pedestrian safety improvements along the corridor between Lake Street and Golden Gate Park.

BACKGROUND

We have received eight requests for a total of \$34,931,349 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its February 22, 2017 meeting, for potential Board approval on March 28, 2017. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- Vehicles - Muni
- Guideways - Muni
- New Signals & Signs
- Signals & Signs

- Bicycle Circulation/ Safety

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

DISCUSSION

The purpose of this memorandum is to present eight Prop K requests totaling \$34,931,349 to the CAC and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the eight 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 is included in the enclosed 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 \$34,931,349 in Prop K funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$34,931,349 in Prop K funds, with conditions, for eight 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 \$34,931,349 in Fiscal Year (FY) 2016/17 Prop K sales tax funds, with conditions, for eight requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed 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 approved 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 \$34,931,349 in Prop K Funds, with conditions, for eight requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2016/17

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (8)

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	17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	\$ 146,614,000	84%	79%	Construction	Citywide
Prop K	22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	\$ 6,390,000	78%	80%	Construction	7
Prop K	31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	\$ 2,416,000	26%	85%	Construction	1, 3, 6, 7, 8
Prop K	31	SFMTA	New Signals Contract 64	\$ 126,514	\$ 700,000	26%	82%	Design	3, 5, 6, 8, 9, 10, 11
Prop K	33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	\$ 1,685,000	41%	8%	Construction	2, 5
Prop K	33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	\$ 250,000	41%	0%	Design	1, 2
Prop K	33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	\$ 2,735,216	41%	8%	Construction	4, 7
Prop K	39	SFMTA	23rd Avenue Neighborhood	\$ 115,000	\$ 115,000	28%	0%	Planning	1
TOTAL					\$ 34,931,349	\$ 160,905,216	81%	77%	

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)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$30,096,835	The SFMTA has a contract with New Flyer, Inc. for procurement of 424 low floor hybrid diesel motor coaches. The contract base and amendment 1 are fully funded at about \$190 million for 159 buses. In September 2016, prior to having all of the funds secured, the SFMTA exercised contract modification 2 to procure another 265 buses at a cost of \$284.1 million. Modification 2 is occurring in two tranches. The current request includes \$4.4 million in Prop K funds, which along with \$47.9 million in prior Prop K funds, \$89.6 million in previously allocated regional and federal funds, and \$16.7 million in planned federal funds, fully funds the first tranche comprised of 148 vehicles at a total cost of about \$159 million. The subject request also includes \$26.6 million in Prop K funds to leverage \$98 million in planned federal funds to purchase the remaining 117 buses and provide warranty support through July 2023.
22M	SFMTA	19th Avenue M-Line Track Replacement	\$1,278,000	Funds will leverage over \$5 million in federal funds for replacement of track on the M-Ocean View light rail line from Rossmoor Drive to the Stonestown passenger platform on 19th Avenue. At Rossmoor Drive the scope also includes replacement of two concrete overhead catenary system poles, intrusion treatments to discourage vehicles from driving onto light rail tracks, and improvements to the median and pedestrian refuge island to improve pedestrian safety. Work will also be done at 19th Avenue and Junipero Serra Boulevard, including crosswalk re-alignment, a new pedestrian refuge area, and intrusion treatments. To minimize transit service impacts, the SFMTA will coordinate the construction schedule with the planned M-line service shutdowns in April and July 2017 required for the Twin Peaks Tunnel Track Replacement project. Construction is expected to be completed by February 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
31	SFMTA	New Signals Contract 63 - Additional Funds	\$360,000	In July 2016, the Transportation Authority allocated \$1.7 million in Prop K funds to construct six new traffic signals and three new flashing beacons at currently unsignalized intersections to improve traffic, pedestrian, and bicycle safety. The SFMTA is requesting additional funds to cover the unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would risk a higher cost and delay implementation of safety improvements on Vision Zero corridors. All locations will have new pedestrian countdown signals (PCSs), accessible (audible) pedestrian signals (APs), controllers, conduit, wiring, poles, and curb ramps. New flashing beacon locations will have new poles, wiring, and curb ramps. The project should be open for use by September 2017.
31	SFMTA	New Signals Contract 64	\$126,514	Requested funds will leverage \$573,486 in Prop A General Obligation Bond funds for the design of new traffic signals at nine intersections to improve traffic, pedestrian, and bicycle safety. The new traffic signals will include pedestrian countdown signals, accessible (audible) pedestrian signals, poles, curb ramps, and other signal infrastructure. The cost estimate reflects the rising construction costs of the recently bid signal projects. The SFMTA expects to complete design by March 2018 and construction by June 2019.
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$185,000	In July 2016, the Transportation Authority allocated \$1.4 million in Prop K funds and \$142,000 in Prop AA funds to upgrade traffic signals at seven intersections on Webster Street between McAllister and California Streets. Similar to the New Signals Contract 63 request noted above, the SFMTA is requesting additional funds to cover an unexpectedly high contract bid resulting from a bidding environment with a limited number of contractors combined with inflation, the rising cost of labor, and the increased complexity of traffic signal projects. The SFMTA has decided not to delay the project to re-bid, as it would also risk a higher cost. The signal upgrades will add pedestrian countdown signals and accessible (audible) pedestrian signals to existing traffic signals at six intersections, and installation of new poles, mast arms, and larger signal heads at all seven intersections. Project should be open for use by December 2017.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$250,000	<p>Funds will be used for design engineering to upgrade existing traffic signals at six intersections along Arguello Boulevard between Lake and Turk Streets, which is a Vision Zero High Injury Network corridor. The project scope includes signal visibility improvements (i.e., new poles, mast arms, and larger signal heads), installation of pedestrian countdown signals where they are lacking, and new accessible (audible) pedestrian signals. Work is being coordinated with the Arguello paving project and implementation of the Neighborhood Transportation Improvement Program (NTIP) planning project recommendations. The SFMTA expects to complete design by March 2018 and to complete construction in Summer 2019.</p>
33	SFMTA	19th Avenue Signals Phase III	\$2,520,000	<p>Funds will be used for the construction phase of traffic signal upgrades at five of the nine unsignalized intersections along 19th Avenue at Moraga, Wawona, Sloat, Winston and Rossmoor. Caltrans will cover the cost of signal upgrades at the four remaining intersections at Park Presidio/Lake, Park Presidio/Crossover Drive, Crossover Drive, and Crespi. Upgrades include 18 curb ramps, pole relocations, signal head upgrades, pedestrian countdown indicators and installation of transit priority signal (TPS) equipment at the Rossmoor and Junipero Serra intersections. The TPS improvements will be constructed under the contract for the M-line Track Replacement project (see separate request on this agenda). Upgrades at the four other locations will be constructed as part of the 19th Avenue Combined City Project, which consists of Muni Forward and pedestrian safety improvements including 40 curb bulbs, reconfigurations of medians and corner radii, a left-turn lane modification at Winston, and water and sewer system improvements. The signal at Rossmoor is expected to be open for use by February 2018, with the remaining four intersections open for use by August 2019.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
39	SFMTA	23rd Avenue Neighborhood	\$115,000	Requested funds will be used for planning, public outreach, conceptual design, and environmental review of bicycle and pedestrian safety improvements along 23rd Avenue, which was identified as a high-priority route in the San Francisco Bicycle Strategy, and surrounding streets between Lake Street and Golden Gate Park. Building on the initial work done through the District 1 Neighborhood Transportation Improvement Program (NTIP) Planning project, the 23rd Avenue Neighborhood project will develop a set of preferred treatments aimed at reducing vehicular traffic and speeds, giving priority to bicyclists and pedestrians, and reducing congestion. The SFMTA anticipates completing the planning phase by April 2018 and starting construction of the recommended improvements by early 2019.

TOTAL	\$34,931,349
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
17M	SFMTA	67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches	\$ 30,096,835	<p>5-Year Prioritization Program (5YPP) Amendment: The recommendation is contingent on a Vehicles-Muni 5YPP amendment to re-program \$30,096,835 from the Replace 100 ETI 40' Trolley Coaches (2015/16) project to the subject project. With this 5YPP amendment there will be \$70,025,216 available for allocation for trolley coach procurements in FY 17/18 when the next procurements are planned. See attached 5YPP amendment for details.</p> <p>The recommendation is contingent upon approval by the Metropolitan Transportation Commission, anticipated February 22, 2017, to program \$164.2 million in federal FY 16/17 to FY 19/20 transit formula funds to the subject project. The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per Federal Transit Administration guidelines.</p>
22M	SFMTA	19th Avenue M-Line Track Replacement	\$ 1,278,000	<p>Contrary to Prop K policy that prohibits the advertisement of services or contracts to be funded by Prop K prior to allocation of funds by the Transportation Authority Board, the SFMTA advertised the project's construction contract in December 2016. We have reminded the SFMTA of this policy and advised SFMTA that it should not presume a positive Board action or that the Board may not modify the funding request.</p>
31	SFMTA	New Signals Contract 63 - Additional Funds	\$ 360,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to three Prop K New Signals and Signs 5YPP to program \$248,486 from the New Traffic Signals (5 Locations) FY 16/17 design placeholder and \$111,514 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
31	SFMTA	New Signals Contract 64	\$ 126,514	
33	SFMTA	Webster Street Pedestrian Signals - Additional Funds	\$ 185,000	<p>5YPP Amendment: Recommendation is contingent upon a concurrent amendment to the Prop K Signals and Signs 5YPP to program \$185,000 deobligated from projects completed under budget to the subject project. See attached 5YPP amendment for details.</p>
33	SFMTA	Arguello Boulevard Traffic Signal Upgrade	\$ 250,000	
33	SFMTA	19th Avenue Signals Phase III	\$ 2,520,000	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Recommended	Recommendations
39	SFMTA	23rd Avenue Neighborway	\$ 115,000	The 2014 Bicycle Circulation/Safety 5YPP conditioned allocation of funds from the Bicycle Network Expansion and Upgrades line upon SFMTA providing, on an annual basis, a prioritized list of projects to be designed and constructed in a given fiscal year. For FY 2016/17, SFMTA plans on requesting Prop K funds from the Bicycle Network Expansion and Upgrades line for the subject project only.
TOTAL \$			34,931,349	

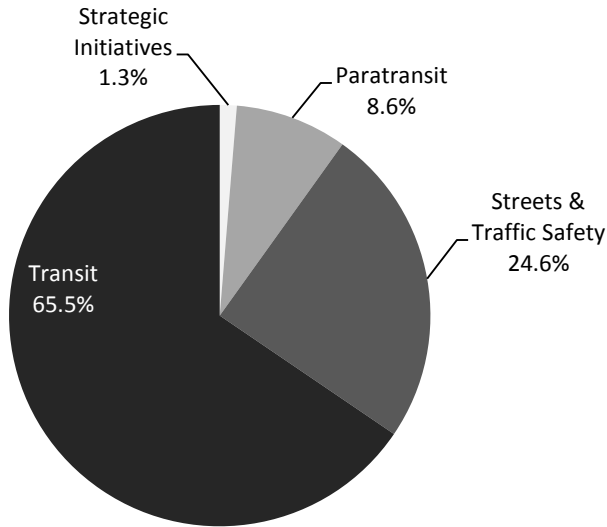
¹ See Attachment 1 for footnotes.

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

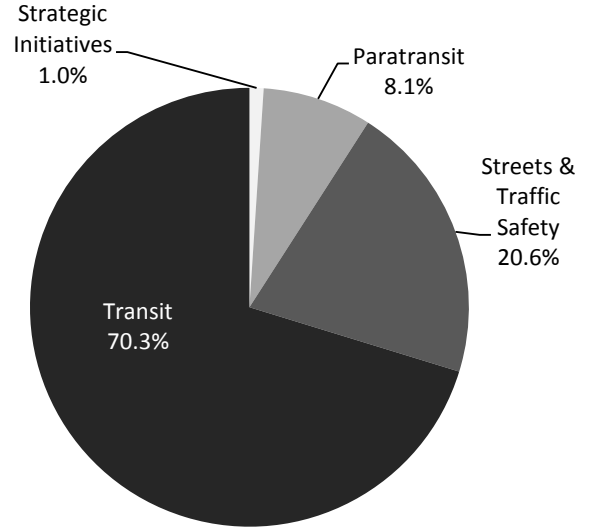
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 93,191,193	\$ 44,488,051	\$ 34,950,761	\$ 13,307,281	\$ 445,100	\$ -
Current Request(s)	\$ 34,931,349	\$ 108,750	\$ 23,654,059	\$ 10,785,535	\$ 226,707	\$ 52,099
New Total Allocations	\$ 128,122,542	\$ 44,596,801	\$ 58,604,820	\$ 24,092,816	\$ 671,807	\$ 52,099

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





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Memorandum

Date: 02.16.17 **RE:** Citizens Advisory Committee
February 22, 2017

To: Citizens Advisory Committee

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

Subject: **ACTION** – Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Programs of Projects

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 (FY) 2012/13 to 2016/17) in the 2012 Strategic Plan. In November 2016, we issued the 2017 Prop AA Strategic Plan call for projects to program funds for the next 5-year period (FYs 2017/18 to 2021/22). By the January 17 deadline, we received 22 applications from 5 sponsors requesting about \$33.8 million in Prop AA funds, compared to the \$23.1 million available. We evaluated the project applications using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects and partially fund one project (Attachment 5). We also recommend leaving \$2,397,128 in FY 2019/20 funds on reserve for a future mid-cycle call for projects with priority to projects in the street resurfacing category from where the funds originated. There was only one other application for street resurfacing funds (the Port's Cargo Way and Amador Way Street Improvement project) and in our judgement, that project currently lacks a sufficient full funding plan to warrant programming at this time. The Port may resubmit the project as part of the next call.

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 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 Board approved the first Prop AA Strategic Plan, which included programming of \$26.4 million in Prop AA funds for 19 projects in the first five years of Prop AA (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$25 million in Prop AA funds has been allocated or is pending allocation, and we anticipate the final allocation will be requested in the coming months by the San Francisco Municipal Transportation Agency (SFMTA) for transit improvements on Geary Boulevard. Attachment 6 is a fact sheet with information on the progress of all Prop AA projects funded to date.

In October 2016, the Board approved the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria (see Enclosure) to guide the first update to the strategic plan. The Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Screening and Prioritization Criteria are the mechanism we use to evaluate and prioritize projects for funding within the three programmatic categories.

As we are in the last year of the 2012 5YPPs, we released a call for projects last fall to program funds for the 2017 5YPPs (covering Fiscal Years 2017/18 to 2021/22) as part of the 2017 Strategic Plan update.

DISCUSSION

The purpose of this memorandum is to present the 2017 Prop AA Strategic Plan update and 5YPPs to the Citizens Advisory Committee and to seek a motion of support for its approval.

Call for Projects: On November 1, 2016, we issued a call for projects to program \$23,219,292 in Prop AA vehicle registration fee revenues available primarily from new revenues with additional funds coming from cost savings from recently completed projects. By the January 17, 2017 deadline we had received 22 applications from five agencies requesting approximately \$34 million in Prop AA funds. Attachment 2 summarizes the applications received.

Funds Available: The call for projects amount was based primarily on new revenues forecast at approximately \$4.83 million per year, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. Prop AA revenues are dependent on the number of vehicles registered in San Francisco and, as such, have been very stable over the last five years. In addition to new revenues, we are recommending programming \$446,000 in deobligated funds from projects completed under budget. See Attachment 1 for details on the amounts available for each of the three Expenditure Plan programmatic categories.

One final factor affecting the amount available for projects is our recommendation to return the Prop AA Capital Reserve to \$500,000. The reserve had been lowered to \$240,000 in 2014 to accommodate programming for additional projects. While Prop AA's revenues are very stable, it should be noted that Prop AA is a pay-as-you-go program so the capital reserve is important for the integrity of the program as a buffer against fluctuations in revenues.

Draft Programming Recommendations: We developed the draft programming recommendations based upon the project information submitted in response to the Prop AA call for projects, application of the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all 22 projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria (such as project readiness, community support, and construction coordination opportunities) and category specific criteria (such as whether projects seeking funds from the Pedestrian Safety category are located on a Vision Zero corridor or directly improve access to transit or schools). Descriptions of the evaluation criteria and the resulting project scores are detailed in the Project Evaluation tables for each category (Attachment 4). For the Transit Reliability and Mobility Improvement category, we also took into consideration the special condition included in the 2012 Prop AA Strategic Plan that gives priority to the SFMTA's Rapid Network projects for receiving any Prop AA funds in the Transit Reliability and Mobility Improvements category – provided that they meet all other requirements in the call for projects, including project readiness standards.

Attachment 3 shows our draft programming recommendations along with the evaluation score for each project as reference. Unless noted otherwise below, we recommended funding projects in score order until the funds available were depleted. Our recommendation is to program \$20,750,859 in Prop AA funds to fully fund eleven projects, partially fund one project, and leave \$2,397,128 available for a future mid-cycle call for projects with priority to projects in the street resurfacing category from which the funds came from. The rationale for leaving funds unprogrammed is described in the section below.

Street Repair and Reconstruction Category: Recommended programming includes \$9,588,516 to fully fund four San Francisco Public Works (SFPW) pavement renovation projects: Geary Boulevard (Van Ness to Masonic); 23rd Street, Dolores Street, York Street and Hampshire Street; Outer Mission (Brook/Santa Marina to Geneva); and Fillmore Street (Duboce to Marina). After discussion with Port of San Francisco staff, we are not recommending funding the \$2.4 million in FY 2019/20 Prop AA funds for the Cargo Way and Amador Street Improvement project, the only other one submitted for this category. The Port project assumes \$18 million in federal discretionary FASTLANE grant funds from a future call for projects to fully fund construction. In our judgement, this amount and the funding source assumed are too uncertain to demonstrate a reasonable expectation of a full funding plan. Given the challenges with securing sufficient funds to meet the City's street resurfacing needs, rather than recommend funding projects in another Expenditure Plan category, we are holding the funds in reserve for a future competitive call for projects (prior to Fiscal Year 2019/20) with priority to street resurfacing projects. The Port can apply for these funds at that time assuming that the project has a solid full funding plan at the time.

Pedestrian Safety Category: The Pedestrian Safety category was the most oversubscribed of the three categories. The highest scoring projects were community supported ready-to go projects on the high injury network. Recommended programming includes \$5,193,928 to fully fund SFPW's requests for pedestrian-scale lighting for the Haight Street Streetscape project, pedestrian safety elements for the Potrero Gateway Loop, and Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) projects; and the SFMTA's requests for Arguello Boulevard Traffic Signal Upgrade and Bulb-outs at WalkFirst Locations. We are recommending the partial funding for the SFMTA's request for pedestrian-scale lighting

as recommended in the Western Addition Transportation Plan.

Transit Reliability and Mobility Improvements Category: Recommended programming includes \$5,968,415 to fully fund Phases 1 and 2 of SFMTA's Muni Metro Station Enhancements project to add wayfinding signage and architectural/lighting upgrades at all nine Muni Metro stations.

Attachment 5 shows the proposed Strategic Plan programming for the next five years.

ALTERNATIVES

1. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Program of Projects, as requested.
2. Adopt a Motion of Support for the Approval of the 2017 Prop AA Strategic Plan Update and 5-Year Prioritized Program of Projects, with modifications.
3. Defer action, pending additional information or further staff analysis.

FINANCIAL IMPACTS

Approval of the 2017 Strategic Plan and 5YPP 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. Future budgets will reflect the anticipated capital reimbursement needs consistent with the Prop AA Strategic Plan and Board-approved allocations of funds to Prop AA projects.

RECOMMENDATION

Adopt a motion of support for the approval of the 2017 Prop AA Strategic Plan Update and 5-year prioritized program of projects.

Attachments (6):

1. Summary of Funds Available
2. Summary of Project Submissions
3. Draft Programming Recommendations
4. Evaluation Scores
5. Proposed 5-Year Prioritized Program of Projects
6. Prop AA Fact Sheet

Enclosure:

1. Draft 2017 Prop AA Strategic Plan
 - Strategic Plan Policies
 - Screening and Prioritization Criteria
 - Proposed 5-Year Prioritized Program of Projects
 - Prop AA Project Information Forms (11)

Attachment 1.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for Fiscal Years 2017/18 - 2021/22	
2017 Strategic Plan Update - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,730
Deobligated Funds (from projects completed under budget)	\$ 446,256
Additional Program Reserve (to restore to \$500,000)	\$ (260,000)
2017 Strategic Plan Update/ 5-Year Prioritized Program of Projects - Total Funds Available for Projects	\$ 23,147,987

Table 2. 2012 Prop AA Strategic Plan (Fiscal Years 2012/13 - 2016/17) 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 February 2017, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 13,194,322	48.5%
Pedestrian Safety	25%	\$ 7,417,897	27.3%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,211,944	100%

Table 3. 2017 Prop AA Strategic Plan (Fiscal Years 2017/18 - 2021/22) 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%	\$ 11,985,643
Pedestrian Safety	25%	\$ 5,172,085
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Funds Available for Programming	100%	\$ 23,147,987

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Street Repair and Reconstruction

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Street Repair and Reconstruction	Geary Blvd Pavement Renovation	This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's.	2 and 5	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	2017/18
2	Street Repair and Reconstruction	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's.	8, 9, and 10	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	2018/19
3	Street Repair and Reconstruction	Cargo Way and Amador Street Improvement Project	The Port of San Francisco, working with Public Works and the SFPUC, proposes to reconstruct Cargo Way and Amador Street. Cargo Way improvements include a redesign of the roadway to maximize efficiency and safety for all modes of access and improve stormwater treatment. Amador Street reconstruction will better accommodate heavy freight traffic and reduce stormwater run-off.	10	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	2019/20
4	Street Repair and Reconstruction	Outer Mission Street Transit and Pavement Improvement Project	Demolition, pavement renovation of 68 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Mission St from Brook St/Santa Monica to Geneva Avenue. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	8, 9, and 11	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	2020/21
5	Street Repair and Reconstruction	Fillmore Street Pavement Renovation	Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is low 60's.	2, 5, and 8	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	2021/22
TOTAL							\$ 53,044,377	\$ 11,988,516	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW).

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Pedestrian Safety	Greenwich Gate	Create a new gate for pedestrians and cyclists at the intersection of Greenwich and Lyon Streets at the site of an historic opening in the Presidio boundary wall. Build 535 linear feet of multi-use trail between the Greenwich Gate and Lombard/Letterman intersection.	2	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	2017/18
2	Pedestrian Safety	Buchanan Mall Community Connections	At mid-block pedestrian crossing locations of the Buchanan Street Mall, the SFMTA and RPD propose improvements such as pedestrian bulbs, improved flashing beacons from Turk to Fulton, pedestrian lighting, landscaping, paving treatments at north end of mall in parking lot (stamped pavement at Eddy), and proposed decorative crosswalks. Coordinated with RPD revitalization efforts.	5	SFMTA	Design	\$ 3,819,000	\$ 665,000	2017/18
3	Pedestrian Safety	Turk Golden Gate Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	2, 5	SFMTA	Design	\$ 3,500,000	\$ 567,568	2017/18
4	Pedestrian Safety	25th Street Pedestrian Bridge Area Improvements	Reopen the 25th St Bridge, which has been closed to pedestrians for 15+ years. Improve pedestrian access to the bridge by widening sidewalks, open up visibility by redesigning fences, adding access points and installing bulbouts, and add lighting. Create a safer, more attractive pedestrian connection between the Potrero Hill and Mission neighborhoods.	10	SFPW	Design, Construction	\$ 975,000	\$ 975,000	2017/18
5	Pedestrian Safety	9th & Lincoln Golden Gate Park Gateway	The 9th & Lincoln Golden Gate Park Gateway Improvement is a project born out of community engagement. Initiated by the Inner Sunset Park Neighbors (ISPN), the project aims to reinforce the entrance to Golden Gate Park, and also connect the Inner Sunset neighborhood via improvements along 9th Avenue.	5	SFPW	Design, Construction	\$ 568,946	\$ 468,946	2017/18
6	Pedestrian Safety	Potrero Gateway Loop (Pedestrian Safety Improvements)	A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance.	10	SFPW	Design, Construction	\$ 2,500,000	\$ 300,000	2017/18

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Pedestrian Safety

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
7	Pedestrian Safety	Haight Street Streetscape (Pedestrian Lighting)	Install pedestrian lighting from Stanyan Street to Central Street along Haight Street, per recommendation of the Upper Haight Public Realm Plan. Also includes sidewalk and tree replacement and will be delivered in conjunction with a larger coordinated project that includes transit, paving, sewer, and fiber conduit components.	5	SFPW	Construction	\$ 11,468,786	\$ 2,052,000	2017/18
8	Pedestrian Safety	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements	Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Taylor and Turk (3 bulbouts), Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk).	6	SFPW	Construction	\$ 2,420,000	\$ 700,000	2017/18
9	Pedestrian Safety	Arguello Signals Upgrade Project	Upgrade existing traffic signals to add pedestrian countdown signals where missing, and improve signal visibility through the installation of new upgraded signal and related poles.	1 and 2	SFMTA	Construction	\$ 1,934,000	\$ 655,000	2018/19
10	Pedestrian Safety	Bulb-outs at WalkFirst Locations	This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements.	TBD	SFMTA	Design	\$ 2,375,757	\$ 500,000	2018/19
11	Pedestrian Safety	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian bulb-outs, signal timing improvements, pedestrian lighting and landscaping.	5	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	2018/19
12	Pedestrian Safety	Leavenworth Livable Streets	This project will reimagine Leavenworth Street in the Tenderloin to make it safe for all users and especially the vulnerable residents and many service providers in the community.	6	SFMTA	Design	\$ 8,980,000	\$ 500,000	2019/20
13	Pedestrian Safety	Outer Mission Signals Upgrade Project	Upgrade existing traffic signals to add accessible pedestrian push buttons where missing, and improve signal visibility through the installation of new upgraded signal heads and related poles.	11	SFMTA	Construction	\$ 4,000,000	\$ 1,700,000	2019/20
TOTAL							\$ 50,696,586	\$ 12,883,514	

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: San Francisco Public Works (SFPW); and the San Francisco Municipal Transportation Agency (SFMTA).

Attachment 2
2017 Prop AA Strategic Plan - Summary of Project Submissions
Transit Reliability and Mobility Improvements

Number ¹	Category	Project Name	Brief Project Description ²	District(s)	Sponsor ³	Phase(s)	Total Project Cost	Total Prop AA Requested	First Fiscal Year Funds Requested
1	Transit Reliability and Mobility Improvements	Muni Metro Station Enhancement Project	The Muni Metro Station Enhancements project will improve existing station amenities such as lighting, signage, seating and accessibility improvements in order to improve safety, customer comfort and the quality of the passenger experience at the nine major Metro stations. The scope for this specific grant request is to finance the signage improvements at all nine stations and upgrade architectural and lighting amenities at two Metro stations.	6, 7 and 8	SFMTA	Design, Construction	\$ 15,369,007	\$ 5,968,415	2017/18
2	Transit Reliability and Mobility Improvements	Next Generation Customer Information System	SFMTA's Next Generation Customer Information System will leverage Intelligent Predictions Software to generate real-time transit updates on digital signage and mobile devices. This upgrade will focus not just on better vehicle predictions to reduce waiting, but also on the on-board transit experience to increase end-to-end customer satisfaction and ridership.	Citywide	SFMTA	Construction	\$ 5,000,000	\$ 1,000,000	2017/18
3	Transit Reliability and Mobility Improvements	BART/Muni Market Street Entrance Modernization - Phase 2	This project will design and construction entrance canopies at the 4 downtown BART/Muni stations (Embarcadero, Montgomery, Powell, Civic Center).	3 and 6	BART	Design	\$ 66,400,000	\$ 500,000	2018/19
4	Transit Reliability and Mobility Improvements	Transit Signal Priority Fleet & Intersection Deployments	The SFMTA requests Prop AA funds to purchase Transit Signal Priority (TSP) devices, hardware, and communications equipment for ongoing TSP deployment on Municipal Railway (Muni) buses and at intersections that serve Muni routes.	Citywide	SFMTA	Construction	\$ 1,500,000	\$ 1,500,000	2019/20
TOTAL							\$ 88,269,007	\$ 8,968,415	

¹ Projects are not listed in priority order. Projects are sorted by First Fiscal Year in which Prop AA funds are requested, then by Sponsor, then by Project Name.

² Project descriptions were provided by potential sponsors in response to the call for projects.

³ Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA); and San Francisco Public Works (SFPW).

Prop AA Funds Available by Category (Fiscal Years 2017/18-2021/22)	
Street Repair and Reconstruction	\$ 11,985,643
Pedestrian Safety	\$ 5,172,085
Transit Reliability and Mobility Improvements	\$ 5,990,258
Total Funds Available	\$ 23,147,987

Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations

Street Repair and Reconstruction.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
30.5	Geary Blvd Pavement Renovation	SFPW	Construction	\$ 6,044,377	\$ 2,397,129	\$ 2,397,129	2 and 5	
25.75	Outer Mission Street Transit and Pavement Improvement Project	SFPW	Construction	\$ 6,000,000	\$ 2,397,129	\$ 2,397,129	8, 9 and 11	
24.25	Cargo Way and Amador Street Improvement Project	Port of San Francisco	Construction	\$ 30,000,000	\$ 2,400,000	\$ -	10	We are not recommending funding for this project due to lack of a reasonable full funding plan. See memo for details.
18.25	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	SFPW	Construction	\$ 4,400,000	\$ 2,397,129	\$ 2,397,129	8, 9, and 10	
16.75	Fillmore Street Pavement Renovation	SFPW	Construction	\$ 6,600,000	\$ 2,397,129	\$ 2,397,129	2, 5, and 8	
Street Repair and Reconstruction Category Sub-Total				\$ 53,044,377	\$ 11,988,516	\$ 9,588,516		

Pedestrian Safety.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
57.5	Haight Street Streetscape (Pedestrian Lighting)	SFPW	Construction	\$ 11,468,786	\$ 2,052,000	\$ 2,052,000	5	
56	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	SFPW	Construction	\$ 2,420,000	\$ 700,000	\$ 700,000	6	
51.5	Arguello Boulevard Traffic Signal Upgrade	SFMTA	Construction	\$ 1,934,000	\$ 655,000	\$ 655,000	1 and 2	
50.5	Bulb-outs at WalkFirst Locations	SFMTA	Design	\$ 2,375,757	\$ 500,000	\$ 500,000	3, 5, 6, 9, and 11	
48	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	SFMTA	Design, Construction	\$ 7,250,000	\$ 3,550,000	\$ 986,928	5	
45	Turk & Golden Gate Signals Upgrade Project	SFMTA	Design	\$ 3,500,000	\$ 567,568	\$ -	2 and 5	We are not recommending funding for this project in order to achieve geographic equity and to fully fund the Potrero Gateway Loop project.
43	Potrero Gateway Loop (Pedestrian Safety Improvements)	SFPW	Construction	\$ 2,500,000	\$ 300,000	\$ 300,000	10	
42.5	Outer Mission Signals Upgrade Project	SFMTA	Construction	\$ 4,000,000	\$ 1,700,000	\$ -	11	

**Attachment 3.
2017 Prop AA Strategic Plan Call for Projects
Draft Programming Recommendations**

42	Buchanan Mall Community Connections	SFMTA	Design	\$ 3,819,000	\$ 665,000	\$ -	5	
41	Leavenworth Livable Streets	SFMTA	Design	\$ 8,980,000	\$ 500,000	\$ -	6	
36.5	9th & Lincoln Golden Gate Park Gateway	SFPW	Design, Construction	\$ 568,946	\$ 468,946	\$ -	5	
32.5	Greenwich Gate	Presidio Trust	Design, Construction	\$ 905,097	\$ 250,000	\$ -	2	
31.5	25th Street Pedestrian Bridge Area Improvements	SFPW	Design, Construction	\$ 975,000	\$ 975,000	\$ -	10	
Pedestrian Safety Category Sub-Total				\$ 50,696,586	\$ 12,883,514	\$ 5,193,928		

Transit Reliability and Mobility Improvements.

Evaluation Score ¹	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	District (s)	Notes
44.5	Muni Metro Station Enhancements	SFMTA	Construction	\$ 15,369,007	\$ 5,968,415	\$ 5,968,415	3, 6, 7, and 8	
41	Next Generation Customer Information System	SFMTA	Construction	\$ 5,000,000	\$ 1,000,000	\$ -	Citywide	
40.5	BART/Muni Market Street Entrance Modernization - Phase 2	BART	Design	\$ 66,400,000	\$ 500,000	\$ -	3 and 6	
39.5	Transit Signal Priority Fleet & Intersection Deployments	SFMTA	Construction	\$ 1,500,000	\$ 1,500,000	\$ -	Citywide	
Transit Reliability and Mobility Improvements Category Sub-Total				\$ 88,269,007	\$ 8,968,415	\$ 5,968,415		

TOTAL	\$ 192,009,970	\$ 33,840,445	\$ 20,750,859
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TOTAL FUNDS AVAILABLE FOR PROJECTS	\$ 23,147,987
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¹ Projects are sorted by evaluation score from highest ranked to lowest. Evaluation scores cannot be compared between categories.

² Sponsor abbreviations include: Bay Area Rapid Transit District (BART); the San Francisco Municipal Transportation Agency (SFMTA), and San Francisco Public Works (SFPW).

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Street Repair and Reconstruction Category

Projects	General Prioritization						Streets Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Pavement Management System	Bicycle and Transit Networks	Complete Streets Elements		
				Leveraging	No other sources						
Geary Blvd Pavement Renovation	6	4	6	3	0	3	3	2.5	3	30.5	
Outer Mission Street Transit and Pavement Improvement Project	5.5	2	5	2	0	3	3	2.5	2.75	25.75	
Cargo Way and Amador Street Improvement Project	2.5	1	6	3	0.5	2.75	2.5	3	3	24.25	
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	3	1.5	2	1	0	3	3	2	2.75	18.25	
Fillmore Street Pavement Renovation	2.5	1	0	3	0	3	3	2	2.25	16.75	
Total possible score	9	6	6	6	3	3	3	3	3	42	

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher its scores. Highest possible scores listed below are for each individual evaluator. There were three evaluators for the Street Repair and Reconstruction category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Pavement Management System: Highest possible score was 1. Transportation Authority staff assessed whether the project was based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.

Bicycle and Transit Networks: Highest possible score was 1. Transportation Authority staff assessed whether the project would improve streets located on San Francisco's bicycle and transit networks.

Complete Streets Elements: Highest possible score was 1. Transportation Authority staff assessed whether the project includes at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Pedestrian Safety Category

Projects	General Prioritization							Pedestrian Prioritization				Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Reduce Hazards	Vision Zero High Injury Network	SWITRS	Improve Transit & School Access		
				Leveraging	No other sources							
Haight Street Streetscape (Pedestrian Lighting)	11.5	7.5	8	8	0	3.5	5	2	8	4	57.5	
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	8	2	8	8	0	4	8	4	8	6	56	
Arguello Boulevard Traffic Signal Upgrade	10	4	6	6	0	4	6.5	4	4	7	51.5	
Bulb-outs at WalkFirst Locations	8	0.5	4	8	0	4	7	4	8	7	50.5	
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	7.5	1	8	5	1	3.5	7	4	4	7	48	
Turk Golden Gate Signals Upgrade Project	8	0	7.5	4	0	4	6.5	4	4	7	45	
Potrero Gateway Loop (Pedestrian Safety Improvements)	9.5	2	8	8	0	4	7	2	0	2.5	43	
Outer Mission Signals Upgrade Project	5	1.5	3.5	3	0	4	6.5	4	8	7	42.5	
Buchanan Mall Community Connections	6	0.5	8	6	0	4	8	2.5	0	6.5	41.5	
Leavenworth Livable Streets	3.5	0	3.5	3	0	4	8	4	8	7	41	
9th & Lincoln Golden Gate Park Gateway	8	0	7	7	0	4	3	1.5	4	2	36.5	
Greenwich Gate	5	0.5	3.5	6	0.5	4	8	1.5	0	3.5	32.5	
25th Street Pedestrian Bridge Area Improvements	5	0	7	0	1	4	6	0.5	0	8	31.5	
Total possible score	12	8	8	8	4	4	8	4	8	8	72	

**Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Pedestrian Safety Category**

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Pedestrian Safety category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Reduce Hazards: Transportation Authority staff assessed whether the project proposed improvements that would shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

Vision Zero High Injury Network: Highest possible score was 1. Transportation Authority staff assessed whether the project was located along the Vision Zero High Injury Network. Projects that were located along the network received 1 point and projects that were only partially located on the network received 0.5 points.

California Highway Patrol, Statewide Integrated Traffic Reporting System (SWITRS) 2007 to 2013: Transportation Authority staff analyzed the number of pedestrian injuries/collisions using SWITRS. Scores are calculated based on the total number of collisions for all intersections in the project scope divided by the total number of intersections. Projects with an average of 1 to 2 collisions per intersection received 1 point, projects with more than 2 collisions per intersection received 2 points.

Improve Transit and School Access: Highest possible score was 2. Transportation Authority staff assessed whether the project would improve access to transit and/or schools. Projects could receive a point for addressing each.

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Transit Reliability and Mobility Improvement Category

Projects	General Prioritization						Transit Prioritization					Total
	Readiness	Time Sensitivity	Community Support	Fund Leveraging		Delivery Track Record	Support Rapid Transit	Increase Accessibility, Reliability, and Connectivity	TDM	Safety Issues		
				Leveraging	No other sources							
Muni Metro Station Enhancement Project	8.5	4.5	7.5	5	0	4	4	7	2	2	44.5	
Next Generation Customer Information System	8	4	6	0	2	3.5	4	10	3	0.5	41	
BART/Muni Market Street Entrance Modernization - Phase 2	7.5	5	3	8	0	4	4	4.5	2	2.5	40.5	
Transit Signal Priority Fleet & Intersection Deployments	12	1	4.5	0	0	4	4	10	3	1	39.5	
Total possible score	12	8	8	8	4	4	4	12	12	4	76	

Attachment 4.
Draft 2017 Prop AA Strategic Plan
Project Evaluation - Transit Reliability and Mobility Improvement Category

Project Scoring Key: Projects are assessed using Transportation Authority Board adopted prioritization criteria. There are criteria specific to each Expenditure Plan category, as well as general criteria that apply to all three categories. Generally, the more criteria a project satisfies and the better it meets them, the higher it scores. Highest possible scores listed below are for each individual evaluator. There were four evaluators for the Transit Reliability and Mobility Improvements category and the final score is the total of their individual scores.

Project Readiness: Highest score was 3. Transportation Authority staff assessed whether a project would be able to be implemented within twelve months of allocation. Projects that did not have some level of community outreach or design complete were given lower scores.

Time Sensitivity: Highest possible score was 2. Transportation Authority staff assessed whether a project was being actively coordinated with a construction project and whether the the project would leverage other funding sources with timely-use-of-funds requirements. Projects could receive a point for addressing each.

Project Community Support: Highest possible score was 2. Transportation Authority staff assessed whether a project had clear and diverse community support and/or was developed out of a community-based planning process. Projects that were less specifically addressed in planning processes and documentation of community support were given lower scores.

Fund Leveraging: Highest possible score was 2. Transportation Authority staff assessed whether a project demonstrated leveraging of Prop AA funds. Projects that were able to demonstrate at least 20% leveraging received 2 points, projects that could demonstrate leveraging less than 20% received 1 point, projects that could not demonstrate leveraging received a score of 0.

Fund Leveraging - No Other Sources: Highest possible score was 1. Transportation Authority staff assessed whether a project would compete poorly to receive Prop K or other discretionary funds. (e.g. Project has no/few funding options.) These projects received a score of 1.

Project Delivery Track Record: Highest possible score was 1. Transportation Authority staff considered the project sponsor past delivery track record of Transportation Authority-programmed funds or capital projects funded by other means for new/infrequent project sponsors.

Support Rapid Transit: Highest possible score was 1. Transportation Authority staff assessed whether the project directly supported existing or proposed rapid transit.

Increase Accessibility, Reliability, and Connectivity: Highest possible score was 3. Transportation Authority staff assessed whether the project increased accessibility, reliability, and/or connectivity. A project could receive a point for each.

Transportation Demand Management: Highest possible score was 3. Transportation Authority staff assessed whether the project was a TDM project and awarded one point, if so. Staff awarded a second point to TDM projects directed at relieving documented congestion or transit crowding issues on one or more specific corridors. Staff awarded a third point to TDM projects based on model projects that have previously been successfully implemented with documented effectiveness.

Safety Issues: Highest possible score was 1. Transportation Authority staff assessed whether a project addressed a known safety issue. Projects received a score of 0 if the proposed improvement did not address a documented safety issue.

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Programming

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
		Funds Available in Category	\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 2,397,129					\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 2,397,129				\$ 2,397,129
Outer Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category (Over)/Under	46%		\$ 2,397,129	\$ 2,397,129	\$ -	\$ 2,397,129	\$ 2,397,129	\$ 9,588,516
Cumulative Remaining			\$ 77,152	\$ (19,288)	\$ 2,377,841	\$ (19,288)	\$ (19,288)	\$ 2,397,127
			\$ 77,152	\$ 57,864	\$ 2,435,704	\$ 2,416,416	\$ 2,397,127	\$ 2,397,127

Pedestrian Safety								
		Funds Available in Category	\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 300,000					\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 700,000					\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations	Design	SFMTA		\$ 500,000				\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 986,928				\$ 986,928
Subtotal Programmed to Category (Over)/Under	25%		\$ 3,052,000	\$ 2,141,928	\$ -	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining			\$ (1,984,290)	\$ (1,115,834)	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ (21,843)
			\$ (1,984,290)	\$ (3,100,124)	\$ (2,074,030)	\$ (1,047,937)	\$ (21,843)	\$ (21,843)

Transit Reliability and Mobility Improvements								
		Funds Available in Category	\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Subtotal Programmed to Category (Over)/Under	29%		\$ 2,465,316	\$ -	\$ 3,503,099	\$ -	\$ -	\$ 5,968,415
Cumulative Remaining			\$ (1,228,705)	\$ 1,188,412	\$ (2,314,687)	\$ 1,188,412	\$ 1,188,412	\$ 21,843
			\$ (1,228,705)	\$ (40,293)	\$ (2,354,980)	\$ (1,166,568)	\$ 21,843	\$ 21,843
Total Programmed (Over)/Under			\$ 7,914,445	\$ 4,539,057	\$ 3,503,099	\$ 2,397,129	\$ 2,397,129	\$ 20,750,859
Cumulative			\$ (3,135,843)	\$ 53,289	\$ 1,089,247	\$ 2,195,217	\$ 2,195,217	\$ 2,397,128
			\$ (3,135,843)	\$ (3,082,553)	\$ (1,993,306)	\$ 201,911	\$ 2,397,128	
Total Available Funds			\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987

Attachment 5.
Draft Prop AA Strategic Plan
Proposed Cash Flow

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Funds Available in Category			\$ 2,474,281	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 2,377,841	\$ 11,985,643
Geary Boulevard Pavement Renovation	Construction	SFPW	\$ 479,426	\$ 958,852	\$ 958,852			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW		\$ 791,053	\$ 1,606,076			\$ 2,397,129
Outer Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 1,198,565	\$ 1,198,565	\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category			\$ 479,426	\$ 1,749,904	\$ 2,564,928	\$ 1,198,565	\$ 3,595,694	\$ 9,588,516
(Over)/Under			\$ 1,994,855	\$ 627,936	\$ (187,087)	\$ 1,179,276	\$ (1,217,853)	\$ 2,397,127
Cumulative Remaining			\$ 1,994,855	\$ 2,622,792	\$ 2,435,704	\$ 3,614,980	\$ 2,397,127	\$ 2,397,127

Pedestrian Safety								
Funds Available in Category			\$ 1,067,710	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 1,026,094	\$ 5,172,085
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 500,000	\$ 1,050,000	\$ 502,000			\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)	Construction	SFPW	\$ 80,000	\$ 145,000	\$ 75,000			\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	\$ 175,000	\$ 475,000	\$ 50,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 327,500	\$ 327,500			\$ 655,000
Bulb-outs at Walk First Locations	Design	SFMTA		\$ 250,000	\$ 250,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Construction	SFMTA		\$ 141,864	\$ 378,303	\$ 466,761		\$ 986,928
Subtotal Programmed to Category			\$ 755,000	\$ 2,389,364	\$ 1,582,803	\$ 466,761	\$ -	\$ 5,193,928
(Over)/Under			\$ 312,710	\$ (1,363,270)	\$ (556,709)	\$ 559,333	\$ 1,026,094	\$ (21,843)
Cumulative Remaining			\$ 312,710	\$ (1,050,560)	\$ (467,269)	\$ (1,047,937)	\$ (21,843)	\$ (21,843)

Transit Reliability and Mobility Improvements								
Funds Available in Category			\$ 1,236,611	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 1,188,412	\$ 5,990,258
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 1,232,658	\$ 1,232,658				\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 3,503,099
Subtotal Programmed to Category			\$ 1,232,658	\$ 1,232,658	\$ 600,000	\$ 1,650,000	\$ 1,253,099	\$ 5,968,415
(Over)/Under			\$ 3,953	\$ (44,246)	\$ 588,412	\$ (461,588)	\$ (64,687)	\$ 21,843
Cumulative Remaining			\$ 3,953	\$ (40,293)	\$ 548,119	\$ 86,531	\$ 21,843	\$ 21,843
Total Programmed			\$ 2,467,084	\$ 5,371,926	\$ 4,747,731	\$ 3,315,326	\$ 4,848,793	\$ 20,750,859
(Over)/Under			\$ 2,311,519	\$ (779,580)	\$ (155,385)	\$ 1,277,021	\$ (256,446)	\$ 2,397,128
Cumulative			\$ 2,311,519	\$ 1,531,938	\$ 1,376,554	\$ 2,633,574	\$ 2,397,128	
Total Available Funds			\$ 4,778,602	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 23,147,987



Proposition AA Additional Vehicle Registration Fee for Transportation Improvements



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

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

Phone: 415.522.4800
Email: propAA@sfcta.org
Web page: www.sfcta.org/PropAA

Mailing address:
San Francisco County
Transportation Authority
1455 Market St., 22nd Floor
San Francisco, CA 94103

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.

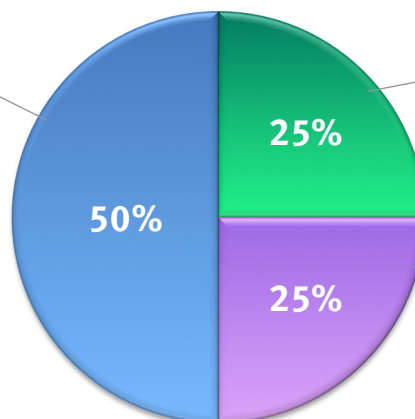
STREET REPAIR AND RECONSTRUCTION

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	Open for Use
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. Construction anticipated to begin in Spring 2017. Anticipated open for use by December 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 operational by Spring 2017.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,702,035	\$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. Construction anticipated to begin in Spring 2017, with signals operational by the end of 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in early 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**	Open for Use
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by September 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,418,289	\$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	Open for Use
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 2020.
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 Summer 2017.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in Spring 2017.
Subtotal			\$4,534,805	\$10,701,508	
TOTAL			\$22,722,548	\$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.

Lombard Crooked Street Neighborhood Transportation Plan

Citizens Advisory Committee
Agenda Item 11

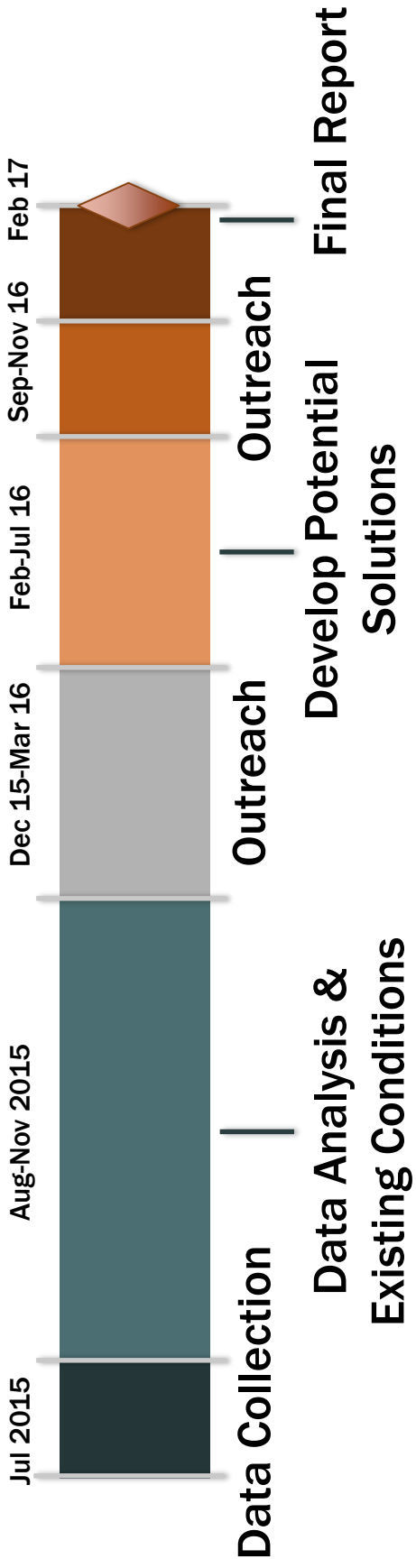


SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY
February 22, 2017

Schedule

SCHEDULE >

► Discussion and Adoption of Final Report



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > FRAMEWORK

Draft Existing Conditions Report

- ▶ **Review of Previous Studies**
- ▶ **Resident Interviews**
- ▶ **Partner Agency Interviews**
- ▶ **New Data Collection**
 - ▶ **Transportation Performance: Pedestrian and vehicle volumes, vehicle origins, queue length, pedestrian crowding and spillover, etc.**
 - ▶ **Visitor Preferences: On-site visitor survey exploring travel behavior and preferences.**



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > PREVIOUS STUDIES

Crooked Street Task Force, August 2000

- ▶ **Analyzed Traffic and Pedestrian Volumes; License Plate, Collision, and Blockage Data; Air Quality Along Queue and Mid-Block; Tour Bus Restriction Violations**
- ▶ **Findings:**
 - ▶ **1,500 vehicles per day on average**
 - ▶ **Vehicle delays of 35-40 minutes**
 - ▶ **13% of vehicles from SF, 41% from Bay Area, 40% outside Bay Area, 6% rentals**
 - ▶ **Carbon Monoxide levels well below California health standards at 1 part per million**



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > PREVIOUS STUDIES

Lombard Street Temporary Closure, Summer 2014

- ▶ **Benefits:**
 - ▶ Fewer vehicles on the Crooked St and no queue on Lombard
 - ▶ Intersection of Lombard and Van Ness, Polk, Larkin cleared
 - ▶ Less crowded sidewalks on the Crooked Block
 - ▶ Fewer vehicle/pedestrian conflicts
- ▶ **Drawbacks:**
 - ▶ Dispersion of traffic throughout neighborhood
 - ▶ Higher street parking utilization; challenging circulation for residents
 - ▶ Increased visitation before and after closure times
 - ▶ Potential to become a self-fulfilling attraction



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > PEDESTRIAN CONGESTION

- ▶ **Pedestrian volumes on the Crooked block result in crowding and congestion more common to a downtown area**
 - ▶ Data validates 2m visitors per year, or 6,000/day on average, twice the yearly visitors of Muir Woods.
 - ▶ July 2015 data collection reflected ~17,000/day during peak summer weekends, in line with Fisherman's Wharf's daily average
- ▶ **Congestion levels are inconsistent – many peaks and valleys in number of visitors arriving at any time**
 - ▶ Observed peaks to do not consistently align with observed arrivals of tour groups
 - ▶ 50% of visitors access crooked block by foot, and 50% of those walked from their previous point



Existing Conditions Summary

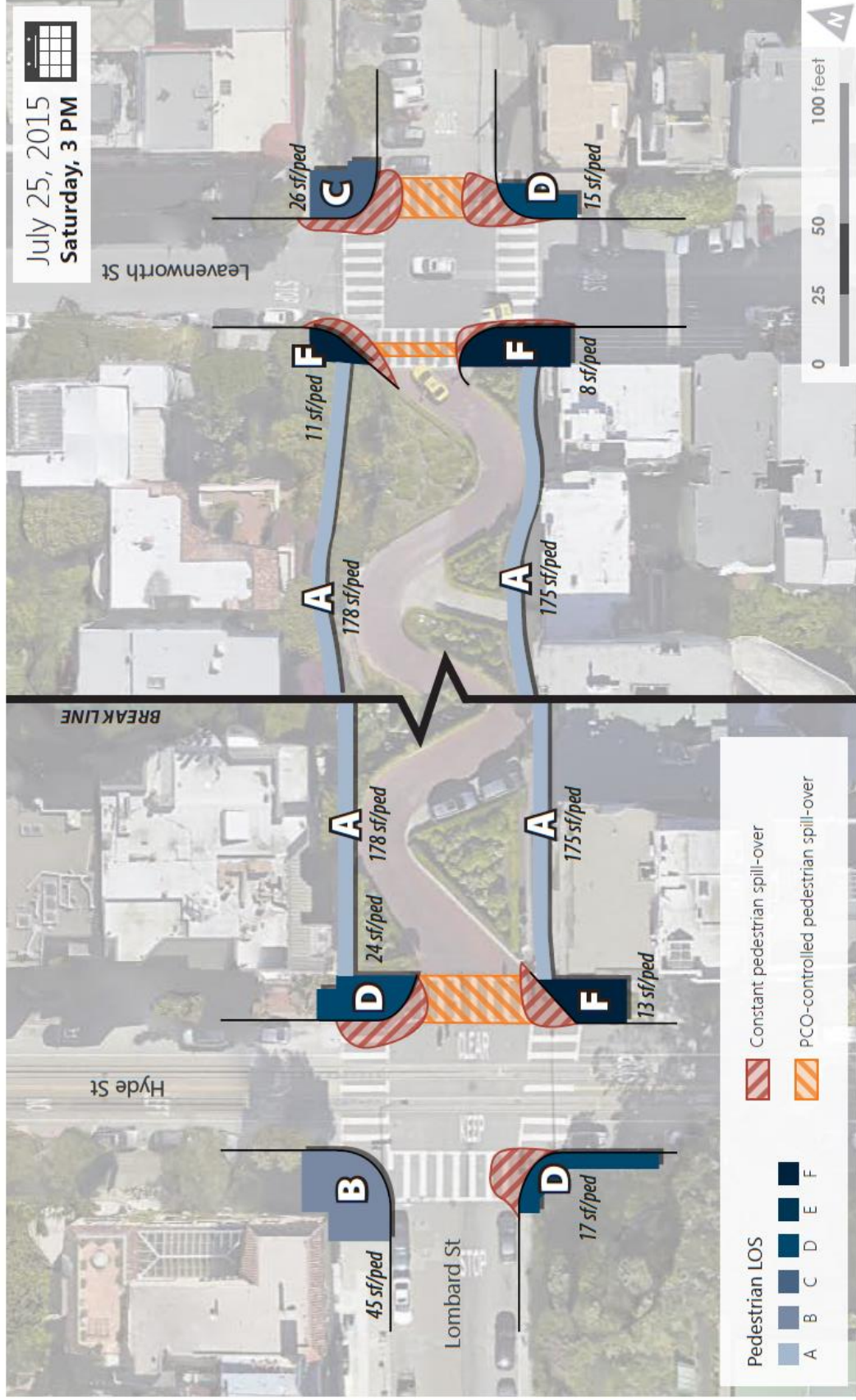
EXISTING CONDITIONS SUMMARY > PEDESTRIAN CONGESTION

- ▶ **During peak periods (10am-6pm), pedestrian congestion results in crowding and spillover into adjacent streets and crosswalks, particularly at Lombard/Leavenworth**
- ▶ **Ambassadors note that about 50% of their interactions with visitors include keeping people off of the street**



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > PEDESTRIAN CONGESTION > CROWDING CONDITIONS



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > AUTO CONGESTION

- ▶ **During peak periods, significant queue forms for cars to access the Crooked Block**
- ▶ **Affects circulation and access on blocks with queue, including Lombard, Larkin, Polk, and Van Ness**
- ▶ **Vehicle loading and parking activity blocks access and circulation at top and bottom of block**
- ▶ **Ambassador program noted 830 incidents of double-parking or blocking driveways over the September-October period.**

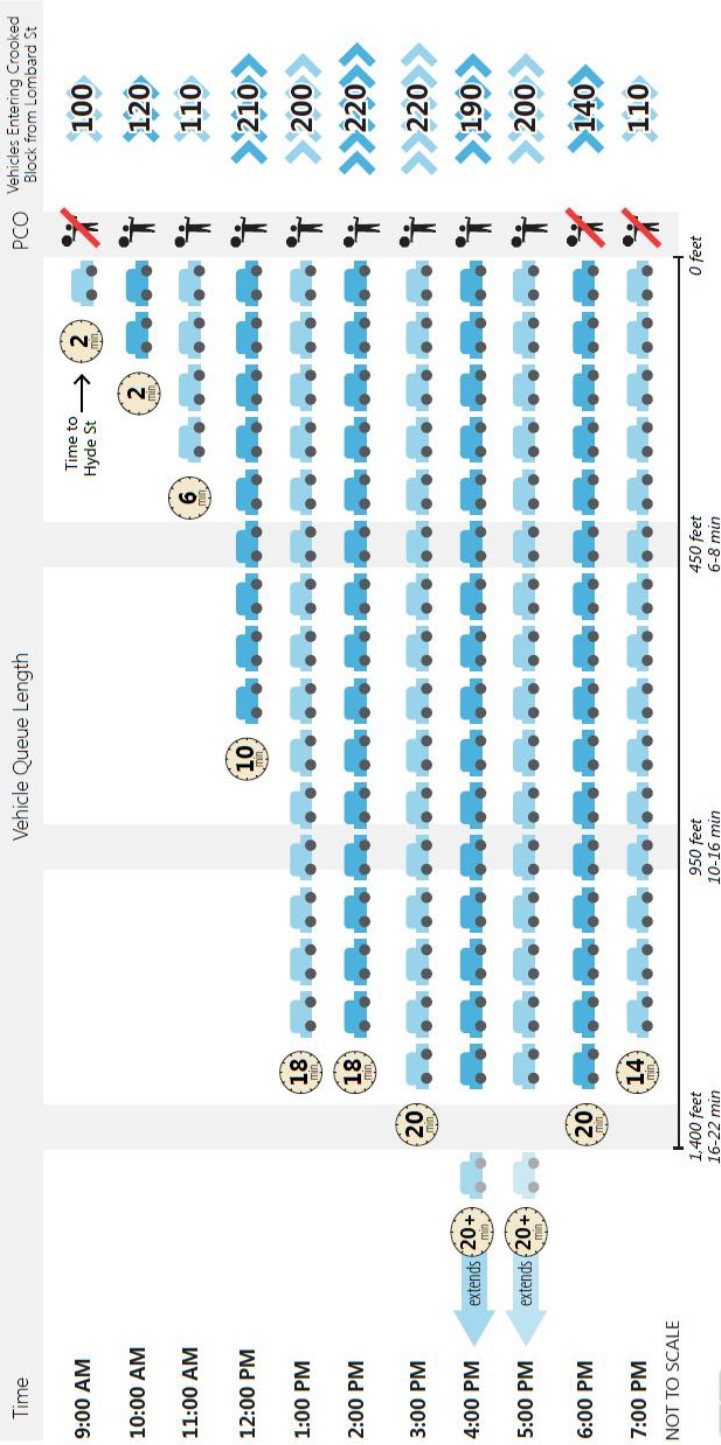


Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > AUTO CONGESTION > QUEUE LENGTH

Lombard Street

July 25, 2015
Saturday



NOT TO SCALE



Note: From 5 PM to 7 PM queues were observed to extend one block north on Polk St, one block north and one block south on Larkin St, one block north on Hyde St, and two blocks on Chestnut St east of Larkin St.

Average Vehicle Queue Length on Lombard Street
West of Crooked Block - Saturday

Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > MAINTAINING ACCESS

- ▶ **Access has improved for residents of the Crooked Block**
- ▶ **PCOs enforce no right turn from NB Hyde for all but residents, allowing queue bypass even at congested times**
- ▶ **3.4% of vehicles (266 vehicles) were delayed when entering the Crooked Street at Lombard & Hyde because of tourists standing in the roadway**
- ▶ **At Lombard & Leavenworth, 1.5% of vehicles (120 vehicles) were delayed from exiting the Crooked Street**
- ▶ **Queue blocks driveways on neighboring blocks**
- ▶ **Lack of designated loading zones contributes to parked and loading vehicles blocking driveways**



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > LIVABILITY

- ▶ **Transportation Issues:**
 - ▶ **Pedestrian crowding creates circulation issues**
 - ▶ **Vehicle loading/unloading creates circulation and potential safety issues**
- ▶ **Crowd Management Issues:**
 - ▶ **Visitor behavior is a top concern of residents**
 - Early evaluation of the Ambassador program indicates success in curbing inappropriate activity by visitors**
 - Ambassadors recorded over 12,000 contacts from Aug 29 - Oct 31, 2015**
 - ▶ **Ambassadors may be in position to assist with transportation issues including double parking and pedestrian crowding**



Existing Conditions Summary

EXISTING CONDITIONS SUMMARY > MAINTAIN TOURISM WITHIN CAPACITY



- ▶ **Volume of visitors to Lombard Street comparable to other regional attractions**
- ▶ **Other attractions have a single management institution and dedicated parking or other traffic management initiatives in place**

Location	Visitors
Fisherman's Wharf	12m/year
Lombard Crooked Block	2m/year
Muir Woods	1m/year
Coit Tower	200,000/year

Alternative Screening

ALTERNATIVE SCREENING > GOALS

Goals Focused Analysis

- ▶ **Manage Pedestrian Congestion**
- ▶ **Manage Auto Congestion**
- ▶ **Ensure Traffic Safety**
- ▶ **Maintain Access to the Crooked Street Block**
- ▶ **Maintain Livability of the Surrounding Neighborhood**
- ▶ **Preserve Tourism**
- ▶ **Implement a Financially Self-Sustaining Solution**



Alternative Screening

ALTERNATIVE SCREENING > FRAMEWORK

Alternative Screening Framework

- ▶ **Collect Wide Range of Potential Improvements**
 - ▶ Includes over 40 options across 4 different goal areas
- ▶ **Qualitative Assessment of Effectiveness by Goal Area**
 - ▶ Based on findings of Existing Conditions
- ▶ **Preliminary Recommendation to Advance for Further Development**



Outreach

OUTREACH >

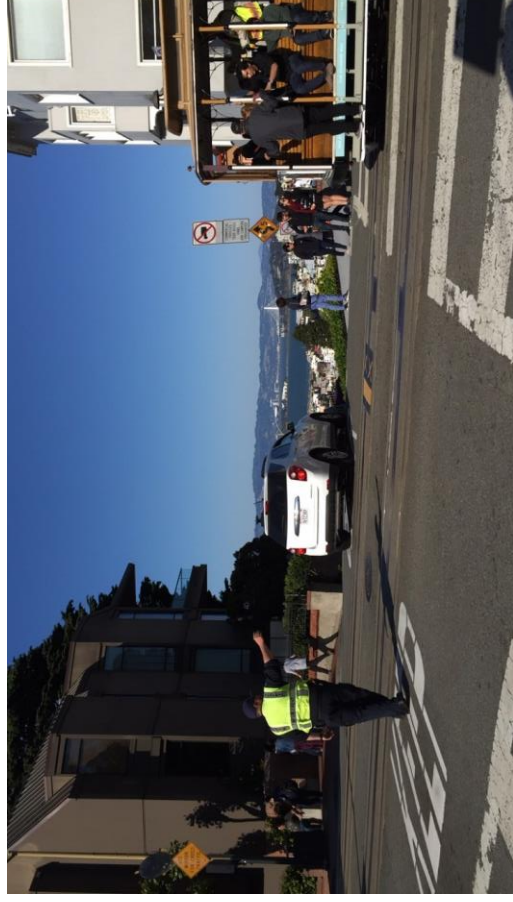
- ▶ **Two Open Houses**
- ▶ **September and November 2016**
- ▶ **Feedback in-person and online**
- ▶ **Over 600 responses**
- ▶ **One-on-one meetings**
- ▶ **with Neighborhood**
- ▶ **Groups**
- ▶ **LHIA**
- ▶ **RHIA**
- ▶ **RHNA**



Recommendations

RECOMMENDATIONS > ENFORCEMENT

- ▶ **Increased Enforcement of Existing Regulations**
- ▶ **Expand the use of PCOs to more intersections and across more hours**
- ▶ **Conduct targeted enforcement of tour-group violations**
- ▶ **Pilot Sworn SFPD office presence during peak hours**
- ▶ **Continue and Enhance the Ambassador Program**



Recommendations

RECOMMENDATIONS > ENGAGEMENT OF TOURISM INDUSTRY

- ▶ **Engage Tour Industry & Hospitality Providers as Partners**
 - ▶ **Convene Community & Tourism Working Group**
 - ▶ **Provide a forum to discuss and resolve the issues related to tourism and its impact on the surrounding neighborhood**
 - ▶ **Education Campaign**
 - ▶ **Partner with SF Travel to educate member organizations and the public about how and when to access the Crooked Street, including highlighting transit options**
 - ▶ **Outreach to Tourism Vendors**
 - ▶ **Identify and engage tourism vendors most relevant to the Crooked Street and reach out to them with information that they can pass on to their customers**



Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS

► **Engineering Improvements**

► **Pedestrian Crowding**

Pilot increases in pedestrian space and Lombard/Hyde and Lombard/Leavenworth, with monitoring and evaluation

► **Vehicle Congestion & Routing**

Wayfinding signage plan to route vehicles to major streets (Bay, Union) to join the back of the queue

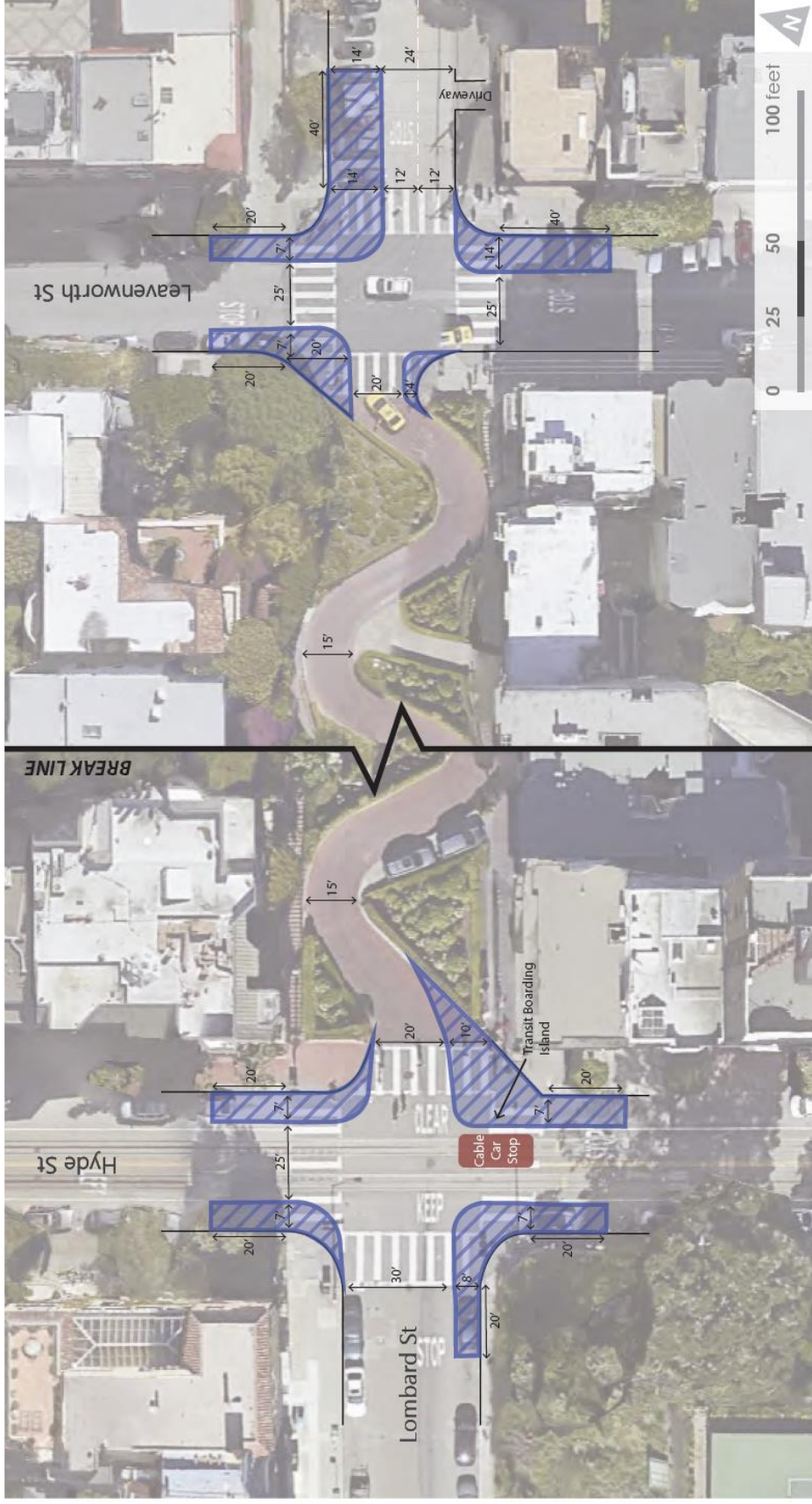
► **Make Resident-Only Access from Hyde to 1000 Block of Lombard Permanent**

► **Re-stripe centerline on 1100 and 1200 block of Lombard**



Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS > PEDESTRIAN CROWDING



Note: Approximate dimensions, not to scale.



Sidewalk Extension

Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS

► **Engineering Improvements**

► **Pedestrian Crowding**

Pilot increases in pedestrian space and Lombard/Hyde and Lombard/Leavenworth, with monitoring and evaluation

► **Vehicle Congestion & Routing**

Wayfinding signage plan to route vehicles to major streets (Bay, Union) to join the back of the queue

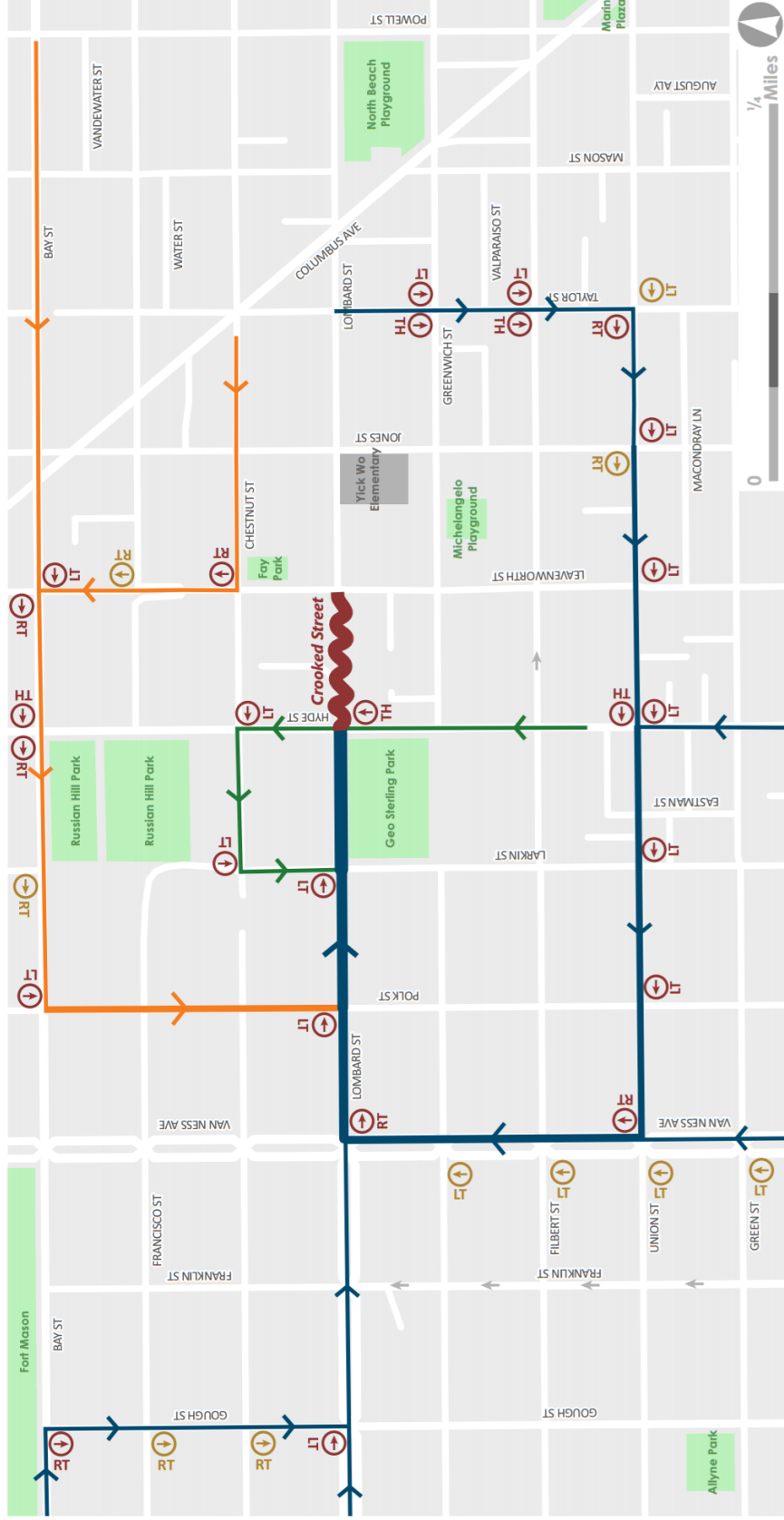
► **Make Resident-Only Access from Hyde to 1000 Block of Lombard Permanent**

► **Re-stripe centerline on 1100 and 1200 block of Lombard**



Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS > VEHICLE ROUTING



- Primary Access Route 1
- Primary Access Route 2
- Secondary Access Route
- Vehicle Wayfinding Signage
- Critical Signage
- Supplemental Signage
- RT Right Turn
- LT Left Turn
- TH Through

Vehicle Routes to Access the Crooked Street

Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS

► **Engineering Improvements**

► **Pedestrian Crowding**

Conceptual designs for pedestrian bulb-outs and/or pedestrian viewing area at Lombard/Hyde and Lombard/Leavenworth

► **Vehicle Congestion & Routing – Modified Based on Feedback**

Wayfinding signage plan to route vehicles to major streets (Bay, Union) to join the back of the queue

► **Make Resident-Only Access from Hyde to 1000 Block of Lombard Permanent**

► **Re-stripe centerline on 1100 and 1200 block of Lombard**



Recommendations

RECOMMENDATIONS > ENGINEERING IMPROVEMENTS



Recommendations

RECOMMENDATIONS > MANAGING & SHAPING DEMAND

► Pricing Access to the Crooked Street

► System Design Feasibility

All-electronic (FastTrak, license plate) system could be installed with minimal visual disruption

State legislation would be required before implementation

► Functionality

Vehicles could be asked to register in advance, with a limited number of “slots” per time period sold

Unregistered vehicles could be charged a higher rate, as posted

► Price

Additional studies needed to determine pre-register and higher rate price, but can be adjusted based on demand (with proper notice)



Recommendations

RECOMMENDATIONS > MANAGING & SHAPING DEMAND

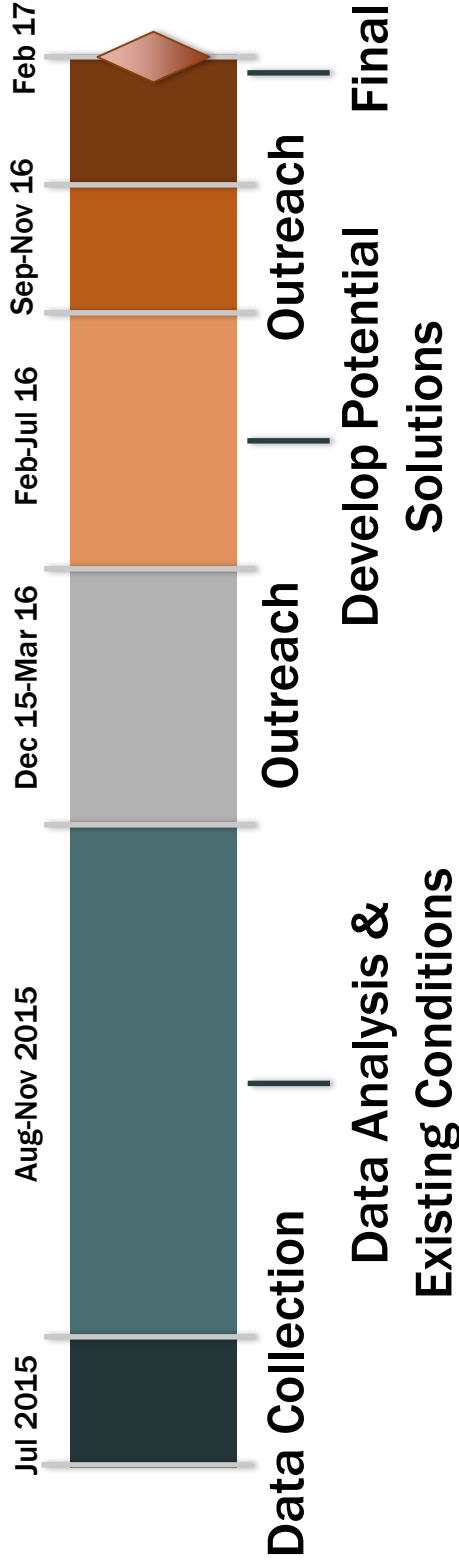
- ▶ **Pricing Access to the Crooked Street**
 - ▶ **Create or Designate an Authority to Manage System & All Aspects of Crooked Street as a Residential Neighborhood and Tourist Attraction**
 - ▶ **Pursue a Reservations and Admission Fee Pricing System as Preferred Way to Manage Vehicle Congestion on the Crooked Street**
 - ▶ **Initiate a Follow-On Study**
 - Additional studies will advance work on system design and operational questions**



Next Steps

SCHEDULE UPDATE >

- ▶ **Recommended Alternatives**
- ▶ **Adopt Recommendations through SFCTA Board**
- ▶ **Implementing Agencies Proceed with Next Steps**



Questions?

Andrew Heidel
Senior Transportation Planner
Andrew.Heidel@sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Regional Measure 3

Citizens Advisory Committee
Agenda Item 12



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

February 14, 2017

Regional Measure 3 Update

REGIONAL MEASURE 3 UPDATE

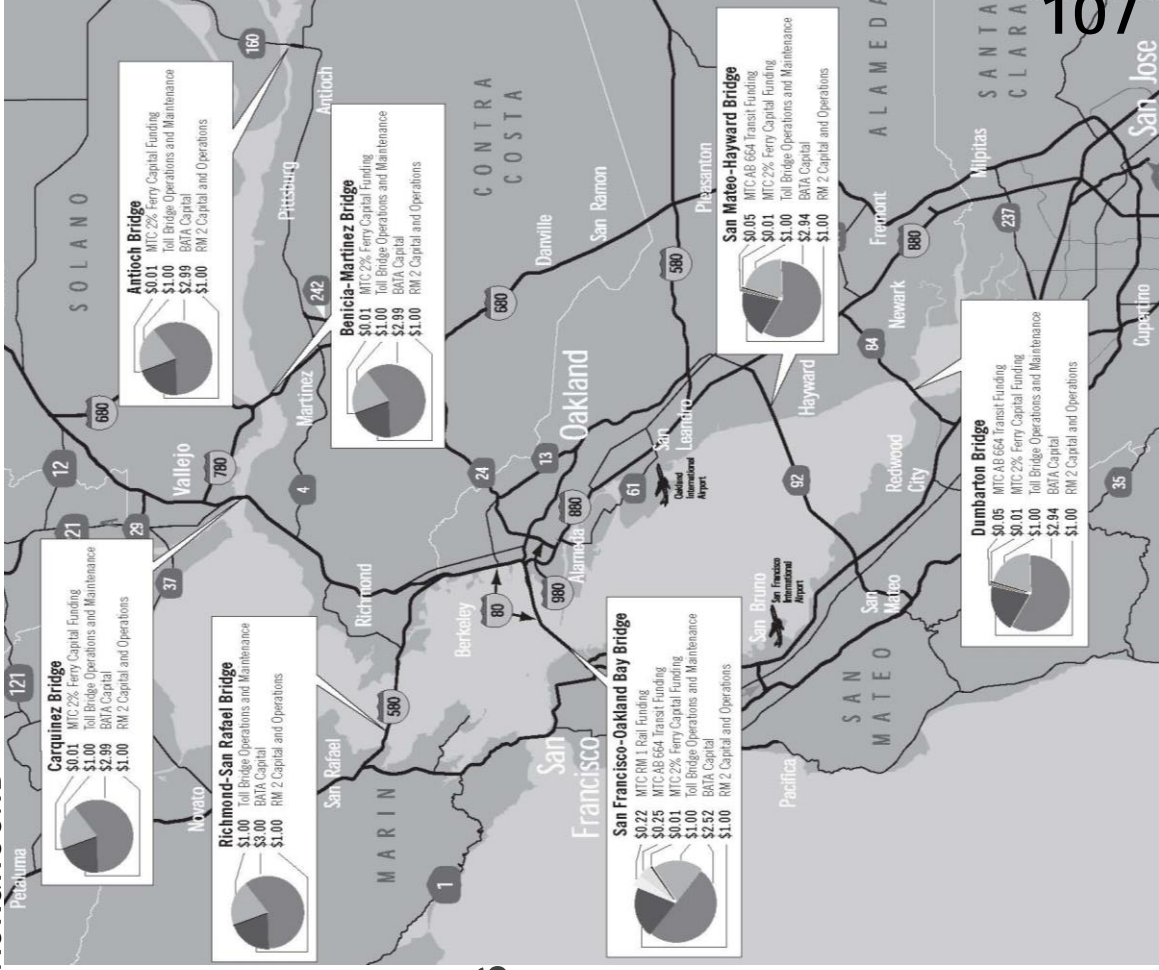
- ▶ **Bridge Tolls Background and History**
- ▶ **Regional Measure 3 Process**
- ▶ **MTC Draft Principles**
- ▶ **San Francisco Draft Priorities**
 - ▶ **Seeking Board input on principles**
- ▶ **Next Steps**
 - ▶ **Will seek Board action in March**



Bay Area State-Owned Bridge Tolls

REGIONAL MEASURE 3 UPDATE > BRIDGE TOLLS BACKGROUND

- ▶ **The Bay Area Toll Authority (BATA) administers the revenue from the Bay Area's 7 state-owned bridges**
- ▶ **BATA can raise bridge tolls for bridge seismic and repair work, but for other purposes requires state legislative authority**



Bay Area State-Owned Bridge Tolls

REGIONAL MEASURE 3 UPDATE > BRIDGE TOLLS BACKGROUND

► Current bridge tolls comprised of several programs

Rate Increases	Toll
Regional Measure 1 (1988)	\$1
Seismic Surcharge (1998)	\$1
Regional Measure 2 (2004)	\$1
Seismic Surcharge (2007)	\$1
Enterprise Increase (2010)	\$1
Total Auto Toll (2017)	\$5

- Multi-axle vehicles pay an axle-based toll
- San Francisco-Oakland Bay Bridge toll varies weekdays: \$6 peak/\$4 off-peak, \$5 weekends

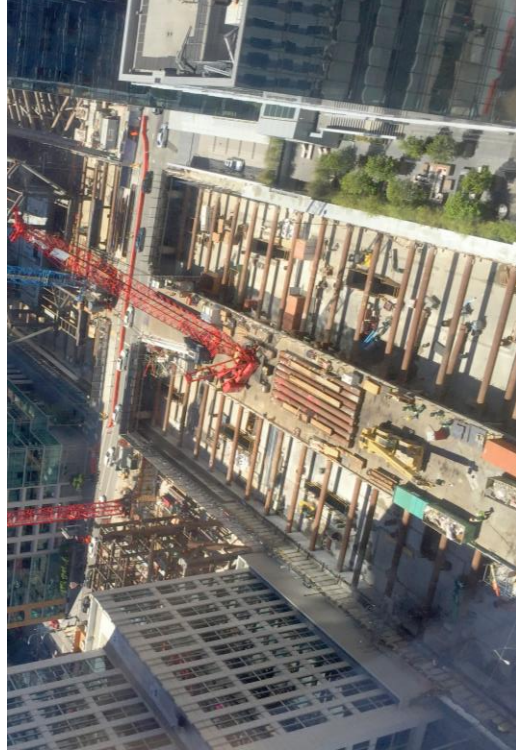


Regional Measure 2

REGIONAL MEASURE 3 UPDATE > BRIDGE TOLLS BACKGROUND > RM2

The Regional Traffic Relief Plan

- ▶ Voted into place on March 2, 2004 by voters of 7 counties: Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano Counties
- ▶ Required 50% +1 vote across all 7 counties; received 57%
- ▶ \$1 bridge toll generates approximately \$125 million a year
 - ▶ \$1.5 billion program for capital improvement projects
 - ▶ \$1.6 billion transit operating program (capped at 38% of total revenues, or roughly \$45 million annually)

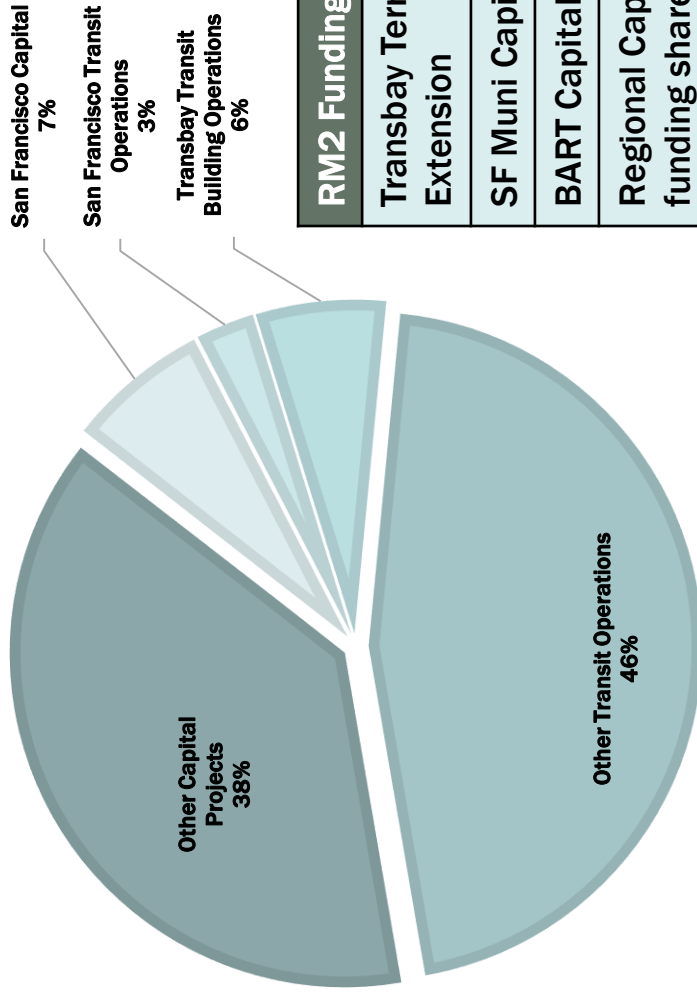


Regional Measure 2: Funding Benefitting San Francisco

REGIONAL MEASURE 3 UPDATE > BRIDGE TOLLS BACKGROUND > RM2 > FUNDING



TOTAL RM2 FUNDING



RM2 Funding to San Francisco	Amount
Transbay Terminal/Downtown Caltrain Extension	\$150 million
SF Muni Capital Projects	\$43 million
BART Capital Projects, SF share	\$19 million
Regional Capital Investment Programs funding share to San Francisco	\$18 million
MUNI operations funding (cumulative, 2005-2040)	\$95 million
Transbay Transit Building operations (cumulative, 2005-2040)	\$210 million
Total	\$535 million

Regional Measure 2: Funding Benefitting San Francisco

REGIONAL MEASURE 3 UPDATE > BRIDGE TOLLS BACKGROUND > RM2 > FUNDING



Capital Projects in San Francisco		
SFMTA	BART/SF MUNI Direct Connection at Embarcadero & Civic Center Stations	\$3,000,000
SFMTA	SF MUNI Metro 3rd Street LRT Extension	\$30,000,000
SFMTA	MUNI Waterfront Historic Streetcar Expansion	\$10,000,000
TJPA	Transbay Terminal/Downtown Caltrain Extension	\$150,000,000
BART Projects Benefitting San Francisco		
BART	BART Tube Seismic Retrofit	\$33,801,000
BART	Transit Capital Rehabilitation	\$24,000,000
Regional Program Funding		
SFMTA	Safe Routes to Transit (total program: \$22,500,000)	\$4,899,301
BART	Safe Routes to Transit (total program: \$22,500,000)	\$781,000
SFMTA	Real-Time Transit Information (total program: \$20,000,000)	\$9,275,358
BART	Real-Time Transit Information (total program: \$20,000,000)	\$2,569,000
BART	TransLink (total program: \$22,000,000)	\$9,680,000
Cumulative Transit Operating Funds to San Francisco (2005-2040)		
SFMTA	Owl Bus Service on BART Corridor**	\$7,148,924
SFMTA	MUNI 3rd street	\$87,500,000
TJPA	Transbay Terminal Building Operations and Maintenance	\$210,000,000

**assumes a constant percentage of program funding for SFMTA

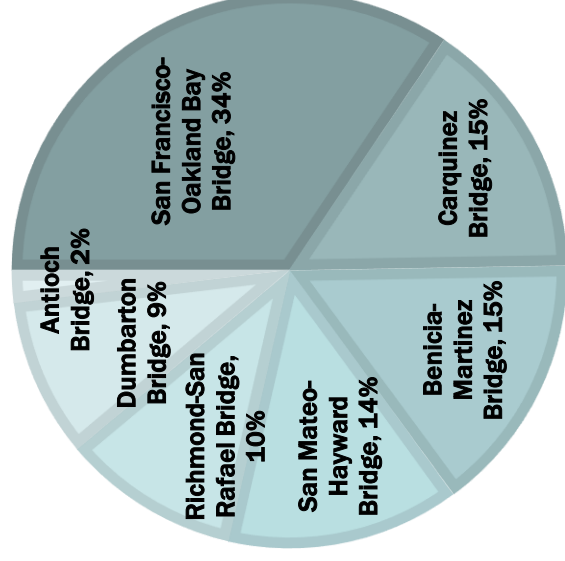
Regional Measure 3

REGIONAL MEASURE 3 UPDATE > RM3

- ▶ **Top priority from Plan Bay Area**
- ▶ **Needs a clear nexus with the bridge corridors**
- ▶ **Plan to bring to voters in all 9 Bay Area counties**

Bridge	AADT (2015)	% of total bridges' traffic
San Francisco-Oakland Bay Bridge	260,000	34%
Carquinez Bridge	116,000	15%
Benicia-Martinez Bridge	115,000	15%
San Mateo-Hayward Bridge	103,000	14%
Richmond-San Rafael Bridge	78,000	10%
Dumbarton Bridge	70,000	9%
Antioch Bridge	14,100	2%

BAY AREA BRIDGE TRAFFIC



Regional Measure 3

REGIONAL MEASURE 3 UPDATE > RM3

- ▶ **What will RM3 look like?**
- ▶ **What will be the process of developing RM3?**
 - ▶ **State level with Bay Area delegation**
 - ▶ **MTC-led technical process working with CMAs, transit operators, other stakeholders**



TOLL SURCHARGE AMOUNT	ANNUAL REVENUE	CAPITAL FUNDING AVAILABLE (25-YEAR BOND)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Share to Operations (\$3 toll option)	Annual Operating Funding	Total Capital Budget
0%	-	\$5.0 billion
5%	\$19 million	\$4.7 billion
10%	\$37 million	\$4.5 billion
15%	\$56 million	\$4.2 billion
20%	\$75 million	\$4.0 billion

Regional Measure 3: MTC's Draft Principles

REGIONAL MEASURE 3 UPDATE > RM3



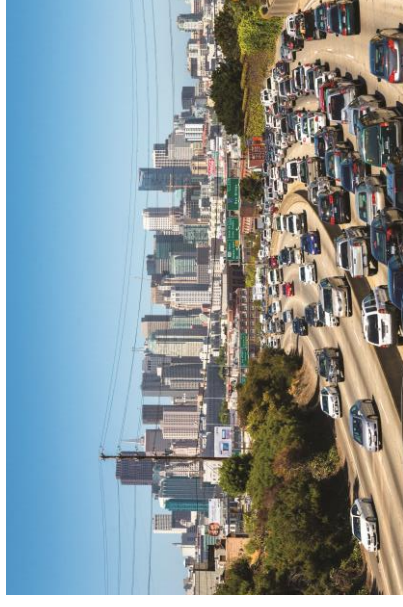
MTC DRAFT RM3 PRINCIPLES	
Bridge Nexus	Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges
Regional Prosperity	Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors
Sustainability	Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy
State of Good Repair	Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors
Demand Management	Utilize technology and pricing to optimize roadway capacity
Freight	Improve the mobility, safety and environmental impact of freight
Resiliency	Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3:

Recommendations for MTC's Draft Principles

REGIONAL MEASURE 3 UPDATE > RM3

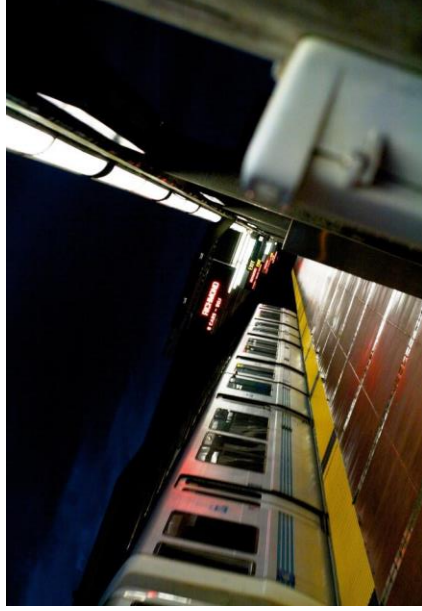
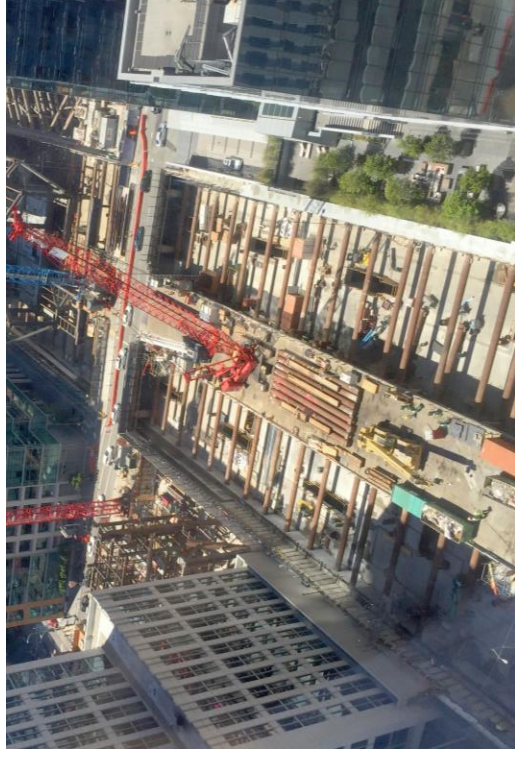
- ▶ **Support MTC's Draft Principles**
- ▶ ***Ask to consider adding:***
 - ▶ **Equity**
 - ▶ **Multimodal**
- ▶ ***Additional considerations***
 - ▶ **Support operating funds (capped, with performance standards similar to RM2)**
 - ▶ **Support seeking a \$2-3 toll**



Regional Measure 3: Proposed San Francisco Policy Framework

REGIONAL MEASURE 3 UPDATE > RM3

- ▶ ***Holistic approach to funding***
- ▶ ***Core Capacity projects***
- ▶ ***Equity***
- ▶ ***Multimodal***
- ▶ ***Active Congestion Management***



Regional Measure 3: Potential Projects in San Francisco

REGIONAL MEASURE 3 UPDATE > RM3

- ▶ **SFCTA (TIMMA Mobility Management Program; Freeway Corridor Management Study)**
- ▶ **SFMTA (expansion vehicles and facilities; Geary BRT; Better Market Street; MUNI Station Enhancements)**
- ▶ **BART (expansion vehicles; Core Capacity project)**
- ▶ **TJPA (Downtown Extension; Transbay Transit Center)**
- ▶ **Caltrain (expansion vehicles, grade separations)**
- ▶ **WETA / Port of San Francisco (Mission Bay Ferry Landing)**
- ▶ **AC Transit (Transbay/Treasure Island service)**
- ▶ **Late Night Transportation Service (various operators)**
- ▶ **Core Capacity Transit Study – Long Term Options (2nd transbay tube)**



SFMTA
Municipal Transportation Agency

BART
ba



Caltrain



San Francisco Bay Ferry



TRANSBAY JOINT POWERS AUTHORITY



Regional Measure 3: Next Steps

REGIONAL MEASURE 3 UPDATE > RM3 > NEXT STEPS

- ▶ ***Continue to coordinate with San Francisco agencies and regional transit operators on San Francisco priorities***
- ▶ ***Seek input from Board and key stakeholders***
- ▶ ***Attend MTC stakeholder meetings***
- ▶ ***March Board – seek action on policy framework and initial project list for San Francisco***
- ▶ ***Work with Board/Mayor’s Office on state delegation engagement***



Thank you. Questions?

Michelle Beaulieu
Senior Transportation Planner
Michelle.Beaulieu@sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105
TEL 415.778.6700
WEB www.mtc.ca.gov

Memorandum

TO: Commission

DATE: December 8, 2016

FR: Executive Director

RE: Regional Measure 3

Background

Included in the Commission's Draft Advocacy Program for 2017 is a recommendation that the Commission sponsor legislation authorizing MTC to place on the ballot a measure asking Bay Area voters to approve a bridge toll increase to fund congestion relief projects for improved mobility in the bridge corridors. This memo and the attachments include information for your discussion and policy direction as we seek to pass legislation in 2017 to achieve this goal.

Attached to this memo are the following documents.

- A map showing the major investments included in Regional Measures 1 and 2 – RM1 and RM2 (Attachment A)
- Key Policy Considerations (Attachment B)
- Charts that include data on the county of origin of the toll payers, the relative size of the toll collections at each of the toll bridges and registered voter information (Attachment C)

Process


Unlike local sales tax measures where the Legislature has provided a general grant of authority to a county to create an expenditure plan to be placed on the ballot, RM1 and RM2 included an expenditure plan written and adopted by the Legislature as part of its normal bill passage process. The toll program is also unique in that it is regional in nature and the tolls are pooled together to fund projects throughout the bridge system. The toll revenue provides a benefit to those paying the fees (i.e. toll bridge users) or mitigates for the activity associated with the fees. As fees, toll increases are subject to a simple majority vote, rather than two-thirds. In the case of RM1 and RM2, and MTC's regional gas tax authorization statute, the vote is tallied region-wide, rather than county-by-county.

In 2003, when RM 2 was under consideration by the Legislature, then Senate Pro Tem Don Perata created a special Select Committee that held a number of public hearings to solicit public input on the expenditure plan. Concurrently, MTC hosted a Technical Advisory Committee that met monthly to provide interested parties — transit operators, CMA's and other stakeholders — an opportunity to propose projects and discuss the attributes of proposals as they emerged in an open public forum.

We expect a similar process to begin in earnest when the Legislature convenes in January 2017, with a goal of passing a bill in 2017 so that a measure can be placed on the ballot in 2018.

Workshop Focus

At your December workshop, staff hopes to solicit your guidance on the key policy considerations and draft principles outlined in Attachment B as well as any other related issues of concern to the Commission. We would expect to return to the Legislation Committee at regular intervals in 2017 to review further details about the Regional Measure 3 bill as it develops, including specific projects proposed for potential funding.



Steve Heminger

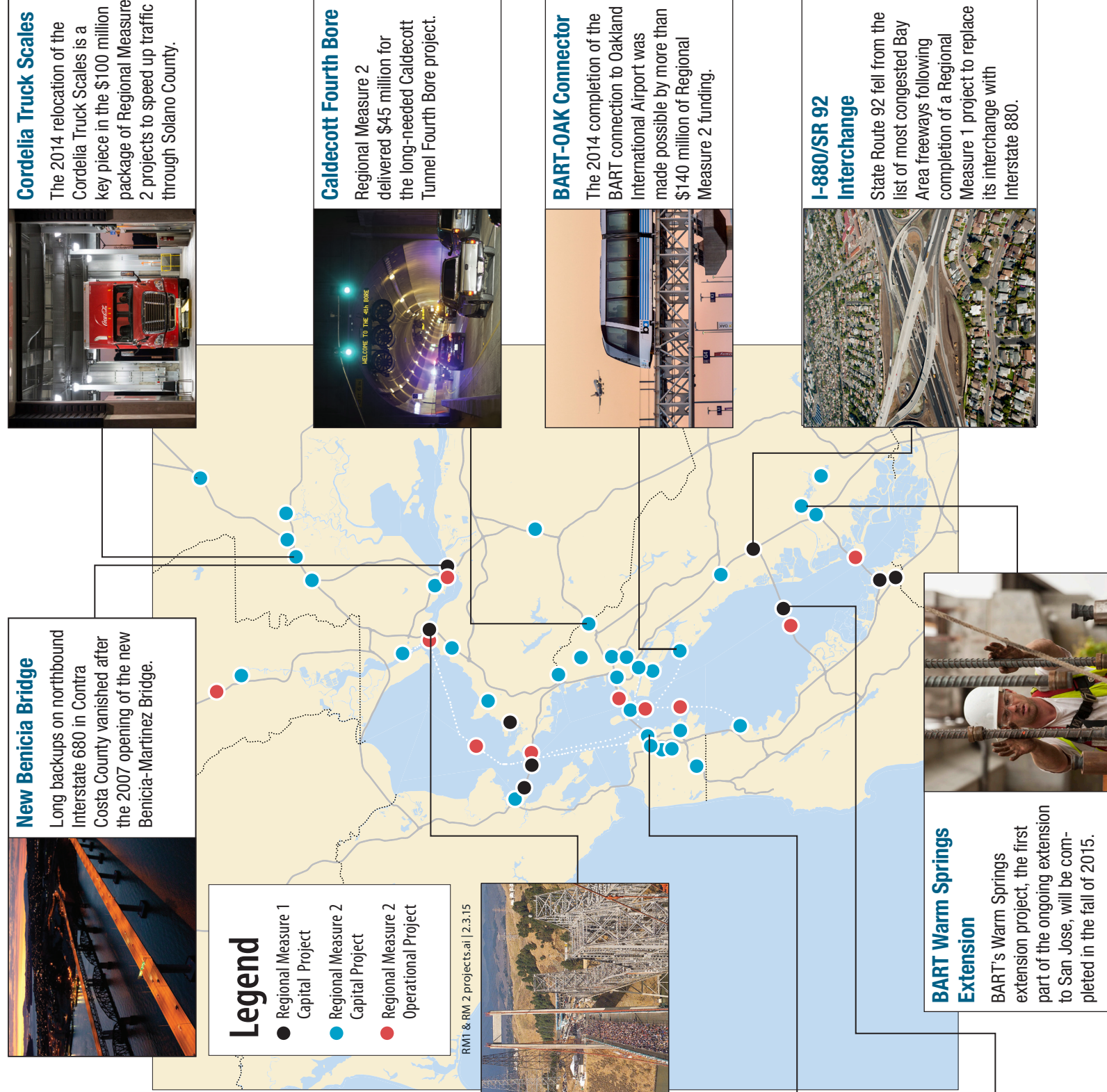
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Attachments



Voter Approved Toll Bridge Measures Deliver Big Returns

Year after year, in good economic times and bad, Bay Area residents rank transportation as one of their highest priorities. Voters have proved this time and again at the ballot box, including through the passage of Regional Measure 1 in 1988 and Regional Measure 2 in 2004. These measures raised tolls on the Bay Area's seven state-owned toll bridges — and delivered dozens of the most important transportation investments of the past generation.

With these projects now completed or under construction, it's time for voters to consider a third regional measure for the Bay Area's next generation of improvements.



REGIONAL MEASURE 1		Amount (\$ millions)
New Benicia-Martinez Bridge		\$1,200
Carquinez Bridge Replacement		\$518
Richmond-San Rafael Bridge Rehabilitation		\$117
San Mateo-Hayward Bridge Widening		\$210
I-880/SR 92 Interchange Replacement		\$235
Bayfront Expressway Widening		\$36
Richmond Parkway		\$6
US 101/University Avenue Interchange Improvements		\$4
REGIONAL MEASURE 2		Amount (\$ millions)
Transbay Transit Center ¹		\$353
e-BART/Hwy 4 Widening ²		\$269
BART to Warm Springs ^{1,2}		\$304
BART Oakland Airport Connector ¹		\$146
Solano Co. I-80 HOV Lanes & Cordelia Truck Scales ¹		\$123
SMART Rail		\$82
AC Transit Bus Rapid Transit ²		\$78
Transit Center Upgrades and New Buses (Regionwide)		\$65
I-580 HOV Lanes		\$53
Ferry Vessels ²		\$46
Caldecott Tunnel Fourth Bore		\$45
Transit Technology (Clipper®, 511®, Signals)		\$42
Contra Costa I-80 HOV Lanes		\$37
BART Tube Seismic Retrofit ²		\$34
San Francisco Third Street Light Rail		\$30
BART Central Contra Costa Crossover		\$25
Safe Routes to Transit Projects		\$23
Other Regional Projects		\$356
Transit Operations Support (Annual)		\$41

¹ Amount shown includes other toll revenue in addition to RM2

² Under construction

Draft Principles for Regional Measure 3

Bridge Nexus

Ensure all projects benefit toll payers in the vicinity of the San Francisco Bay Area's seven state-owned toll bridges

Regional Prosperity

Invest in projects that will sustain the region's strong economy by enhancing travel options and improving mobility in bridge corridors

Sustainability

Ensure all projects are consistent with Plan Bay Area 2040's focused growth and greenhouse gas reduction strategy

State of Good Repair

Invest in projects that help restore bridges and transportation infrastructure in the bridge corridors

Demand Management

Utilize technology and pricing to optimize roadway capacity

Freight

Improve the mobility, safety and environmental impact of freight

Resiliency

Invest in resilient bridges and approaches, including addressing sea level rise

Regional Measure 3 – Key Policy Considerations



When should the vote take place?

We recommend either the primary or general election in 2018. This will require the Legislature to pass the enabling legislation no later than the end of August 2017.

How large of a toll hike should we seek?

A comparison of the revenue yield from a \$1–\$3 toll surcharge as well as a comparison of toll rates on other bridges are shown in the tables below. A multi-dollar toll surcharge could be phased in over a period of years.

Toll Surcharge Amount	Annual Revenue	Capital Funding Available (25-year bond)
\$1	\$127 million	\$1.7 billion
\$2	\$254 million	\$3.3 billion
\$3	\$381 million	\$5.0 billion

Toll Rate Comparisons

Facility	Standard Auto Toll	Carpool Toll
BATA Bridges	\$5.00	\$2.50
Golden Gate Bridge	\$7.50/\$6.50 Plate/FasTrak	\$4.50
MTA Verrazano Narrows Bridge	\$11.08 ¹ /\$16.00 EZ-Pass/Cash	\$3.08 ^{1,2}
Port Authority of New York/New Jersey (Bridges and Tunnels)	\$10.50/\$12.50/\$15.00 Off-Peak/Peak/Cash	\$6.50

¹Results from EZ-Pass discount rate

²Average rate, based on 24 trips





Which counties should vote on the toll increase?

Regional Measure 1 (1988) and Regional Measure 2 (2004) were placed on the ballot in only seven of the nine Bay Area counties; Napa and Sonoma were excluded. We propose that all nine counties be included in Regional Measure 3.

Should toll revenue be used for operating purposes?

If a portion of toll revenue is reserved for operating funding (such as to subsidize transit service), the capital funding shown in the table on the prior page would be reduced. For example, for every 10% of total revenue reserved for operating purposes under a \$2 toll scenario, the capital yield from toll revenue bonds would be reduced by approximately \$300 million. Accordingly, we recommend restricting operating funding to the smallest possible amount. If an operating program is created, we recommend establishing performance standards similar to those in Regional Measure 2 as a condition of funding eligibility.

Should congestion pricing be expanded?

The \$6 peak/\$4 off-peak weekday toll on the San Francisco-Bay Bridge has successfully reduced congestion on that span by encouraging some commuters to change their time or mode of travel. The \$6/\$4 differential toll also raises about the same amount of revenue as would a flat \$5 toll on that span. To further reduce congestion, we suggest consideration of a greater discount between the peak and off-peak rate for the Bay Bridge in Regional Measure 3.

Should a FasTrak® discount be authorized?

The Golden Gate Bridge district offers FasTrak Discounts to incentivize more drivers to sign up for FasTrak, since electronic toll collection significantly speeds up traffic throughput on the bridge. RM 3 is an opportunity to remove a statutory restriction that currently prohibits BATA from offering similar FasTrak discounts. We recommend pursuing this change to help reduce delays and associated emissions.

Should trucks pay an additional toll?

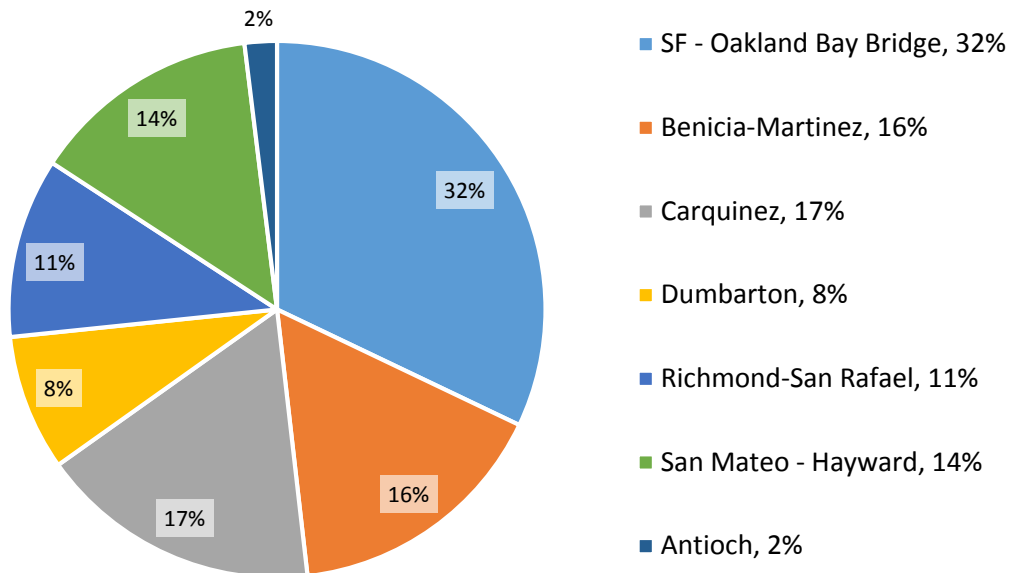
The last toll hike approved by the Bay Area Toll Authority (BATA) in 2010 included a substantial increase in the axle-based rate paid by commercial vehicles and trucks. As a result, we recommend that Regional Measure 3 be a flat surcharge added to all vehicles crossing the seven state-owned bridges.

What kind of projects should be considered for funding?

Since bridge tolls are fees and not taxes, the use of toll revenue should benefit the payers of the fee. In other words, the projects funded by Regional Measure 3 should provide safety, mobility, access, or other related benefits in the toll bridge corridors. Regional Measure 1 funded primarily a small set of bridge replacement and expansion projects. By contrast, Regional Measure 2 funded a much larger set of both bridge, highway, and transit projects in the bridge corridors. Given the region's significant needs on all modes, we expect that Regional Measure 3 will resemble its immediate predecessor in the breadth and modal mix of projects.

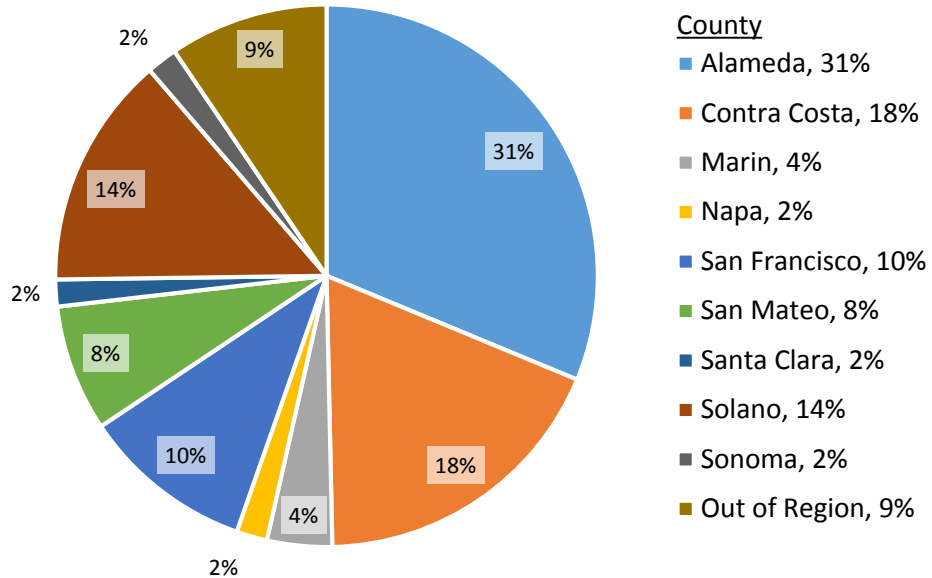


Share of Bridge Toll Revenue by Bridge

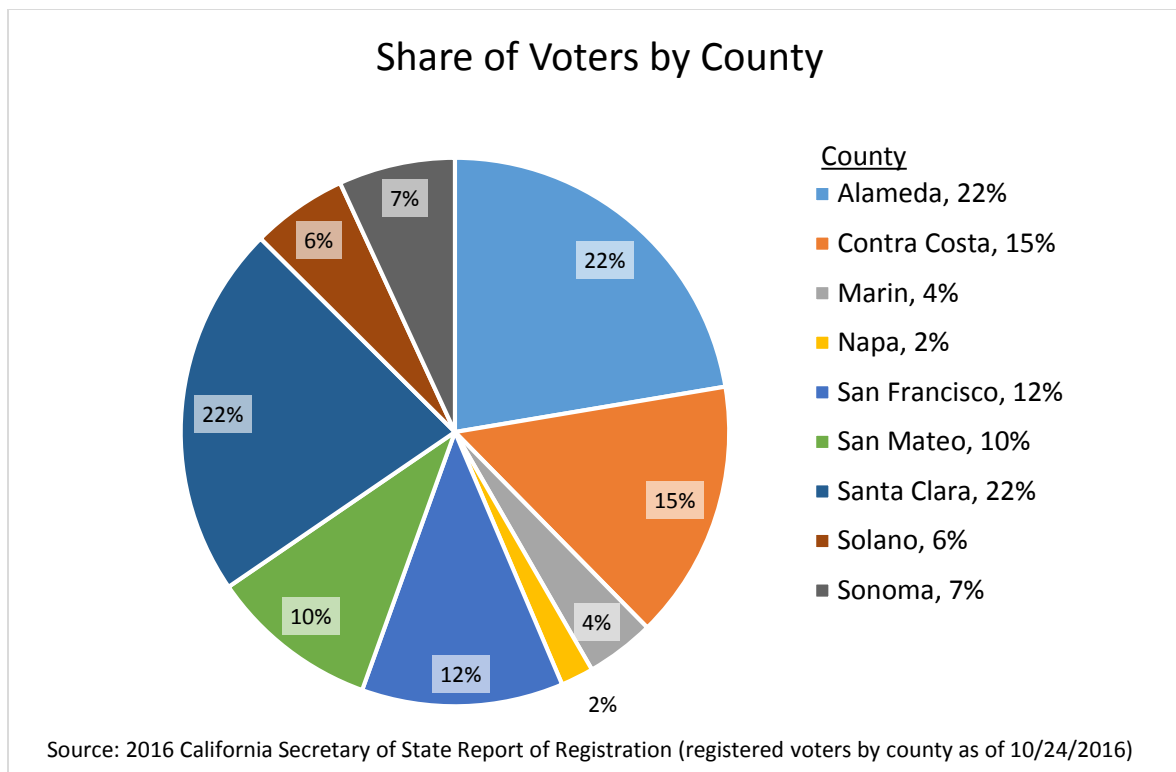


Source: FY16 Toll Revenues Collected by Bridge, MTC Comprehensive Annual Financial Report, June 30, 2016

Share of Toll Revenue by County of Residence



Source: 2015 MTC FasTrak Data - Average Typical Weekday Transactions by County of Billing Address






Memorandum

Date: 02.16.17

RE: Citizens Advisory Committee
February 22, 2017

To: Citizens Advisory committee

From: Eric Cordoba – Deputy Director for Capital Projects 

Subject: **INFORMATION** – Major Capital Projects Update – Central Subway

Summary

The Central Subway is one of the signature projects in the Prop K sales tax Expenditure Plan. As Phase 2 of the T-Third light-rail line, it will extend from 4th and King Streets to Chinatown, with a surface station at Brannan Street and underground stations at the Yerba Buena/Moscone Center, Union Square, and Chinatown. Work on this project reached 64% in December 2016. Construction has been completed on the two utility relocation contracts and the tunnels contract. Work is proceeding on the \$844 million stations and systems contract where the contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. Excavation is well underway at all three underground stations and work is proceeding at the surface station. As of the end of December 2016, expenditures on this contract reached \$448.2 million, or 51% of the total contract value. As of the same date, the project had paid \$496.48 million to Small Business Enterprises, which represents 44% of the total expenditures. The project budget remains at \$1.578 million, which is the baseline established in 2010. The project contingency stands at \$78.49 million, \$18.49 million over the Federal Transit Administration's recommended contingency level of \$60 million at this point of the project. Revenue service is forecasted for September 2019, nine months later than the baseline, though the San Francisco Municipal Transportation Agency and the contractor are working on recovery plans.

BACKGROUND

The San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway project will extend the T-Third light rail line (also known as the Initial Operating Segment of the Third Street Light Rail Project) north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington Streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The Central Subway is one of the signature projects in the Prop K Expenditure Plan.

On March 30, 2010, through Resolution 10-51, the Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011, through Resolution 11-44. On October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the Federal Transit Administration (FTA), which represents the federal government's commitment of \$942 million in New Starts funds to the project. Construction started in January 2010.

DISCUSSION

The purpose of this memorandum is to provide an update on the Central Subway project.

Budget: The Baseline Budget for the Central Subway project is \$1.578 billion in year-of-expenditure dollars. As of December 31, 2016, the project had incurred \$1.017 billion in costs against \$1.328 billion in allocations. The expenditures reflect 64.42% of the overall Baseline budget. The current cost Forecast-at-Completion remains unchanged at \$1.578 billion. The project contingency stands at \$78.49 million, \$18.49 million over the FTA recommended contingency level of \$60 million at this point of the project.

Central Subway Baseline Budget (in millions)	
Preliminary Engineering	\$46.2
Final Design	\$83.7
Construction	\$1,080.6
Real Estate	\$37.4
Vehicles	\$26.4
Project Management	\$206.4
Other*	\$22.9
Unallocated Contingency	\$74.4
Approved Baseline Budget Total	\$1,578.3
Forecast Cost at Completion	\$1,578.3

*Other includes legal, permits, review fees, survey, testing, investigation, inspection, and startup

Funding: The funding plan for the project is depicted in the table below and in a more detailed format in Attachment 1. All funding sources are allocated, with the exception of about \$173 million in Federal New Starts funds, which are committed to the project by the FTA, but subject to annual appropriations by Congress.

The funding plan includes \$88.0 million in State Regional Improvement Program (RIP) funds, which were committed by the Transportation Authority to the project years ago. As reported in prior updates, most of this amount (\$75.5 million) is unlikely to be available in time to meet the project's cash flow needs.

The Transportation Authority and the SFMTA have long recognized that the RIP is a very erratic source of funding and one that has been chronically under-funded for more than a decade. Thus, we continue to support the SFMTA in the identification of alternate fund sources that can meet the project's cash flow needs. The Transportation Authority will uphold its RIP commitment by programming those funds to other eligible SFMTA RIP projects as the funds become available.

Central Subway Funding Plan by Source (in millions)	
Federal 5309 New Starts Program	\$942.2
Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$41.0
State Prop 1B – SFMTA	\$225.3
State Regional Improvement Program/Other Local	\$88.0
State Prop 1B – MTC	\$82.5
State Prop 1A High-Speed Rail Connectivity	\$61.3
State Traffic Congestion Relief Program (TCRP)	\$14.0
Local Prop K Sales Tax	\$124.0
Total Funding	\$1,578.3

Schedule: As shown below, revenue service on the Central Subway is forecasted to commence on September 2019, nine months later than the Baseline schedule. Although there are various reasons for the delay, a good portion is due to the contractor's difficulties in meeting its anticipated production rates at the Chinatown Station. The contractor is required to implement a recovery schedule to put the project back on schedule. To that effect the contractor has implemented more work shifts and is replacing some of the current equipment with more efficient ones. The SFMTA is performing a schedule re-evaluation, utilizing an updated contract schedule. Other recovery options are being implemented in key areas as work proceeds. The SFMTA continues to meet with the contractor to discuss all schedule concerns and comments. The controlling critical (longest) path currently runs through the excavation and construction of the Chinatown Station, followed by Surface Station and Systems construction and, finally, commissioning and pre-revenue activities.

Central Subway Construction Milestones	
Construction Start	Jan-10A
Start tunnel boring with tunnel boring machine (TBM)	May-13
Tunnels substantial completion	Apr-15
Start Stations and Systems contract	Jun-13
Complete Yerba Buena/Moscone Center Station	Mar-19
Complete Chinatown Station	Mar-19

Complete Union Square/Market Street Station	Mar-19
Completion of Stations and Systems	Jun-19
Startup and Commissioning begins	Mar-19
Revenue service	Sep-19

Status: The project is being delivered in four construction packages, all of which have been awarded: Utility Relocation 1, Utility Relocation 2, Tunnels, and Stations and Systems. Both Utility Relocation contracts and the \$241.29 Tunnels contract have been completed. Work is underway on the Stations and Systems contract, where expenditures have reached \$448,222,878 against a contract value of \$844,494,796, for 51% of the total. This is the largest single construction contract ever awarded by the SFMTA.

Tutor Perini, the contractor for the Stations and Systems contract, is proceeding at all four station locations. At the Chinatown Station, the headhouse has been mostly excavated and mining of the station cavern is underway. At the Union square station, work continues in excavation and shoring of the station box and at the station headhouse on the Union Square garage. Meanwhile, at the Yerba Buena/Moscone Center station, excavation has reached the invert and the tunnel liners have been removed within the station box. For the surface station at 4th and Brannan Streets, work has been completed on the special trackwork at 4th and King Streets, the 78 inch sewer reconstruction and the 48 inch sewer installation. Ductbank and pavement renovation is also underway.

Disadvantaged Business Enterprise/Small Business Enterprise (SBE) Program: The Central Subway's SBE program is based on contract-specific goals ranging from 6% to 30%, depending on the type of work and availability of SBEs. As of December 31, 2016, the project has paid out \$496.48 million to SBEs, which represents 44% of the total expenditures. For its part, the \$843 million Stations and Systems contract has a goal of 20%, which represents \$169 million to SBEs. However, actual payments to SBEs under this contract have reached \$238 million, or 53% of the total. A detailed SBE report is included as Attachment 2.

Challenges: Although all funding for the project is identified, there is a need for ongoing advocacy to ensure that annual appropriations of the remaining New Starts funds remain at the levels needed to meet project cash flow needs. Recent appropriations have been keeping pace with projected needs. Another funding concern is the need to secure an alternate funding source for the remaining \$75.5 million in RIP funds which almost certainly won't be available when required to meet the project's cash flow needs given projected state funding levels. As noted above, Transportation Authority and SFMTA staffs continue to work together on this topic.

Although the official schedule for revenue service remains unchanged, the forecasted completion is nine months later than the Baseline. Despite ground conditions being as anticipated in the Chinatown cavern, the contractor's productivity has been lower than planned. The SFMTA has held two schedule workshops with the participation of FTA and Transportation authority staff, to discuss strategies to improve the schedule. The contractor has implemented mitigation efforts, in an effort to recover lost time but continues to fall behind. The SFMTA is working on identifying schedule recovery options, such as overlapping activities that can take place concurrently, and re-organize the testing and startup schedule. Even with all the efforts, the contractor may be unable to make up the time. Should that be the case, the contract stipulates liquidated damages at the rate of \$50,000 per day.

ALTERNATIVES

None. This is an information item.

FINANCIAL IMPACTS

None. This is an information item.

RECOMMENDATION

None. This is an information item.

Attachments (2):

1. Central Subway Funding Plan
2. Central Subway SBE Participation

Attachment 1
Central Subway Full Funding Plan
Updated: February 2017

Source ²	Type	Status	Project Phases ¹					Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON			
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$685,198,594	\$769,200,000	\$942,200,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$0	\$0		
CMAQ ³	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B- MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
RIP-SF/Other ^{3,4}	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$88,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Prop K	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000	
		Programmed	\$0	\$0	\$0	\$0	\$0		
		Planned	\$0	\$0	\$0	\$0	\$0		
Totals		Allocated	\$45,453,112	\$113,681,636	\$34,777,414	\$1,135,885,838	\$1,329,798,000	\$1,578,300,000	
		Programmed	\$0	\$0	\$0	\$173,000,000	\$173,000,000		
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000		
			\$45,453,112	\$113,681,636	\$34,777,414	\$1,384,387,838	\$1,578,300,000		

¹ Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

² Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.

Central Subway Full Funding Plan
Updated: February 2017

³ In January 2008, the Transportation Authority working with MTC and SFMTA brokered a fund swap of \$4 million in FY 2008/09 RIP funds programmed to Central Subway for an equivalent amount of CMAQ funds for the subject project. The swap gave SFMTA quicker access to the funds than would have been possible with the delay in available RIP funds. The \$4 million in CMAQ funds count toward the Transportation Authority's RIP commitment to the project. The RIP funds helped MTC address eligibility issues for a regional project. In November 2008, the Transportation Authority approved a swap that traded \$2,025,000 in FY 2008/09 Prop K funds for an equivalent amount of CMAQ funds to help SFMTA meet timely use of funds deadlines for three separate Regional Bike and Pedestrian Program (RBPP) projects (Res. 09-25), without any negative impacts to the Central Subway Program.

⁴ In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that alternate funding is available to the project, given that the remaining RIP funds are not likely to be available in time to meet the project's cash flow needs.

PROGRAM SUPPORT CONTRACTS – SBE PARTICIPATION

Appendix E presents the Central Subway Program Small Business Enterprise or SBE goals and the actual SBE participation achieved to date – as of December 31, 2016.¹

CS Program SBE Summary Table for Professional Services and Construction Contracts

The summary compares the dollar value of the Base Contracts, the SBE Contract Goals, the percent and dollar value expended to date and the SBE actual participation to date.

Appendix E - Monthly Progress Report - Reported Quarterly in 2016

CS Program SBE Summary Table for Professional Services and Construction Contracts

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G	
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$ = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)	
A Project Professional Services Contracts			<i>millions</i>		<i>millions</i>		<i>millions</i>		<i>millions</i>	
1	149	CS Partnership	Project Management	\$85.14	30%	\$58.54	39.7%	\$25.54	\$23.25	31.4%
2	156	Hill International	Project Controls Task 1	\$17.11	26%	\$9.60	28.9%	\$4.45	\$2.77	26.0%
3	155-1	PB Telemon	Tunnels Design	\$7.94	30%	\$7.89	29.7%	\$2.38	\$2.34	31.6%
4	155-2	CS Design Group	Stations Design	\$36.52	30%	\$35.21	37.5%	\$10.96	\$13.20	36.4%
5	155-3	HNTB, Inc. - B&C	Systems, Track & Surface Station Design	\$17.23	30%	\$25.83	26.8%	\$5.17	\$6.92	30.0%
Subtotal Professional Services				\$163.94		\$137.07		\$48.50	\$48.49	
B Project Construction Contracts			<i>millions</i>		<i>millions</i>		<i>millions</i>		<i>millions</i>	
1	1250	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	1251	Synergy Inc	Utility Relocation 2	\$20.79	20%	\$20.79	87.4%	\$4.16	\$18.18	94.9%
3	1252	BIH	Tunnels and Portal - in Construction	\$241.29	6%	234.88	97.1%	\$14.48	\$228.12	6.1%
4	1277	MH Construction	Pagoda Demolition	\$0.65	100%	\$0.65	100.0%	\$0.65	\$0.65	100.0%
5	1300	Tutor-Perini	Stations/Track/Systems - in Construction	842.94	20%	\$448.22	53.1%	\$168.59	\$237.90	25.5%
Subtotal Construction Contracts				\$1,117.64		\$716.52		\$190.27	\$496.48	
Contract	Contractor	Services/Segment	Base Contract	SFMTA Goal	Expenditures	SBE Actual	= A * B	= C * D	Bid Goal	
			A	B	C	D	E	F	G	

SBE Summary Table Notes and Sources:

- a) Column A is the base contract amount awarded. Column B is the Agency SBE goal percent for each contract awarded.

The SFMTA SBE Contract Goals are also on the Central Subway web site under the listing of on-going contracts – see **“Closed and Awarded Contracts”** at this link: <http://centralsubwaysf.com/content/closed-and-awarded-contracts>

- b) Column C shows each contract’s current amount expended to date (estimated) including accruals. Column D is the actual SBE percent level of each contract based on payments to date. Column E is the expected SBE dollar amount when the contract amount is completed and the SFMTA SBE goal achieved using this calculation: Columns A * B = Column E, the SBE Expected \$ Amount.

Column F is the actual SBE dollar amount out of the total contract expenditure to date:

Columns C * D = Column F, the SBE Expended \$ Amount.

The source of the SBE Actual percent to date and dollar amounts are Progress Payment

¹ An SBE is a for-profit, small business concern with a three (3) year average gross revenue not exceeding \$14 million or \$12 million, depending on the scope of work to be performed, that is certified under any of the following programs: the State of California’s Small Business Program with the Department of General Services (“State Program”), the City and County of San Francisco’s LBE Program (“City Program”), or the California Unified Certification Program (“Federal DBE program”).