



# AGENDA

## CITIZENS ADVISORY COMMITTEE Meeting Notice

**Date:** Wednesday, March 22, 2017; 6:00 p.m.

**Location:** Transportation Authority Hearing Room, 1455 Market Street, Floor 22

**Members:** Chris Waddling (Chair), Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Shannon Wells-Mongiopi and Bradley Wiedmaier

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6:00	1.	<b>Call to Order</b>	
6:05	2.	<b>Chair's Report – INFORMATION</b>	
6:10	3.	<b>Election of Vice Chair for 2017 – ACTION*</b>	5
6:15		<b><u>Consent Agenda</u></b>	
	4.	<b>Approve the Minutes of the February 22, 2017 Meeting – ACTION*</b>	7
	5.	<b>Adopt a Motion of Support for Adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report – ACTION*</b>	15
		<p>The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos 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. This community-driven project addresses concerns about safety and access across and along Alemany Boulevard between Bayshore Boulevard and Putnam Street, which provides access to Alemany Farmers Market. This portion of Alemany, where U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The freeways and vehicle-oriented street design present barriers between the surrounding neighborhoods and limit crossing opportunities, requiring pedestrians, bicyclists, and transit riders to navigate a circuitous maze of high-speed streets and ramps. The Study has identified two phases for improvements through this corridor. Phase 1 recommendations include: extend the existing Alemany bicycle lanes from west of Putnam to connect to existing bicycle lanes on Bayshore Boulevard; reduce Alemany vehicle lanes from three to two in each direction; and restripe for multimodal improvements and traffic calming at intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Farmers Market, with a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step would include a project location survey and preliminary path design. Throughout the project, we collaborated with various community groups including Portola Neighborhood Association, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmers Market. The final report is included as an enclosure in this packet.</p>	
	6.	<b>State and Federal Legislative Update – INFORMATION*</b>	19
		<p>Every month, we provide an update on state and federal legislation and, when appropriate, seek</p>	

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 March 14, 2017 meeting, the Board adopted the following new positions: support on Assembly Bill (AB) 342 (Chiu), and oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill).

7. **Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – INFORMATION\***

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In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for preliminary engineering of the Caltrain Downtown Extension (DTX) to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. TJPA expects to complete the tunneling study in about three months following issuance of a Notice to Proceed and will report back to the Board when the study is completed. We are proposing similar special conditions as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. In addition, we are requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call oversight and engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right of way acquisition, and funding to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

### End of Consent Agenda

- 6:20 8. **Adopt a Motion of Support for the Allocation of \$38,475 in Prop K Funds for One Request, with Conditions, and Appropriation of \$602,254 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION\***

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As summarized in Attachments 1 and 2, we have two requests totaling \$640,729 in Prop K funds to present to the Citizens Advisory Committee. We are requesting \$602,254 for additional unanticipated activities required to complete the environmental phase of the Geary Bus Rapid Transit project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this Prop K request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$38,475 for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. The SFMTA conducts bicycle counts before, during, and after BTWD during the peak commute hour (8:30-9:30 AM) and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.

- 6:35 9. **Adopt a Motion of Support for Adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report – ACTION\***

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The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed 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). The project was led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. It included a transportation planning analysis and community engagement process to develop near-, mid- and long-term improvement packages to enhance pedestrian safety, transportation connections, and community space within the project area. The SFMTA has identified some funding in its Capital Improvement Plan to advance some of the recommendations, and the draft 2017 Prop AA Strategic Plan includes funding to implement pedestrian lighting on one or more corridors in the project area. The final report is included as an enclosure in this packet.

**6:50 10. Adopt a Motion of Support for the Adoption of Community of Concern Boundaries for San Francisco – ACTION\* 135**

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis to identify a series of disadvantaged communities or "Communities of Concern (CoCs)" in compliance with federal civil rights and environmental justice laws. MTC prioritizes projects in or serving CoCs for several competitive grants that are distributed through Congestion Management Agencies. As a regional planning authority, MTC's analysis measured disadvantaged communities at a larger geography – census tracts; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC's official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts. Conducting a similar analysis at a more fine-grain level – the census block-group level – more accurately captures San Francisco's disadvantaged communities, particularly when they are immediately adjacent to more affluent areas. The Board adoption of the updated boundaries will enable these communities to be considered by MTC as official CoCs and increase competitiveness of projects serving those communities during competitive grants.

**7:05 11. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835 and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777 – ACTION\* 143**

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2016, through Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2016/17 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2016/17 Budget be amended as shown in Attachment A.

**7:20 12. Update on the Peninsula Corridor Electrification Project – INFORMATION\* 157**

The Peninsula Corridor Joint Powers Board (JPB) is leading the Peninsula Corridor Electrification Project (PCEP), which has an adopted budget of \$1.98 billion. The JPB has applied for inclusion in the Federal Transit Administration's (FTA's) Core Capacity Grant program to receive \$647 million in funding for the PCEP, and is working with FTA staff to obtain a Full Funding Grant Agreement (FFGA) to secure these funds. At the March CAC meeting, Caltrain staff will provide an update on the FFGA status. In mid-February, Congress completed the required 30-day Congressional Review of Caltrain's pending FFGA request for the PCEP, marking the last milestone that needs to be completed as a prerequisite for the FFGA. Subsequently, the FTA notified Caltrain that it would not act on the FFGA until it was assured of funding availability in the President's proposed Fiscal Year 2017/18 budget expected in the April/May timeframe. The PCEP will replace Caltrain's existing diesel service with a fully-electrified service from the 4<sup>th</sup> and King station in San Francisco to the Tamien station in San Jose. This project is one of the signature projects of the Prop K Expenditure Plan.

- 7:30 13. Preliminary Results of the Bay Area Rapid Transit (BART) Perks Program – INFORMATION\* 159**
- The Perks Program was a six-month test program managed by BART and the Transportation Authority that ran from August 2016 – February 2017. The goal of the program was to test whether crowding can be reduced by offering riders incentives for traveling outside of the morning peak hour. The program garnered a high level of interest with almost 18,000 participants. Staff will share preliminary results from the program. A full program evaluation will be completed by fall 2017. BART Perks was primarily funded through a federal grant with additional support from BART operating funds and Prop K sales tax funds.
- 7:45 14. Introduction of New Business – INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.
- 7:50 15. Public Comment**
- 8:00 16. Adjournment**

\* Additional materials

### Next Meeting: April 26, 2017

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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 11<sup>th</sup> 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](http://www.sfethics.org).

**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, February 22, 2017

### 1. Committee Meeting Call to Order

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

CAC members present were Chris Waddling (Chair), Becky Hogue, Brian Larkin, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier (9).

Chair Waddling requested that, given the lengthy agenda, CAC members limit their questions to two per item, along with a combined total of five minutes of discussion per item.

### 2. Chair's Report – INFORMATION

Chair Waddling reported that at its February 28, 2017 meeting the Board would consider a proposal by Chair Peskin to revise its Administrative Code and Rules of Order to eliminate the Finance and Plans and Programs Committees in order to have the full Board meet twice on the month, on second and fourth Tuesdays. He said the proposal would entail a first and second appearance for action items, which would be agendized at two Board meetings prior to approval. He said the intent of the changes was to encourage the Board to be more engaged, and encouraged CAC members to help Board members engage with transportation issues by reaching out to them on issues of concern. Chair Waddling also reported that the Federal Transit Administration had delayed approval of a Full Funding Grant Agreement for the Caltrain Electrification project until the administration released its Fiscal Year 2017/18 budget. He requested an update by Caltrain staff on the status and funding situation of its Electrification project.

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

Chair Waddling asked the two candidates for CAC Vice Chair to present their qualifications.

Bradley Wiedmaier said his experience included a lifetime of travel and passionate interest in urban planning, transportation and politics. He said he had been trained by one of California's leading architectural historians, and that an important role of the CAC was to help promote effective transportation strategies to the public to gain support for implementation.

Peter Sachs said he gained respect for the public process through his early career as a reporter on city hall and higher education issues. He said his current career as an air traffic controller had given him appreciation for the role of public servants and the importance of continuous learning. He agreed with Mr. Wiedmaier that the CAC's passionate engagement with transportation issues should be translated into public advocacy.

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 March 22 CAC meeting to allow absent CAC members to vote and encouraged both

candidates to stay in the race.

### Consent Agenda

4. **Approve the Minutes of the January 25, 2017 Meeting – ACTION**
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**
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**
7. **State and Federal Legislative Update – INFORMATION**
8. **Citizens Advisory Committee Appointment – INFORMATION**

There was no public comment.

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

The Consent Agenda was approved by the following vote:

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

Absent: CAC Members Ablog and Larson (2)

### End of Consent Agenda

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**

Steve Rehn, Senior Transportation Planner, presented the item per the staff memorandum.

Brian Larkin asked why environmental clearance was needed for the Arguello Boulevard Traffic Signal Upgrade project since it was replacing existing equipment. Dusson Yeung, Assistant Engineer at the San Francisco Municipal Transportation Agency (SFMTA), replied that environmental clearance was required whenever a project included excavation that could impact a historical resource. He said those kinds of clearances were usually straightforward and were issued by the Planning Department within about two months. Peter Tannen added that based on his experience as an SFMTA engineer, upgrade projects sometimes involved new or relocated underground equipment which would require excavating new locations.

Peter Sachs noted that the diagram of the planned intersection improvements at Junipero Serra Boulevard and 19<sup>th</sup> Avenue seemed to show a reduction in the number of travel lanes from three to two to make room for the larger pedestrian refuge area, and asked if his interpretation was correct. Derek Bower, Principal Financial Analyst at the SFMTA, said he would check with the project team and get back to the CAC. Peter Sachs clarified that he supported the idea of improving the intersection, but wanted to make sure any traffic impacts would be mitigated.

Jacqueline Sachs asked if the Arguello Boulevard Traffic Signal Upgrade project would address the unsatisfactorily short timing for the pedestrian crossing at Lake Avenue. Mr. Rehn confirmed



that the signal at Arguello Boulevard and Lake Street was included in the scope of the project. Mr. Yeung added that the signal timing would be upgraded to current standards of a minimum 2.5 feet per second speed for pedestrians using the crosswalk.

There was no public comment.

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

The item was approved by the following vote:

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

Absent: CAC Members Ablog and Larson (2)

**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**

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

Chair Waddling said that he was disappointed that the Cargo Way project was not recommended for funding but he understood why. Mr. Pickford replied that the project was requesting funding in the third year of the program and that the recommendation to hold a call for projects to program additional Prop AA funds before Fiscal Year 2018/19 would allow the Cargo Way project to compete [if it was able to shore up its funding plan] and potentially receive Prop AA funds in the year requested in its current application.

Becky Hogue asked how streets were chosen for pedestrian lighting. Chava Kronenberg, Pedestrian Safety Manager at the SFMTA, said that pedestrian lighting was the highest priority from residents participating in the Western Addition Safety Plan and that among the streets, the ones chosen were transit routes. She said that they requested funds for all the streets identified in the plan, but given the partial funding recommendation, they would work with the community to make sure that the funds go to a high-priority corridor. She said that Prop AA was unusual in being able to fund pedestrian lighting, but that other revenue sources would fund other recommendations in the Western Addition plan.

Brian Larkin asked about phasing for the Geary Boulevard paving project and whether the entire road would need to be closed. Mr. Pickford replied that he would follow up with Public Works staff.

Peter Sachs said that he was impressed with how many projects were being funded out of the relatively small amount of available funding. He said he was also impressed with the level of community involvement on the Haight Street project and thought that the Muni Metro station lighting and wayfinding improvements would make a big difference.

Bradley Wiedmaier said the Potrero Loop seemed like an ambitious project to heal a part of the city very negatively affected by the freeway. He asked if there were similar example projects in other locations that used the proposed features, such as vertical plantings. Mr. Pickford replied that he would have to follow up on some of those details, but reiterated that Prop AA funds would be directed to more familiar aspects of the project, including bulb-outs and sidewalk widening. He added that the evaluation team had checked to see that the sponsor had an appropriate level of interaction with Caltrans, which owned much of the property in the area, and that that agency would also be vetting the proposal.

Mr. Wiedmaier asked whether there were missed opportunities to address the historic character of the neighborhood. He cited historic buildings at including the Home for Protecting Boys at Mariposa and Utah Streets or the Slovenian Hall. Mr. Pickford said that staff would follow up to ask whether those historic properties were considered in development of the project.

Peter Tannen asked whether the Haight Street project would involve removing parking. Mr. Pickford replied that the project included transit bulbs and curb bulbs and was expected to result in an 8% reduction in parking. Mr. Tannen said that he had walked around the area of the Potrero Gateway project and thought it would be a benefit to the area. He added that the improved signage in the Muni Metro project would be a great benefit to riders.

There was no public comment.

Peter Sachs moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

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

Absent: CAC Members Ablog and Larson (2)

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

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

Shannon Wells-Mongiovi asked if the study had looked at crime rates in that area to see if crime had increased. Mr. Heidel replied in the affirmative, and said the data showed that there had been an increase in property crimes. He said a sworn officer presence could help address the problem.

Bradley Wiedmaier commented that he worked near Lombard Street and was familiar with the area. He suggested that the traffic queue should be on Larkin Street instead of Lombard since Larkin had a gentler grade. He also suggested that the tourism industry should be encouraged to promote other attractions such as the 49-mile drive, the Vermont more-crooked street, the Filbert steps, etc. He said there was a strong case for closing the street, as it was such a madhouse on summer holidays.

Peter Sachs expressed surprise that there wasn't more emphasis in the study on ideas for bolstering public transit options such as creating a parking lot in another area with a transit connection to Lombard. Mr. Heidel replied that the street could handle 220 cars per hour before a queue developed. He said the study considered public transit options, but they didn't receive neighborhood support.

Chair Waddling agreed with Mr. Wiedmaier that the tourism industry should be encouraged to promote other San Francisco attractions. He asked about next steps following the study for addressing the issue. Mr. Heidel replied that two elements of the recommendations, enforcement and engineering, would be the SFMTA's responsibility. He said the tourism industry would be responsible for implementing the education and encouragement elements. He noted that a follow-on study of pricing and reservations would be completed by the Transportation Authority.

Shannon Wells-Mongiovi asked if the reservation and pricing concepts had support within the neighborhood and what the status of legislation was. Mr. Heidel replied that those concepts had received 86% support within the neighborhood. He said Supervisor Farrell's office had been in communication with Senator Wiener's office, but they were not yet at the stage of drafting legislation.

During public comment, Christina Zambardo, a Lombard neighborhood resident from Montclair Terrace, said she had lived there since 1973. She said she felt there had been an exponential increase in visitors in the last couple of years, and pointed out that Trip Advisor listed the Crooked Street as one of San Francisco's top attractions with appealing qualities such as being free of charge and having flowers. She said the street had become something like a recreational park, but without the necessary services such as restrooms and garbage cans. Ms. Zambardo expressed opposition

to the closure of the street and expressed support for all the recommendations proposed by the study, particularly pricing. She said pricing was much-needed new thinking.

A member of the public said she had lived on the Crooked Street since 1985. She expressed concern about a pricing scheme regarding who would have to pay. She asked if services engaged or needed by residents such as Uber, housekeepers or emergency vehicles would have to pay and be registered.

A member of the public asked how revenues generated by a pricing scheme would be used. Mr. Heidel replied that expenditure plans for the revenue would be determined based on pricing levels. He said any pricing system would require creation of an umbrella agency that would be charged first with using the revenues to maintain the system and secondarily to support other activities such as other recommendations in the study.

Daniel Kassabian, a Montclair neighborhood advocate, presented a slideshow advocating a tolling system and increased police presence by sworn officers, and opposing new pedestrian safety features such as sidewalk bulb-outs. He suggested that toll revenues could help support increased police presence.

Greg Brundage, President of Lombard Hill Improvement Association, said he had worked closely with Supervisor Farrell and Mr. Heidel during the course of the study. He encouraged policymakers to follow through on the study's recommendations and said a street closure would not work. He felt that the key recommendation was the reservation system since that would reduce traffic volume directly. He said parking control officers had been extremely helpful during summer months and peak periods and added that law enforcement was critical as crime was a big problem.

Megan Hanley, a Lombard Street resident, suggested that the cable car stop be moved a block away.

Chair Waddling asked when approval of the study would go to the full board. Maria Lombardo, Chief Deputy Director, replied that, assuming the Board would adopt the new committee structure at its next meeting, the study would be presented to the Board on March 14.

Jacqueline Sachs moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Lerma, J. Sachs, Tannen, Waddling and Wells-Mongiovi (7)

Nays: CAC Member P. Sachs (1)

Abstain: CAC Member Wiedmaier (1)

Absent: CAC Members Ablog and Larson (2)

## 12. **Presentation on Regional Measure 3 – INFORMATION**

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

Brian Larkin asked why the amount available for capital projects through a 25-year bond would only be \$1.7 billion for a \$1 toll, when the annual revenue would be \$127 million, and if the cost of financing were so high that it would make the amount available that low. Ms. Beaulieu responded that the was information provided by the Metropolitan Transportation Commission (MTC) based on the existing financing structure of the existing bridge measures. Maria Lombardo, Chief Deputy Director, added that this would likely be the worst case scenario for financing on the bridge toll revenues, and that financing costs would likely not be as high as this, especially since not all projects were ready to proceed right away.

Becky Hogue asked how this additional bridge toll would relate to the congestion pricing plans

for Treasure Island and Yerba Buena Island. Ms. Beaulieu said that MTC had the authority to toll travelers to and from Treasure Island, and that staff were having conversations with MTC staff to work out the details.

Peter Sachs expressed concern about the equity implications, and said that in a lot of other cities with toll facilities there were viable non-tolled options, such as either robust transit or free roads. He said that for the most part, the Bay Area did not have those options, and that absent an equity plan, he was skeptical about the proposal.

There was no public comment.

### **13. Update on Late Night Transportation Plan – INFORMATION**

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff presentation.

Jackie Sachs asked if staff had reviewed the 2002 schedules for late-night service, and said the service ran very efficiently then with good transfers. Mr. Dentel-Post responded that he had reviewed them.

Bradley Wiedmaier asked if staff had considered Senator Wiener's proposed legislation to extend the bar closing time from 2:00 a.m. to 4:00 a.m. Mr. Dentel-Post responded that he had not considered that idea specifically, but that nightlife districts already had high late-night transit ridership and that extending bar hours would only increase the need for improved all-night transit service.

Chair Waddling stated that he supported the proposed improvements to the 91-Owl route because there was high ridership along Third Street and a need for the service to run more reliably.

During public comment, Edward Mason said that timed connections between routes were an important consideration when planning late-night service.

### **14. Major Capital Projects Update – Central Subway – INFORMATION**

Luis Zurinaga, Project Management Oversight Consultant, presented the item per the staff memorandum.

Chair Waddling requested follow up on his offer to arrange a tour of the Central Subway stations during the construction phase. He asked if the stations would all have center platforms, which Mr. Zurinaga replied affirmatively.

Peter Tannen asked if the new federal administration might hold up appropriation of the Central Subway's New Starts funding. Mr. Zurinaga replied that it would be almost unprecedented for the federal government to withhold the final funding for a nearly completed project that had completed all the prerequisites, but that these were unprecedented times.

Bradley Wiedmaier asked about the cause of the delay in the construction schedule. John Funghi, Project Manager at the SFMTA, replied that the critical-path delays were driven by the rate of progress at the Chinatown Station, but added that the quality of the work was outstanding. He said the contractor was conducting the excavation very cautiously so as not to damage property on the surface above by using "small-bite" excavation techniques. Mr. Funghi said the contractor's crews were operating 24 hours per day, six days per week and that jumbo equipment would be arriving soon to increase the rate of production, but that it would be difficult to fully recover the project schedule. He said that SFMTA might change the project's sequencing plan so it could begin revenue service with a terminus at the Union Square Station until completion of the Chinatown Station.

There was no public comment.

### **15. Presentation on Transportation Network Company Congestion – INFORMATION**

Drew Cooper, Transportation Planner, and Warren Logan, Senior Transportation Planner, presented the item per the staff presentation.

Bradley Wiedmaier asked if there had been efforts to measure congestion caused by Transportation Network Companies (TNCs) and other technology-enabled transportation in the city other than at the airport. Mr. Cooper replied that sufficient data was not available for such an effort, but that one of the tasks in the study (Task 3) would be acquiring the necessary data. He said that while overall congestion was regularly measured, there was no good dataset enumerating the numbers of vehicles on the road by the very specific types that would be required to differentiate TNCs from other vehicles.

Mr. Wiedmaier asked if the study would address equity issues such as whether the new generation of transportation services was meeting the needs of various population groups including those with special needs. Mr. Logan responded that in developing a policy framework the study would be looking at equity, safety and other needs.

Shannon Wells-Mongiovi asked about the process for acquiring data and suggested that taxi driver interviews were a potential source.

Chair Waddling asked whether San Francisco had any regulatory leverage to require data sharing, or if that clout all resided with the state since vehicles were licensed by the state. Mr. Cooper said the Transportation Authority had been working with the SFMTA to try to get data from the state.

Mr. Wiedmaier asked if the study would look at potential regulatory frameworks for TNCs that were available to the city. Mr. Logan replied that potential regulatory frameworks would be part of the study's legislative inventory. He said the inventory would identify the existing regulatory levers and evaluate those that would be most effective.

During public comment, Edward Mason advocated for sharing the study results with the MTC) to inform a regional approach to regulating TNCs. He said that TNCs touted the sharing economy but didn't share data, and that there was pending legislation to transfer regulatory authority over TNCs away from the California Public Utilities Commission. Finally, Mr. Mason asked if MTC and SFMTA would be study partners, pointing out that equitable service was one of SFMTA's guiding principles. Mr. Logan responded that the study principles would be working with the SFMTA, and that SFMTA's guiding principles would be one of the core pieces informing the policy framework.

Mark Gruber, a San Francisco cab driver for over 30 years and a member Taxi Alliance, said that there had been no study of the environmental impacts of TNCs but suggested that there was lots of data available. He said that according to tax records there were 45,000 TNC drivers working in San Francisco, compared to approximately 2,000 taxis. He said San Francisco was the second most congested city in the United States, up from seventh most congested five years prior. Mr. Gruber said that average speeds during peak periods dropped by 25% between 2013 and 2015. He pointed out that congestion caused pollution and said San Francisco had the sixth worst particulate pollution in country, where previously it had not even been in the worst 25. Finally, Mr. Gruber cited data from the University of California Transportation Center showing that only 6% of Uber or Lyft users would have otherwise driven their own cars, that 39% would have used taxis, and 35% would have used public transit.

## 16. Introduction of New Business – INFORMATION

Bradly Wiedmaier asked staff to provide advanced notice of the items on upcoming agendas. Shannon Wells-Mongiovi agreed, saying especially for high-interest projects like Lombard Crooked Street.

Chair Waddling reiterated his request for an update on the status of Caltrain's major capital projects.

There was no public comment.

**17. Public Comment**

During public comment, Edward Mason reported that there were 40 commuter shuttles per hour during peak commute periods in Noe Valley, resulting in delays to Muni service. He said one back-up caused by shuttle traffic delayed 18 Muni buses. He reminded the CAC that SFMTA's 1-year extension of the pilot program for commuter shuttles would expire in March 2017.

Chair Waddling requested any data SFMTA had on shuttle-caused Muni delays.

**18. Adjournment**

The meeting was adjourned at 8:35 p.m.



# Memorandum

Date: 03.15.17 RE: Citizens Advisory Committee  
March 22, 2017

To: Citizens Advisory Committee

From: Jeff Hobson – Deputy Director for Planning *JA*

Subject: **ACTION** – Adopt a Motion of Support for the Adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report

## Summary

The Alemany Interchange Improvement Study (Study) was recommended by former Commissioner Campos 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. This community-driven project addresses concerns about safety and access across and along Alemany Boulevard between Bayshore Boulevard and Putnam Street, which provides access to Alemany Farmers Market. This portion of Alemany, where U.S. 101, I-280, San Bruno Avenue and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The freeways and vehicle-oriented street design present barriers between the surrounding neighborhoods and limit crossing opportunities, requiring pedestrians, bicyclists, and transit riders to navigate a circuitous maze of high-speed streets and ramps. The Study has identified two phases for improvements through this corridor. Phase 1 recommendations include: extend the existing Alemany bicycle lanes from west of Putnam to connect to existing bicycle lanes on Bayshore Boulevard; reduce Alemany vehicle lanes from three to two in each direction; and restripe for multimodal improvements and traffic calming at intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany Farmers Market, with a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step would include a project location survey and preliminary path design. Throughout the project, we collaborated with various community groups including Portola Neighborhood Association, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmers Market. The final report is included as an enclosure in this packet.

## BACKGROUND

The Alemany Interchange Improvement Study was recommended by former Commissioner Campos 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 addresses safety and accessibility across and along Alemany Boulevard between Putnam Street and Bayshore Boulevard – access routes to the Alemany Farmer’s Market. This portion of Alemany Boulevard, where U.S. 101, I-280, San Bruno Avenue, and Bayshore Boulevard intersect, presents major challenges to pedestrian and bicyclist safety and accessibility. The major barriers for pedestrian and bicyclists include limited crossing opportunities for pedestrians and bicyclists; three wide vehicle lanes in each direction, allowing for high-speed driving; narrow sidewalks; and shared lanes for bicycle access that leave pedestrians and bicyclists exposed to highway-like conditions.

## DISCUSSION

This study was initiated by the Portola Neighborhood Association (PNA), along with other community groups, and is funded by both NTIP Planning funds and District 9 funds from the General Fund. The planning effort was led by the Transportation Authority and coordinated closely with California Department of Transportation (Caltrans) District 4, San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW). Throughout the project, the Transportation Authority collaborated with various community groups including PNA, SF Empowerment Center, and Portola Family Connection. The project team also presented at various neighborhood events such as Alemany Farmer’s Market. This ongoing community engagement provided the project team with opportunities to refine project analysis and recommendations, and to build a coalition of support within the community.

**Existing Conditions:** Alemany Boulevard has a bicycle network connectivity gap between Putnam Street and Bayshore Boulevard. Alemany Boulevard is a designated east-west bicycle route, connecting to the Bayshore Boulevard north-south bicycle route, just east of the interchange. The double-striped buffered bike lane west of the Alemany Boulevard interchange ends at the Alemany Boulevard and Putnam Street/I-280 off-ramp intersection. “Sharrows” on Alemany Boulevard, between Putnam Street and Bayshore Boulevard, offer some wayfinding guidance to bicyclists through the interchange, but provide no separation from vehicles in the three-lane arterial. Bicyclists are either exposed to high-speed traffic, freeway-bound vehicles, and a circuitous maze of merging lanes and highway ramps; or choose to ride on sidewalks.

Currently, no pedestrian or bicycle infrastructure directly connects the Alemany Market, a major destination located on the northwest side of the interchange, to San Bruno Avenue nor to neighborhoods to the south. The existing pedestrian route requires a lengthy detour to the west and several separate street crossings due to a closed crosswalk at San Bruno Avenue. Instead, many pedestrians follow an informal path along a dirt trail through the interchange that requires crossing multiple uncontrolled lanes of fast-moving traffic. Because of the curving roadway alignment, the pedestrian and vehicle visibility is very poor at the informal crossing to the Alemany Market.

**Recommendations:** The study recommendations are based on technical feasibility, safety analysis, and stakeholder and community groups’ input. The recommendations are separated into two phases, Phase 1 and Phase 2, based on their complexity.

Phase 1 recommendations include: buffered bicycle lanes from Putnam Street to Bayshore Boulevard to fill the bicycle network gap on Alemany Boulevard; two vehicle lanes (reduced from three) in each direction on Alemany Boulevard from Putnam Street to Bayshore Boulevard; and high visibility crosswalks and painted curb extensions to realign and reduce vehicle speed at the study intersections. Phase 2 recommendations include: a new multiuse path connecting from San Bruno Avenue to the Alemany



Market; a new traffic signal and marked crosswalk to facilitate pedestrian crossing of westbound Alemany Boulevard; and a pedestrian signal and high visibility crosswalk on eastbound of Alemany Boulevard.

The study team completed a traffic analysis for the study area intersections. While the proposed design is expected to increase delay at some study intersections, all intersections would maintain acceptable levels of delay for peak hour conditions.

**Cost/Funding:** The total cost for Phase 1 is approximately \$277,000 including SFMTA planning/engineering/ design support, removal of existing striping, installation of safe hit posts and new striping markings. Phase 1 is funded with NTIP Capital funds and scheduled to be completed by mid-2018.

The total cost for Phase 2 is approximately \$2.2 million. This estimate includes SFPW and SFMTA design and engineering, building of an asphalt/concrete path, installation of new path lighting, new pavement striping, and installation of new pedestrian signals and associated electric/construction. The first step of Phase 2 is funded with \$100,000 from the General Fund. This step includes a project location survey and preliminary path design. Since there is history of flooding in the project area, the project location survey would determine where the path should be located to least be impacted by flooding. Preliminary design led by SFPW will include specified path location from the survey and updates from other ongoing projects in the area such as Caltrans U.S. 101 Deck Replacement project at the Alemany Circle Undercrossing. Preliminary design is expected to begin by fall of 2017. Potential funding sources for Phase 2 include but are not limited to the Transportation Fund for Clean Air (TFCA) County Program, Active Transportation Program (ATP), General Fund, future cycles of the One Bay Area Grant (OBAG) program, Prop AA vehicle registration fees, and Prop K sales tax funds.

## ALTERNATIVES

1. Adopt a motion of support for the adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report, as requested.
2. Adopt a motion of support for the adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

## FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

## RECOMMENDATION

Adopt a motion of support for the adoption of the Alemany Interchange Improvement Study [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Alemany Interchange Improvement Study



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**San Francisco County Transportation Authority**  
**March 2017**

**New Recommended Positions**

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

The Board is adopting a new support position on Assembly Bill (AB) 342 (Chiu), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill). Additional detail on bills with new support/oppose and watch 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	<a href="#">AB 342</a> <a href="#">Chiu</a> D	<b>Vehicles: automated speed enforcement (ASE): five-year pilot program.</b> This bill would authorize, no later than January 1, 2019, the City of San Jose and the City and County of San Francisco to implement a 5-year pilot program utilizing an ASE system for speed limit enforcement. ASE has been an adopted legislative priority of the SFCTA and SFMTA for years, consistent with the City's adopted Vision Zero policies. This bill was previously discussed at the Transportation Authority's February Finance Committee meeting. The Board of Supervisors (BOS) Transportation & Land Use Committee is anticipated to hold a hearing on this bill on March 13.
Oppose	<a href="#">SB 423</a> <a href="#">Cannella</a> R	<b>Indemnity: public contract liability.</b> This bill would effectively require public agencies and other project owners to defend design professionals' interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.
	<a href="#">SB 493</a> <a href="#">Hill</a> D	<b>Vehicles: right-turn violations.</b> This bill would reduce the violation fine for failing to stop before making a right hand turn from \$100 to \$35. Reducing penalties for drivers committing safety violations is not consistent with the City's Vision Zero goals.
Watch	<a href="#">SCA 6</a> <a href="#">Wiener</a> D	<b>Local transportation measures: special taxes: voter approval.</b> This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.
	<a href="#">AB 1007</a> <a href="#">Ting</a> D	<b>Personal income tax: definitions.</b> This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco BOS is considering a resolution urging the State Legislation to pursue such authorization.
	<a href="#">AB 1103</a> <a href="#">Obernolte</a> R	<b>Bicycles: yielding.</b> This bill follows other states in authorizing a so-called "Idaho Stop." The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.
	<a href="#">AB 1113</a> <a href="#">Bloom</a> D	<b>State Transit Assistance program.</b> This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller.
	<a href="#">AB 1121</a> <a href="#">Chiu</a> D	<b>San Francisco Bay Area ferries.</b> This is a spot bill related to developing new source of local funds for the SF Bay Ferry System.
	<a href="#">SB 760</a> <a href="#">Wiener</a> D	<b>Transportation funding: active transportation: complete streets.</b> The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities and establish a new division in Caltrans.

## San Francisco County Transportation Authority

March 2017

## 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 Board is adopting a new support position on Assembly Bill (AB) 342 (Chiu), and new oppose positions on Senate Bill (SB) 423 (Cannella) and SB 493 (Hill).

Bill #	Author	Description	Status	Position	Comments
<a href="#">AB 1</a> Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Frazier D</a> (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	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).
<a href="#">AB 17</a> Introduced: 12/5/2016 <a href="#">Text</a>	<a href="#">Holden D</a> (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	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.

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<p><a href="#">AB 25</a> Introduced: 12/5/2016 <a href="#">Text</a></p>	<p><a href="#">Nazarian D</a> (Dist 46)</p>	<p>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.</p>	<p>Assembly Print</p>	<p>Watch</p>	<p>This is a spot bill that expresses intent to develop legislation to foster safe operating tour buses.</p>
<p><a href="#">AB 28</a> Amended: 3/2/2017 <a href="#">Text</a></p>	<p><a href="#">Frazier D</a> (Dist 11)</p>	<p>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. The bill would repeal that provision on January 1, 2020.</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Would re-enact State authorization for Caltrans to accept delegated federal authority to administer 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. The bill needs to be approved by March 31 or the State will need to restart the approval process.</p>

## San Francisco County Transportation Authority

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<p><a href="#">AB 65</a> Introduced: 12/13/2016 <a href="#">Text</a></p>	<p><a href="#">Patterson R</a> (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>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><a href="#">AB 87</a> Introduced: 1/5/2017 <a href="#">Text</a></p>	<p><a href="#">Ting D</a> (Dist 19)</p>	<p>Autonomous vehicles. Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section 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.</p>	<p>Assembly Transportation</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 from 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, , and WalkSF, as well as bicycle interests.</p>

San Francisco County Transportation Authority

March 2017

<p><a href="#">AB 91</a> Introduced: 1/9/2017 <a href="#">Text</a></p>	<p><a href="#">Cervantes D</a> (Dist 60)</p>	<p>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.</p>	<p>Assembly Transportation  3/20/2017 2:30 p.m. - State Capitol, Room 4202 ASSEMBLY TRANSPORTATION, FRAZIER, Chair</p>	<p>Watch</p>	<p>The measure applied to HOV lanes operated within Riverside County. It would require the HOV lanes there may only operate as such during the hours of heavy commuter traffic.</p>
<p><a href="#">AB 174</a> Introduced: 1/17/2017 <a href="#">Text</a></p>	<p><a href="#">Bigelow R</a> (Dist 5)</p>	<p>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.</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>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.</p>

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<p><a href="#">AB 179</a> Amended: 2/14/2017 <a href="#">Text</a></p>	<p><a href="#">Cervantes D</a> (Dist 60)</p>	<p>California Transportation Commission. Current law creates the California Transportation Commission. Current law provides that the 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 7 of those voting members have specified qualifications</p>	<p>Assembly Transportation</p>	<p>Watch</p>	<p>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</p>
<p><a href="#">AB 262</a> Introduced: 1/31/2017 <a href="#">Text</a></p>	<p><a href="#">Bonta D</a> (Dist 18)</p>	<p>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.</p>	<p>Assembly Accountability and Administrative Review 3/22/2017 9 a.m. - State Capitol, Room 437 ASSEMBLY ACCOUNTABILITY AND ADMINISTRATIVE REVIEW, EGGMAN, Chair</p>	<p>Watch</p>	<p>This bill seeks to have prospective contract bidders qualify greenhouse emissions in basic construction materials.</p>



San Francisco County Transportation Authority

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<p><a href="#">AB 342</a> Introduced: 2/7/2017 <a href="#">Text</a></p>	<p><a href="#">Chiu D</a> (Dist 17)</p>	<p>Vehicles: automated speed enforcement (ASE): five-year pilot program. 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.</p>	<p>Assembly Transportation</p>	<p>New – Recommend Support</p>	<p>This bill, coauthored by Senator Wiener and others, has been an adopted legislative priority of the SFCOA 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.</p>
<p><a href="#">AB 1007</a> Introduced: 2/16/2017 <a href="#">Text</a></p>	<p><a href="#">Ting D</a> (Dist 19)</p>	<p>Personal income tax: definitions. The Personal Income Tax Law imposes a tax on the entire taxable income of a resident taxpayer, provides for a specified treatment of the income of nonresidents, and provides, among other things, that specified definitions govern the construction of that law. This bill would make a nonsubstantive change to those provisions.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This is a spot bill related to amending the revenue and taxation code to enable California local jurisdictions to levy a personal income tax and a corporate income tax. The San Francisco Board of Supervisors is considering a resolution urging the State Legislature to pursue such authorization.</p>

**San Francisco County Transportation Authority  
March 2017**

<p><a href="#">AB 1103</a> Introduced: 2/17/2017 <a href="#">Text</a></p>	<p><a href="#">Obernolte R</a> (Dist 33)</p>	<p><b>TITLE</b> This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise. The bill would require a person operating a bicycle to continuously signal an intention to turn right or left during the last 100 feet traveled before the turn, except as specified. Because this bill would impose a new requirement on bicycle operators, the violation of which would be a crime, the bill would impose a state-mandated local program.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill follows other states in authorizing a so-called “Idaho Stop.” The measure would permit bicyclists to treat stop signs as yield signs. The bill applies at signed intersections, not signalized ones.</p>
<p><a href="#">AB 1113</a> Introduced: 2/17/2017 <a href="#">Text</a></p>	<p><a href="#">Bloom D</a> (Dist 50)</p>	<p>State Transit Assistance program. Would revise and recast the provisions governing the State Transit Assistance program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues. The bill would provide for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>This bill is supported by the California Transit Association to rectify a change in recipients that are eligible for State Transit Assistance funds made last year by the State Controller that would have significantly reduced funding available for Bay Area transit operators.</p>

San Francisco County Transportation Authority

March 2017

<p><a href="#">AB 1121</a> Introduced: 2/17/2017 <a href="#">Text</a></p>	<p><a href="#">Chiu D</a> (Dist 17)</p>	<p>San Francisco Bay Area ferries. Current law establishes the San Francisco Bay Area Water Emergency Transportation Authority with specified powers and duties, including, but not limited to, the authority to coordinate the emergency activities of all water transportation and related facilities within the San Francisco Bay Area region, as defined. This bill would state the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries.</p>	<p>Assembly Print</p>	<p>New – Recommend Watch</p>	<p>Spot bill related to developing new local source of funds for SF Bay Ferry System.</p>
<p><a href="#">SB 1</a> Amended: 1/26/2017 <a href="#">Text</a></p>	<p><a href="#">Beall D</a> (Dist 15)</p>	<p>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.</p>	<p>Senate Government and Finance 3/8/2017 9:30 a.m. - Room 112 SENATE GOVERNANCE AND FINANCE, MCGUIRE, Chair</p>	<p>Support</p>	<p>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.</p>

## San Francisco County Transportation Authority

March 2017

<p><a href="#">SB 4</a> Introduced: 12/5/2016 <a href="#">Text</a></p>	<p><a href="#">Mendoza D</a> (Dist 32)</p>	<p>Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act. Would, subject to voter approval at the June 5, 2018, statewide primary election, 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.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This is one of several measures that comprise the Senate "California Rebuild" Infrastructure package.</p>
<p><a href="#">SB 35</a> Amended: 2/21/2017 <a href="#">Text</a></p>	<p><a href="#">Wiener D</a> (Dist 11)</p>	<p>Planning and Zoning: affordable housing: streamlined approval process. Current law requires an attached housing development to be a permitted use, not subject to a conditional use permit, on any parcel zoned for multifamily housing if at least certain percentages of the units are available at affordable housing costs to very low income, lower income, and moderate-income households for at least 30 years and if the project meets specified conditions relating to location and being subject to a discretionary decision other than a conditional use permit. This bill would require an accessory dwelling unit development or a multifamily housing development that satisfies specified planning objective standards to be subject to a streamlined, ministerial approval process, as provided, and to not be subject to a conditional use permit.</p>	<p>Senate Transportation and Housing 3/7/2017 1:30 p.m. - John L. Burton Hearing Room (4203) SENATE TRANSPORTATION AND HOUSING, BEALL, Chair</p>	<p>Watch</p>	<p>This bill intends to address the removal of barriers to implementing housing, and affordable housing in particular.</p>

San Francisco County Transportation Authority

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<p><a href="#">SB 423</a> Introduced: 2/15/2017 <a href="#">Text</a></p>	<p><a href="#">Cannella R</a> (Dist 12)</p>	<p>Indemnity. Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Current law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would make a nonsubstantive change to these provisions.</p>	<p>Senate Rules</p>	<p>New – Recommend Oppose</p>	<p>This bill would effectively require public agencies and other project owners to defend design professionals’ interests and then, after a legal determination, attempt to secure reimbursement for those legal costs and fault.  This bill is reintroducing SB 885 (Wolk -2016) that prohibits public agency contracts from requests or design firms or public works projects from defending claims made against others. SB 885 failed passage.</p>
<p><a href="#">SB 493</a> Introduced: 2/16/2017 <a href="#">Text</a></p>	<p><a href="#">Hill D</a> (Dist 13)</p>	<p>TITLE Existing law requires a driver facing a steady circular red signal alone to stop at a marked limit line, but if none, before entering the crosswalk on the near side of the intersection or, if none, then before entering the intersection, and to remain stopped until an indication to proceed is shown, except as specified. A violation of this provision is an infraction punishable by a fine of \$100. This bill would recast those provisions, and instead would make a violation of that requirement for a right turn, or a left turn from a one-way street onto a one-way street, punishable by a fine of \$35. The bill would make additional conforming changes.</p>	<p>Senate Transportation and Housing</p>	<p>New – Recommend Oppose</p>	<p>This bill reduces the fine for drivers failing to come to a complete stop “California Stop” while turning right at a red light. Under the bill, a driver would be cited similarly to other minor moving violations with a base fine ticket of \$35, rather than the present \$100. Straight through and left-turn red light violations would still be cited at the \$100 base fine ticket amount.</p>

## San Francisco County Transportation Authority

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	<a href="#">SB 760</a> Introduced: 2/17/2017 <a href="#">Text</a>	<a href="#">Wiener D</a> (Dist 11)	Transportation funding: active transportation: complete streets. Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.	Senate Rules	New – Recommend Watch	This bill would heighten the focus of Caltrans in the policy and active transportation by establishing a new division in Caltrans.
<a href="#">SCA 2</a> Introduced: 1/18/2017 <a href="#">Text</a>	<a href="#">Newman D</a> (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	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.	

San Francisco County Transportation Authority

March 2017

<p><a href="#">SCA 6</a></p>	<p><a href="#">Wiener D</a> (Dist 11)</p>	<p>Local transportation measures: special taxes: voter approval. Would require that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation purposes, as specified, be submitted to the electorate and approved by 55% of the voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.</p>	<p>Senate Government and Finance</p>	<p>New – Recommend Watch</p>	<p>This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.</p>
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**Total Measures: 24**

**Total Tracking Forms: 24**



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# Memorandum

**Date:** 03.15.17 **RE:** Board  
March 21, 2017

**To:** Transportation Authority Board: Commissioners Peskin (Chair), Tang (Vice Chair), Breed, Cohen, Farrell, Fewer, Kim, Ronen, Safai, Sheehy and Yee

**From:** Eric Cordoba – Deputy Director for Capital Projects *EC*  
Anna LaForte – Deputy Director for Policy and Programming *AL*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **INFORMATION** – Proposed Allocation of \$4,549,675 in Prop K Funds, with Conditions for the Downtown Extension - Preliminary Engineering; \$915,000, with Conditions, for the Downtown Extension Tunneling Options Engineering Study; and Appropriation of \$200,000 for Oversight of the Downtown Extension, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for preliminary engineering of the Caltrain Downtown Extension (DTX) to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. TJPA expects to complete the tunneling study in about three months following issuance of a Notice to Proceed and will report back to the Board when the study is completed. We are proposing similar special conditions as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. In addition, we are requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call oversight and engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right of way acquisition, and funding to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

## BACKGROUND

This item was previously considered by the Board at its January 24, 2017 meeting and continued in order to allow more time to brief Board members and to be able to consider the item after receiving a presentation by the San Francisco Planning Department on its Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB). Subsequently, Chair Peskin also requested that the Peninsula Joint Powers Board provide an update on the status of the Full Funding Grant Agreement for the Peninsula Corridor Electrification Project at the same meeting as the Downtown Extension (DTX) and RAB item.

All three items are scheduled to be heard at the March 21 Board meeting.

The Prop K transportation sales tax funds being requested by the Transbay Joint Powers Authority (TJPA) and Transportation Authority staff come from the following Prop K Expenditure Plan line item:

- Downtown Extension to Rebuilt Transbay Terminal

The aforementioned category is a named project in the Prop K Expenditure Plan with its own line item and does not require a 5-Year Prioritization Program as a prerequisite for allocation of funds. TJPA is the lead for implementing the Transbay Transit Center (TTC) Program. Phase 1 includes design and construction of the above-grade portion of the TTC, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 includes a 1.3-mile tunnel connecting the new TTC with the current Caltrain terminus at Fourth and King Streets, completes the build-out of the below-grade train station facilities at the TTC, and builds a new underground station along the DTW alignment and an intercity bus facility.

## DISCUSSION

In response to feedback provided by the Board, the Transbay Joint Powers Authority (TJPA) has revised its prior \$6,774,400 request for Prop K funds for the preliminary engineering of the Caltrain Downtown Extension project to a reduced scope and cost of \$4.5 million. The revised scope advances design of project segments that are common to all alignments being evaluated in the Planning Department's RAB study. As requested by Transportation Authority staff, the TJPA has also submitted a new request for \$915,000 for a Tunneling Options Engineering Study intended to analyze opportunities to reduce surface impacts due to construction of the DTX. With the evolution of construction technologies and methodologies since the project was environmentally cleared in 2004, there are opportunities worth exploring. The results of this study will also be used to inform the alternatives being studied under RAB and support more "apples to apples" evaluation of the DTX alignment with those being evaluated by RAB. TJPA expects to complete that study in about three months of issuing a Notice to Proceed and will report back to the Board when the study is completed.

We are also requesting appropriation of \$200,000 in Prop K funds to enable us to tap into our on-call project management oversight and general engineering services contract approved by the Board last month, to bring on independent experts in tunneling, cost estimation, right-of-way, and funding/financing to assist with oversight and peer review of the DTX project during this critical preliminary engineering stage.

Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of the project. A detailed scope, schedule, budget and funding plan for the projects are included in the Allocation Request Forms (Attachment 5).

Proposed Special Conditions: Attachment 3 summarizes the proposed staff recommendations for the requests, highlighting special conditions included in the staff recommendation. We are proposing similar special conditions for the DTX allocations to TJPA as were previously presented to the Board, including allowing the Transportation Authority to call for the work to be paused and renegotiated or cancelled if the Board endorses a different alignment and requiring continued compliance with the oversight protocol attached to the enclosed allocation request forms. The oversight protocol applies to both the TTC and the DTX. It is modeled after the oversight protocol used for the Central Subway and the Caltrain Electrification project. TJPA has agreed to the oversight protocol, and it is already being

implemented.

Transportation Authority and TJPA staff will attend the Board meeting to respond to any questions that the Board members may have.

#### **ALTERNATIVES**

None. This is an information item.

#### **CAC POSITION**

The CAC was briefed on TJPA's original request for \$6,774,400 for preliminary engineering for the DTX at its September 7, 2016 special meeting and unanimously adopted a motion of support for the staff recommendation. We are scheduling updates for the CAC on these requests, the RAB Study and the Caltrain Peninsula Corridor Electrification Program Full Funding Grant Agreement.

#### **FINANCIAL IMPACTS**

There is no financial impact at this time as this is an information item. If the Board were to act on this item at a future meeting, the staff recommended action would allocate \$4,549,675 and appropriate \$200,000 in Prop K sales tax funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the Allocation Request Forms (Attachment 4).

The Downtown Extension – Preliminary Engineering request requires a Strategic Plan amendment to advance funds from Fiscal Year 2033/34 as described in Attachment 3. The resulting increase in financing costs would be insignificant consistent with the analysis presented when this item first came to the Board in September 2016.

#### **RECOMMENDATION**

None. This is an information item.

Attachments (5):

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Request Forms (3)
5. Proposed Amended Strategic Plan

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	\$ 130,297,416	86%	96%	Design	6
Prop K	5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	\$ 34,184,166	86%	39%	Design	6
Prop K	5	TJPA	Downtown Extension - Additional Oversight/Peer Review	\$ 200,000	\$ 200,000	86%	0%	Design	6
<b>TOTAL</b>					<b>\$ 5,664,675</b>	<b>\$ 164,681,582</b>	<b>108%</b>	<b>106%</b>	

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronym: TJPA (Transbay Joint Powers Authority)

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p>In response to feedback provided by the SFCFTA Board, the current revised request will bring design of the Downtown Extension (DTX) to 30% for new elements and modified elements (per the SEIR/SEIS) that are common to all alignments being evaluated in the Planning Department's Railway Alternatives and I-280 Boulevard Feasibility Study. The work is scheduled to be complete by December 2017. DTX is Phase 2 of the Transbay Transit Center (TTC) Program. Phase 2 is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p>The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed.</p>

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the SFCFTA's ongoing oversight functions. It is the intent of the SFCFTA staff to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.
<b>TOTAL</b>			<b>\$ 5,664,675</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Proposed Staff Recommendations - (Note this is an information item for the 03.21.17 Board Meeting) <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
5	TJPA	Downtown Extension - Preliminary Engineering	\$ 4,549,675	<p><b>Special Conditions:</b> 1.) Requires the TJPA to agree to the attached oversight protocol for Phases 1 and 2. TJPA has agreed to the oversight protocol, which is already being implemented.</p> <p>2.) If the SFCIA Board acts to endorse an alternate alignment for the DTX, the SFCIA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope, including potentially ceasing work on certain elements.</p> <p>3.) <b>Strategic Plan Amendment:</b> The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal Expenditure Plan line item. The amendment would advance \$2,840,777 programmed for the DTX in FY 2033/34. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction.</p>
5	TJPA	Downtown Extension - Tunnel Engineering Options Study	\$ 915,000	<p><b>Special Conditions:</b> 1) The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction. The recommendation also includes Special Conditions 1) and 2) listed above for the DTX - Preliminary Engineering request, above.</p>
5	TJPA	Downtown Extension - Additional Oversight/ Peer Review	\$ 200,000	<p><b>Special Condition:</b> Same as 1) above for the Tunnel Engineering Options Study.</p>
<b>TOTAL</b>			<b>\$ 5,664,675</b>	

<sup>1</sup> See Attachment 1 for footnotes.

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

FY of Allocation Action: 2016/17

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP category: Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

Prop K EP Line Number (Primary): 5      Current Prop K Request: \$ 4,549,675

Prop K Other EP Line Numbers: \_\_\_\_\_

Prop AA Category: \_\_\_\_\_

Current Prop AA Request: \$ -

Supervisorial District(s): District 06

REQUEST

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.

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

Following on the SEIR/SEIS, the TJPA wishes to continue preliminary engineering of the DTX. In response to feedback provided by the SFCTA Board, the current request will bring design of the DTX to 30% for new elements and modified elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study. The work is scheduled to be complete by December 2017. See attached Word document for details.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes



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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category would advance \$2,840,777 programmed for DTX in FY 2033/34. The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

### **Background and Project Benefits**

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

### **Current Request**

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on these new or modified elements as outlined below will be required to return the full DTX design and bring all Phase 2 elements to the 30% PE level. At the TJPA's June 2016 Board of Directors meeting, the Board directed TJPA staff to move forward with the following next steps in support of Phase 2:

- Complete 30% PE drawings
- Update right-of-way estimate
- Update ridership study
- Perform risk assessment
- Peer review funding plan
- Update Program cost estimate
- Peer review 2016 cost estimate

- Complete development of funding plan
- Select delivery method
- Update budget
- Continue coordination with the City on the Railyard Alternatives and I-280 Boulevard Feasibility Study, Caltrain and CHSRA

**The current request would partially fund preliminary engineering, program management/program controls, financial and right-of-way consultants, and a TJPA staff person for these next steps for Phase 2, as described in detail below. This scope only includes elements that are common to all alignments being evaluated in the Planning Department's Railyard Alternatives and I-280 Boulevard Study (RAB).**

### **Preliminary Engineering (PE)**

*Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will continue preliminary engineering (PE) advancing work toward the full 30% level. This contract was renewed by the TJPA Board in 2014. This request is for **\$3,063,153**. Tasks will include the following:

#### A. Project Management

1. Submission of monthly status report with each monthly invoice, indicating work performed on each of the approved tasks for which payment is being requested
2. Project meetings (e.g., TJPA staff or Board meetings)
3. Scheduling
4. Quality Control and Quality Assurance
5. Other Direct Costs as requested and/or agreed by TJPA

#### B. Coordination with Transbay Transit Center (TTC) Designers and Train Operators

1. Continue ongoing coordination with train operators:
  - a. Provide coordination with CHSRA and Caltrain including:
    - i. Coordination on operator criteria and programmatic requirements
2. Continue ongoing coordination with other TTC team members including:
  - a. Coordination of Phase 2 train systems provisions
  - b. Coordination of DTX/TTC structural interface
  - c. Other as-needed coordination
3. Additional as-needed work could include:
  - a. Coordination meetings between project teams
  - b. Train operations planning, simulations and reviews
  - c. Analysis of Caltrain and CHSRA rolling stock impact to planned DTX infrastructure, including station platforms and clearances

- d. Identification of recommended revisions for criteria including but not limited to applicable code updates, vehicle dynamic envelope and fire-life safety
  - e. Review and comment on design criteria changes with respect to project design, construction cost and schedule implications
4. Assistance to TJPA with financing alternatives including:
    - a. Performing additional estimates
    - b. Meeting with potential financing partners
    - c. Evaluation of feasibility of financing options
- C. Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Bay Area Rapid Transit (BART), California Public Utilities Commission (CPUC), Other Utilities, & SEIS/EIR Study Coordination
1. As-needed SEIS/EIR coordination with FTA and FRA
  2. Coordinate with BART on the BART/Muni Pedestrian Connector
  3. Coordinate with private utilities as necessary
- D. Other Coordination with City and County of San Francisco (City)
1. Continue ongoing coordination with the City Planning Department regarding accommodating proposed joint development at emergency ventilation/exit facility site on Second and Harrison streets
  2. Continue ongoing coordination with San Francisco Public Utilities Commission (SFPUC) for interface with new major SFPUC facilities in project area
  3. Coordinate reviews of DTX fire-life safety planning with San Francisco Fire Department and, if necessary, the State Fire Marshal
  4. Coordination with other City agencies, as needed
- E. Right-of-Way Support
1. Continue ongoing coordination with adjacent property developments and, if necessary, the City Department of Building Inspection to protect DTX from adverse impacts along its Second Street alignment
  2. Continue ongoing coordination and engineering support for DTX right-of-way along Second Street: Provide engineering support including structural engineering studies and cost estimates in support of TJPA property acquisition activities, including:
    - a. Preparation of a conceptual design technical memorandum on underpinning constructability
    - b. Preparation of geotechnical baseline memoranda
    - c. Preparation of PE underpinning design plans
- F. Preliminary Engineering Design Work and Updates for DTX

As noted above, some elements of the Phase 2 design were previously at the 30% design level. Elements below that include an asterisk (\*) are elements that have been modified since 2010 and that require updating to reach the 30% design level. Elements with a double asterisk (\*\*) are new scope items, or items that were deferred in 2010, that require

a greater design effort to achieve the 30% design level. **This scope only includes elements that are common to all alignments being evaluated in the Planning Department's RAB Study.**

1. \*\* Civil – Streetwork
  - a. Prepare technical memoranda on the City's street improvement plans on Second Street
  - b. Prepare PE streetwork plans
2. \* Civil – Utilities
  - a. Protection planning for AT&T manholes
  - b. Prepare technical memoranda to support PE cost estimate update for non-Townsend Street elements
  - c. Support advance utility relocation package scoping for non-Townsend Street elements
  - d. Update PE utility relocation plans for non-Townsend Street elements
  - e. Define temporary utility relocations for non-Townsend Street elements
3. \*\* Civil – Traffic
  - a. As-needed traffic engineering support of TJPA coordination with the City
  - b. Prepare Traffic Management Plan for non-Townsend Street element
4. \* Track Configuration
  - a. Update PE plans and profile reference files, as needed
  - b. Update DTX crossover arrangements
  - c. Complete PE plan and profile including precise alignment control tables
5. \* Structural – Throat Cut-and-Cover
  - a. Prepare conceptual level details for the TTC interface and update typical sections in the PE plans
  - b. Prepare technical memoranda and concept for support-in-place of major utilities
  - c. Complete details to PE level
6. \*\* Ventilation/Emergency Exit Structures
  - a. Prepare technical memoranda to support taller superstructure at Second and Harrison site
  - b. Update structural and architectural PE plans for Second and Harrison site
7. \*\* Fire-Life Safety (FLS)
  - a. Update mechanical PE design plans for Second and Harrison ventilation/emergency exiting structure
  - b. Prepare technical memoranda on water/air mechanical systems to support the PE cost estimate update
8. \* Systems – Tunnel Electrical
  - a. Prepare technical memoranda to support PE cost estimate update
9. \* Systems – Overhead Catenary Systems (OCS)
  - a. Prepare technical memoranda to support PE cost estimate update
  - b. Complete PE design of TTC OCS
10. \*\* Systems - Signals
  - a. Update PE Phase 1 Conceptual Engineering single line schematic plans

- b. Coordinate latest signal equipment space provisions with tunnel design
- c. Prepare technical memoranda to support PE cost estimate update
- 11. \*\* Systems – Communications
  - a. Prepare technical memoranda to support PE cost estimate update
  - b. Coordinate with Phase 2 planning
- 12. Preliminary Engineering Report
  - a. Update PE report and summarize technical memoranda for non-Townsend Street elements
- G. Conceptual Engineering Design Work for BART/Muni Pedestrian Connector
  - 1. Prepare conceptual design memoranda to support cost estimate
  - 2. Prepare technical memoranda on streetwork, utilities, traffic, structural design, architectural design, and FLS to support cost estimate
  - 3. Prepare conceptual design plans of cut-and-cover structure and interface structure
  - 4. Prepare conceptual street reconstruction, utility relocation, structural (cut-and-cover and interface structure), and architectural (Connector, receiving structures, and mid-block emergency egress structure including electrical and lighting plans) plans
  - 5. Develop Traffic Management Plan
  - 6. Prepare geotechnical baseline memoranda
  - 7. Prepare programming document
  - 8. Perform code analysis
  - 9. Develop FLS and exiting strategy
  - 10. Perform pedestrian flow/exit analysis
  - 11. Perform CFD and SES FLS modeling
  - 12. Prepare Conceptual Engineering Report
    - a. Summarize technical memoranda in a report
- H. DTX Preliminary Engineering Cost Estimate Update for Non-Townsend Street Elements
  - 1. Update the DTX cost estimate for non-Townsend Street elements based on the rate refresh update prepared in June 2016 and new quantities based on new engineering, including BART/Muni Pedestrian Connector conceptual design

Exclusions:

- 1. Final Design
- 2. Technical Specifications
- 3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

## **Program Management/Program Controls (PMPC)**

*AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$698,500** for the following tasks (total estimated cost \$1,130,000, but \$431,500 remains in Prop K Resolution 15-01):

### A. Phase 2 Program Management

1. Program Management
  - a. Project meetings
  - b. Project controls support, including an update to the Phase 2 Budget
  - c. Program coordination support
  - d. Utility coordination support
2. DTX Project Management
  - a. Contribute to monthly PMPC status reports
  - b. Project meetings
  - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
  - d. Maintain an issue-action tracking system to facilitate timely decision-making
  - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
  - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary
  - g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
  - h. Provide support for supplemental environmental studies
  - i. Coordinate with train operators and outside agencies (i.e., SFPUC for sewer interfaces, SFMTA for Central Subway interface, City Planning and Office of Community Investment and Infrastructure for potential joint development parcels and the RAB Study, BART for BART/Muni Pedestrian Connector)
  - j. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
  - k. Manage interfaces between Phase 2 components and other component projects of the Program

3. Document Management and Administrative Support
  - a. Record keeping and submittal logging
  - b. Document retrieval and issuance to support project or outside agency requests
  - c. Technical and editorial reviews of project documents, letters, and presentations
- B. Ridership Study (by Cambridge)
  - a. Update the 2008 Cambridge Systematics ridership estimates
- C. Update Phase 2 cost estimate (with TBD Consultants)
- D. Advise on and assist TJPA in selection of delivery method (with AECOM)

### **Right-of-Way**

Tim Runde

The purpose of the right of way acquisition cost estimate is to assist the TJPA in developing an updated budget for the Downtown Extension (DTX). The scope of work includes providing estimates (based on the current market) to purchase all properties listed below that are identified for full or partial take. The TJPA will update the estimates at the time of acquisition. The scope also includes providing estimates for properties that require either easements and/or vacancy during construction, as described below.

### **Full Take (Red Properties)**

- 181 Second Street
- 191 Second Street/594 Howard Street
- 201 Second Street
- 205-215 Second Street
- 217 Second Street
- 580 Howard Street
- 180 Townsend Street
- 689-699 Third Street

### **Partial Take (Orange Properties)**

- 201 Mission Street
  - The valuation is of the land shown in Orange on the exhibit and the podium building.
  - The valuation should assume that the TJPA will be required to acquire the CMS strip which now connects the parking lot at 201 Mission to Howard Street and grant the fee to Parcel M3 to the owner at fair market value to replace existing parking on the CMS Strip and the midblock area. Accordingly, the scope of work includes an estimate of the value of Parcel M3, which value would be offset against the compensation to the owner, and an estimate of the value of the CMS Strip.
  - Please note that TJPA will engage the DTX designer Parsons to assess the cost of (a) demolition of the podium offices at 201 Mission, (b) the underpinning of the



201 Mission Tower, if any, (c) restoration of the façade/curtain wall of the 201 Mission Tower after removal of the podium, and (d) relocation of the loading dock and trash compactor to the east side of the 201 Mission Tower to be accessed from Main Street across Parcel M3, and (e) physical relocation of the cogeneration plant. Parsons will assume that the TJPA will grant an easement to the owner somewhere on Block 3718 for relocation of the owner's cogeneration plant. Accordingly, this scope of work includes providing an estimate of the cost to the TJPA to grant an easement for the cogeneration plant. The construction costs (a) – (e) will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.

- 30 Beale Street
  - The scope of work includes investigating with the Planning Department whether the open space that would be eliminated by locating the emergency exit for the BART tunnel in the plaza of the buildings at the NE corner of Beale and Mission would require the owner of that project to replace the lost open space under its conditional use/309 permit and, if the open space must be replaced, the estimate should be equivalent to the cost to replace it and the impact on value of the plaza if the emergency exit is located in the middle of the plaza.

#### **Vacate/Subsurface Easement (Blue Properties)**

- 235 Second Street
  - This scope of work includes providing an estimate of lost rent during the TJPA's construction (assume a 7 year construction period). The valuation estimate should be based on the assumption that the landlord will receive no rent for the portion of the building demolished and that the rent for the portions of the building that can be occupied during construction of the throat structure would be reduced due to impaired access from Second Street and construction noise, vibrations, and dust.
  - This scope of work includes valuation of a permanent construction easement for the throat structure running under this property.
  - The front of the building will need to be demolished for construction of the throat structure, the building underpinned, the façade/curtain wall and front entrance temporarily reconstructed during the TJPA's construction, and a permanent façade/curtain wall and front entrance reconstructed following the completion of the TJPA's work. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 589 Howard Street
  - The building cannot be occupied during construction. This scope of work includes providing an estimate of lost rent during the TJPA's construction. The valuation estimate should be based on the assumption that the landlord will receive no rent from the building during construction of the throat structure.
  - This scope of work includes valuation of a permanent easement for the throat structure running under this property.

- The construction of the throat structure will require that the front entrance to the building be closed and the front of the building underpinned. These costs will be part of the TJPA's construction budget rather than the ROW acquisition budget and are not included in this scope of work.
- 165-171 Second Street
  - This scope of work includes lost rent during the TJPA's construction. The valuation estimate should be based on evidence that the owner will suffer lost rent if the building either cannot be occupied in whole or in part during construction, or tenants require a reduction in rent due to construction noise, vibrations, and dust. The TJPA shall instruct the valuation expert when the scope of the TJPA's work on this property is ascertained.
  - This scope of work *may* include valuation of a permanent easement for underpinning and/or the throat structure running under this property.
  - The construction of the throat structure will require that the southeast corner of the building be underpinned. The cost of underpinning will be part of the TJPA's construction budget rather than the ROW acquisition budget and is not included in this scope of work.

#### **Easement Subsurface (Yellow Properties)**

- 301 Brannan Street
- 634 Second Street
- 634-636 Second Street
- 640 Second Street
- 650 Second Street
- 678 Second Street
- 680 Second Street
- 130 Townsend Street
- 136 Townsend Street
- 144-146 Townsend Street
- 148-154 Townsend Street
- 164 Townsend Street
- 166-178 Townsend Street
  - This scope of work includes providing an estimate for a permanent tunnel easement under these properties.
  - This scope of work includes estimating the loss of use and/or value of these properties, if any, due to noise and vibrations that occupants of those buildings will feel (a) during the borings for the underground train tunnel, (b) during permanent train operations in the completed tunnel. A loss in use or value could result from interference with sleep and other activities in the residential buildings and with business operations in the restaurants and offices (exclude impact on occupants of light industrial buildings, which should be negligible) during the

TJPA's construction and from permanent train operations. TJPA will engage Parsons to quantify the vibrations and noise.

. Estimated cost: **\$120,000**

### **Phase 2 Funding Plan**

#### Sperry Capital

TJPA's financial consultants will assist TJPA staff in completing development of the Phase 2 funding plan. In view of the federal funding uncertainties related to the current administration, the project team will revisit alternative project delivery methods, including P3, to determine which provide the best funding opportunities. Estimated cost: **\$150,000**

### **Phase 2 TJPA Staff**

TJPA plans to hire one full-time staff person to manage Phase 2 work efforts. This would be a program manager level position, with a salary range of \$204,360 to \$257,920. TJPA's benefit rate is approximate 35% of salary. Estimated cost: \$224,016 salary plus \$78,406 benefits = **\$302,422**

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

**Project Name:** Downtown Extension - Preliminary Engineering

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering. This request advances preliminary engineering, but does not complete it.

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

**Project Name:** Downtown Extension - Preliminary Engineering

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 1,925,778	\$ 2,623,898	\$ -	\$ 4,549,675
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 1,925,778</b>	<b>\$ 2,623,898</b>	<b>\$ -</b>	<b>\$ 4,549,675</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>			\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 4,549,675	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 4,549,675</b>	<b>\$ -</b>	

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

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,729,805	\$ 1,819,870	\$ -	\$ -	\$ -	\$ 4,549,675
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

**General Instructions**

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

**For Design Engineering Phase:**

**Project Name:** Downtown Extension - Preliminary Engineering

**PROJECT BUDGET - PRELIMINARY ENGINEERING**

**BUDGET SUMMARY**

Agency/Consultant	Total	% of Total
Parsons (Designer)	\$ 3,063,153	67.3%
AECOM (PMPC)	\$ 698,500	15.4%
Financial Consultant	\$ 150,000	3.3%
ROW Consultant	\$ 120,000	2.6%
TJPA Staff	\$ 302,422	6.6%
Contingency	\$ 215,600	4.7%
<b>Total</b>	<b>\$ 4,549,675</b>	<b>100.0%</b>

**DETAILED LABOR COST ESTIMATE - BY AGENCY**

TJPA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Senior Design & Engineering Manager (Ph II)	2,080	\$ 107.70	\$ 1.35	\$ 145.40	1	\$ 302,422
<b>Total</b>	<b>2,080</b>	<b>\$ 108</b>	<b>\$ 1</b>	<b>\$ 145</b>	<b>1</b>	<b>\$ 302,422</b>

## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
<b>Transit Center Building (TCB)</b>			<b>\$247,203,907</b>
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
<b>Subtotal DTX and TCB Construction excluding escalation</b>	<b>\$1,503,991,865</b>	<b>\$210,990,942</b>	<b>\$1,714,981,807</b>
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
<b>Subtotal DTX and TCB Construction including escalation</b>			<b>\$2,298,239,643</b>
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
<b>Subtotal Program Costs</b>			<b>\$3,081,543,562</b>
Construction Contingency @ 10%			\$229,823,964
<b>Program Reserve @ 15% of Subtotal Program Costs</b>			<b>\$462,231,534</b>
<b>Total Program Cost excluding BART/Muni Pedestrian Connector</b>			<b>\$3,773,599,061</b>
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 4,549,675	Design Engineering (PS&E)
	<b>Total:</b>	<b>\$ 4,549,675</b>	

**Total Prop K Funds:** \$ 4,549,675      **Total Prop AA Funds:** \$ -

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

**Fund Expiration Date:** 6/30/2018      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

**Deliverables:**

- |    |  |
|----|--|
| 1. | Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts. |
| 2. |  |
| 3. |  |
| 4. |  |
| 5. |  |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended allocation is contingent upon a Prop K Strategic Plan amendment to the Caltrain Downtown Extension (DTX) to a Rebuilt Transbay Terminal category. The amendment would advance \$2,840,777 programmed for the DTX in FY 2033/34. Further, the recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 construction. See attached Strategic Plan amendment for details.   |
| 2. | As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center Program.  |
| 3. | One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements. |
| 4. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.   |

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Preliminary Engineering

**Grant Recipient:** Transbay Joint Powers Authority

**Notes:**

1.
2.

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

**SFCTA Project**

**Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-914028      **Name:** Downtown Extension - Preliminary Engineering

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,729,805	\$1,819,870				\$4,549,675

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400

Current Prop AA Request: \$ -

Project Name: Downtown Extension - Preliminary Engineering

Grant Recipient: Transbay Joint Powers Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

Chief Financial Officer

Phone: 415.597.4617

415.597.4039

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[sdebord@transbaycenter.org](mailto:sdebord@transbaycenter.org)



Railyard Alternatives and I-280 Boulevard Feasibility Study

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





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

**FY of Allocation Action:** 2016/17

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

**Prop K EP Line Number (Primary):** 5      **Current Prop K Request:** \$ 915,000

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** District 06

**REQUEST**

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system. The subject request is for an engineering study to analyze opportunities to reduce surface impacts due to construction of DTX.

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

Preliminary engineering (PE) (30% design level) for many components of Phase 2, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on some of these new or modified elements is described in a separate request. The TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction. The subject request to fund a Tunnel Options Engineering Study would focus on three areas: Throat cut-and-cover (west side of the Transbay Transit Center where three tracks need to fan into six tracks); Townsend Cut-and-Cover; and the Third/Townsend ventilation structure site. The work is scheduled to be complete within 3 months of issuing a Notice to Proceed. See attached Word document for details.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes



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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. SFCTA staff supports the recommended request, which requires an exception to this policy, now that Phase 1 is fully funded and appears on track to be delivered within the revised budget. Further, the proposed scope will support TJPA's efforts to advance design and develop a solid cost estimate, both of which will facilitate TJPA's ability to secure funding for DTX.

### **Background and Project Benefits**

The Transbay Transit Center Program (Program) is an approximately \$6 billion program to replace the former Transbay Terminal at First and Mission streets in downtown San Francisco with a modern regional transit hub that will connect eight Bay Area counties and the State of California through eleven transit systems including Caltrain commuter rail and the future California High-Speed Rail system from San Francisco to Los Angeles.

The Program is being constructed in two phases. Phase 1 includes design and construction of the above-grade portion of the Transit Center, the core and shell of the two below-grade levels of the train station, a new bus ramp, a bus storage facility, and a temporary bus terminal. Phase 2 will complete the build-out of the below-grade train station facilities at the Transit Center and build the Downtown Rail Extension (DTX) tunnel, a new underground station along the DTX alignment, and an intercity bus facility.

Phase 2 will provide the following public benefits:

- Improve access to rail services and enhance San Francisco's accessibility to a local and regional workforce
- Enhance connectivity between Caltrain and other major transit services
- Create the northern terminus for the state's future high-speed rail system
- Build a new intercity bus station next to the Transit Center for Greyhound, Amtrak and other regional bus service providers
- Contribute to improved regional air quality by attracting thousands of new transit riders and reducing the number of vehicles on Highways 101 and 280

### **Current Request**

Preliminary engineering (PE) (30% design level) for many components of Phase 2, including the Fourth and Townsend Street Station, was completed in July 2010. Subsequently, as a result of new requirements by the California High-Speed Rail Authority (CHSRA), as well as other factors, elements have been modified or added to Phase 2. These additions and modifications are included in a draft Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) released in December 2015 for public comment. Further design work on these new or modified elements is outlined in a separate request; however, the TJPA has also been requested by the Transportation Authority staff to study opportunities for reducing the surface impacts of the DTX construction.

The current request would fund an engineering study and associated program management/program controls work to evaluate opportunities for reducing the surface impacts of the construction of Phase 2, as described in detail below.

### **Tunneling Options Engineering Study**

*Parsons Transportation Group*

The Downtown Extension designer, Parsons Transportation Group, will analyze opportunities to reduce surface impacts due to DTX construction. This contract was renewed by the TJPA Board in 2014. This request is for **\$790,130**. Tasks will include the following:

#### A. Tunneling Options Engineering Study

1. Project meetings (e.g., TJPA staff or Board meetings)
2. Scheduling
3. Quality Control and Quality Assurance
4. Other Direct Costs as requested and/or agreed by TJPA
5. Analyze opportunities to reduce the surface impacts due to Phase 2 construction
  - a. Structural – Throat Cut-and-Cover: Analyze options for reducing the cut-and-cover construction in the Throat area
  - b. Structural – Townsend Street Cut-and-Cover: Review and analyze engineering solutions to reduce the cut-and-cover construction on Townsend Street
  - c. Ventilation/Emergency Exit Structures: Determine feasible engineering options for the Third/Townsend ventilation structure site
6. Tunnel Options Engineering Study Report
  - a. Prepare a report with conceptual level cost estimates, and summarize technical calculations

#### Exclusions:

1. Final Design
2. Technical Specifications
3. Design-Build Contract Documents (in the event that Design-Build is the chosen delivery method)

#### **Program Management/Program Controls (PMPC)**

*AECOM (URS)*

The PMPC provides a variety of services and reports to augment TJPA staff in implementing the Transbay Transit Center Program. Specific tasks include program management services, program implementation and support, program controls management, quality assurance and control implementation, risk management program implementation, document control, administrative support, and project management for Phases 1 and 2 of the Program. The contract was awarded in 2013. This funding request is for **\$90,105** for the following tasks:

#### A. Phase 2 Program Management

1. Program Management
  - a. Project meetings
  - b. Project controls support, including an update to the Phase 2 Budget
  - c. Program coordination support
  - d. Utility coordination support

2. DTX Project Management
  - a. Contribute to monthly PMPC status reports
  - b. Project meetings
  - c. Work with estimators, technical specialists and Program Controls Manager to validate scope and develop the project budget and schedule for Phase 2, including subprojects and project components. Maintain current and accurate information regarding project scope, schedule and budget
  - d. Maintain an issue-action tracking system to facilitate timely decision-making
  - e. Manage the DTX design consultant including, but not limited to, invoice reviews, submittal reviews, contract negotiations, coordination with TTC design consultant, and correspondence on technical project issues
  - f. Refine and validate design constraints, criteria, and standards with the engineering design team as requested by TJPA. Complete, maintain and update design criteria as necessary
  - g. Provide technical, project-specific assistance to TJPA, including preparation of letters and presentations
  - h. Coordinate with train operators and outside agencies
  - i. Coordinate with adjacent properties along the alignment to determine potential impacts to DTX and/or the properties
  - j. Manage interfaces between Phase 2 components and other component projects of the Program
3. Document Management and Administrative Support
  - a. Record keeping and submittal logging
  - b. Document retrieval and issuance to support project or outside agency requests
  - c. Technical and editorial reviews of project documents, letters, and presentations

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

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering.

The subject scope is anticipated to be completed within three months of issuing the Notice to Proceed.

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

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 915,000		\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 915,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 915,000</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -			Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166			Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 915,000	\$ -	TJPA Approved Budget for Phase 2
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 915,000</b>	<b>\$ -</b>	

**% Complete of Design:** 58% as of 5/31/2016  
**Expected Useful Life:** 70 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 915,000		\$ -	\$ -	\$ -	\$ 915,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

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

**General Instructions**

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

For **Design Engineering Phase:**

**Project Name:** DTX

**PROJECT BUDGET - DESIGN**

**BUDGET SUMMARY**

<b>Agency/Consultant</b>	<b>Total</b>	<b>% of Total</b>
Parsons (Designer)	\$ 790,130	
AECOM (PMPC)	\$ 90,105	9.8%
Financial Consultant	\$ -	0.0%
ROW Consultant	\$ -	0.0%
TJPA Staff	\$ -	0.0%
Contingency	\$ 34,765	3.8%
<b>Total</b>	<b>\$ 915,000</b>	<b>100.0%</b>



## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
<b>Transit Center Building (TCB)</b>			<b>\$247,203,907</b>
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
<b>Subtotal DTX and TCB Construction excluding escalation</b>	<b>\$1,503,991,865</b>	<b>\$210,990,942</b>	<b>\$1,714,981,807</b>
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
<b>Subtotal DTX and TCB Construction including escalation</b>			<b>\$2,298,239,643</b>
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
<b>Subtotal Program Costs</b>			<b>\$3,081,543,562</b>
Construction Contingency @ 10%			\$229,823,964
<b>Program Reserve @ 15% of Subtotal Program Costs</b>			<b>\$462,231,534</b>
<b>Total Program Cost excluding BART/Muni Pedestrian Connector</b>			<b>\$3,773,599,061</b>
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

		<b>Action</b>	<b>Amount</b>	<b>Phase</b>
<b>Funding Recommended:</b>	Prop K Allocation		\$ 915,000	Design Engineering (PS&E)
	<b>Total:</b>		<b>\$ 915,000</b>	

**Total Prop K Funds:** \$ 915,000      **Total Prop AA Funds:** \$ -

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

**Fund Expiration Date:** 6/30/2018      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

<b>Action</b>	<b>Amount</b>	<b>Fiscal Year</b>	<b>Phase</b>

Trigger:

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**Deliverables:**

- |    |  |
|----|--|
| 1. | Provide monthly report detailing cost and progress by task. The monthly report shall include a summary of all contracts and agreements, including agency work, showing the budgeted versus actual amounts. |
| 2. | Draft and Final Tunnel Options Engineering Study Report.   |
| 3. |  |
| 4. |  |
| 5. |  |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. See attached Strategic Plan amendment for details.  |
| 2. | As a condition of this allocation, the TJPA will agree to the attached oversight protocol for Phases 1 and 2 of the Transbay Transit Center program.  |
| 3. | One of the scope components of the Planning Department's Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) involves reviewing construction methods and rail alignment configurations for the DTX, and seeking opportunities to fund and build the project more cost effectively. If the SFCTA Board acts to endorse an alternate alignment for the Downtown Rail Extension, the SFCTA reserves the right to pause the work funded by the current request in order to meet with TJPA, the Planning Department and the Mayor's Office to discuss any needed modifications to the scope of work, including potentially ceasing work on certain scope elements. |
| 4. | Following completion of the draft Tunnel Options Engineering Study Report (anticipated 3 months after the notice to proceed), TJPA staff will present the draft report findings to the Transportation Authority Board.  |
| 5. | As a condition of this allocation, the Transportation Authority intends to engage independent experts to complement its existing staff and PMO resources to participate in charrettes, workshops, peer review, and deliverables review as part of the subject scope of work. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of the TJPA.   |

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/3/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Tunnel Engineering Options Study

**Grant Recipient:** Transbay Joint Powers Authority

**Notes:**

1.
2.

Metric	Prop K	Prop AA
<b>Actual Leveraging - Current Request</b>	0.00%	No Prop AA
<b>Actual Leveraging - This Project</b>	See Above	See Above

**SFCTA Project**

**Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-914029      **Name:** Downtown Extension - Tunnel Engineering Options Study

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$915,000					<b>\$915,000</b>

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 6,774,400  
Current Prop AA Request: \$ -

Project Name: Downtown Extension - Tunnel Engineering Options Study

Grant Recipient: Transbay Joint Powers Authority

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

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

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Brian Dykes

Sara DeBord

Title: Principal Engineer

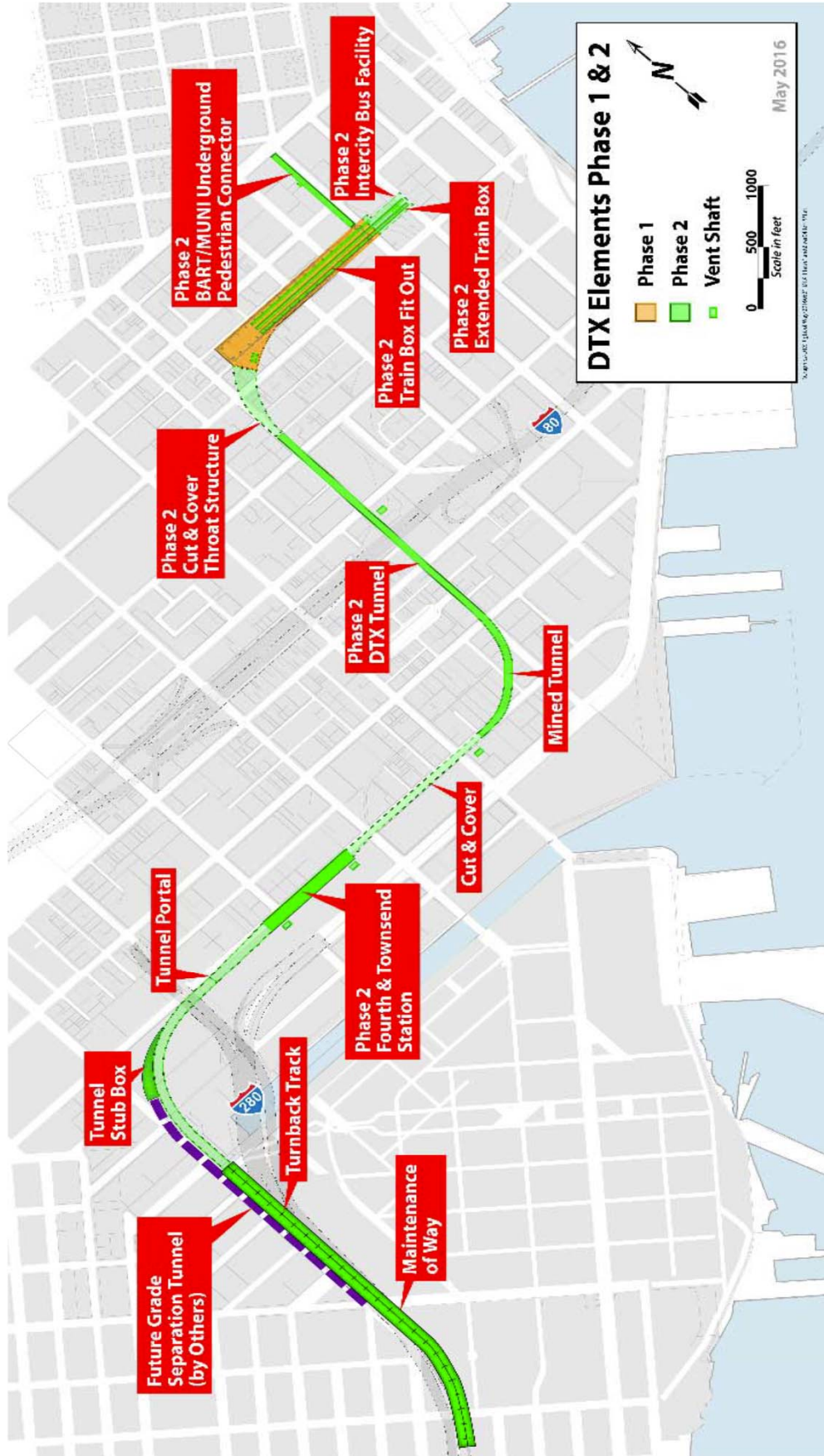
Chief Financial Officer

Phone: 415.597.4617

415.597.4039

Email: [bdykes@transbaycenter.org](mailto:bdykes@transbaycenter.org)

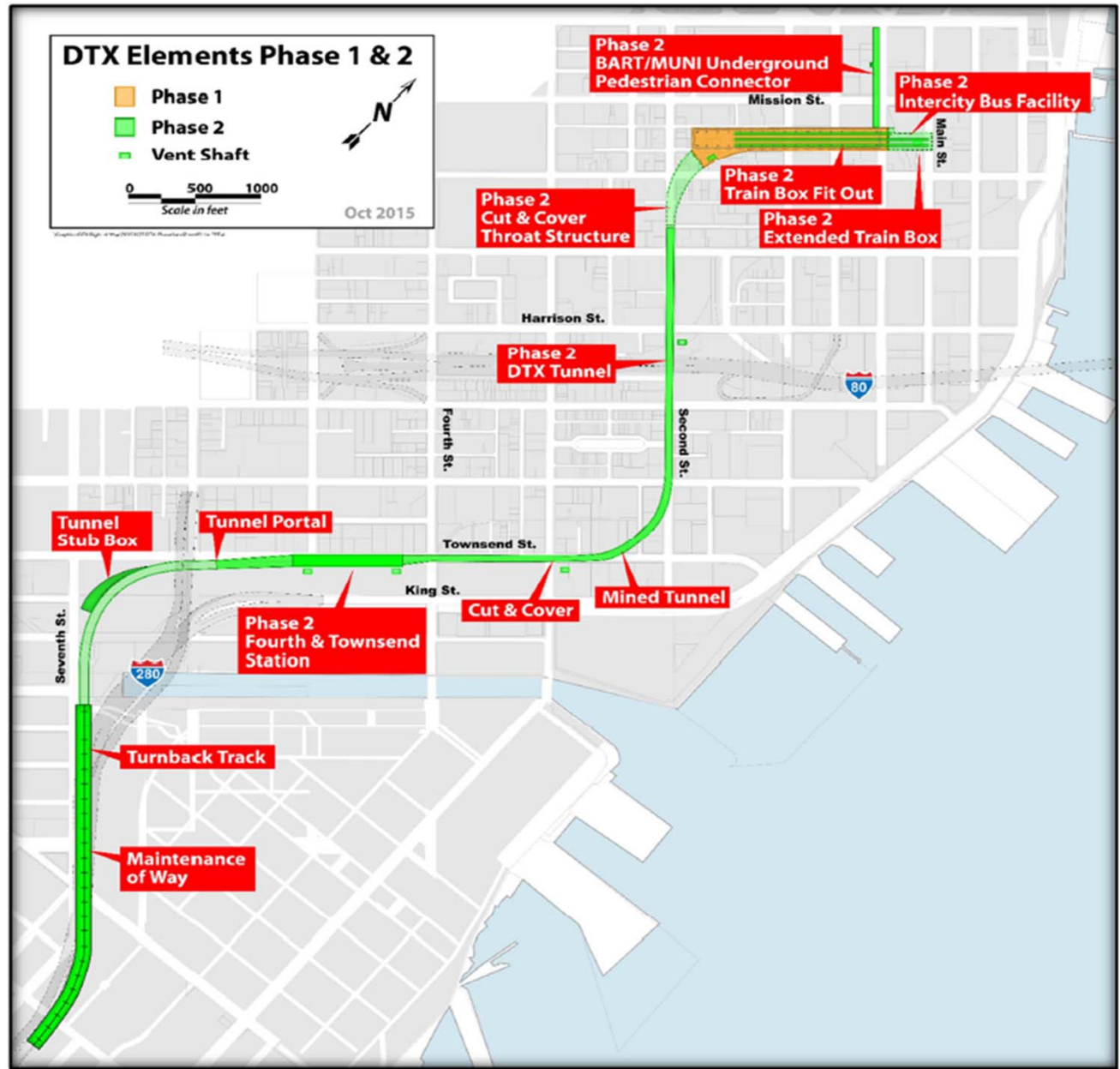
[sdebord@transbaycenter.org](mailto:sdebord@transbaycenter.org)



Please see T JPA Board Report from June 9, 2016 at:

[http://transbaycenter.org/uploads/2016/06/Item13\\_DTX-Phase-2.pdf](http://transbaycenter.org/uploads/2016/06/Item13_DTX-Phase-2.pdf)

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



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

**FY of Allocation Action:** 2016/17

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Caltrain Downtown Extension to a Rebuilt Transbay Terminal: (EP-5)

**Prop K EP Line Number (Primary):** 5      **Current Prop K Request:** \$ 200,000

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** District 06

**REQUEST**

**Brief Project Description (type below)**

Phase 2 of the Transbay Transit Center Program is a 1.3-mile Downtown Rail Extension (DTX) tunnel that extends Caltrain commuter rail from its current terminus at Fourth and King streets to the new Transbay Transit Center (TTC). It also completes the build-out of the below-grade train facilities at the TTC, a new underground station along the DTX alignment, an intercity bus facility, and provides the tracks and northern terminus for California's future High-Speed Rail system.



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

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

In response to the Board's interest in increased oversight for the Transbay Transit Center, the work to be performed under this appropriation is intended to complement and enhance the Authority's ongoing oversight functions. It is the intent of the SFCTA to engage independent experts in the areas of tunneling/underground construction, cost estimating, funding, and right-of-way to participate in charrettes, workshops, peer reviews, and deliverables review to assure that the studies and design to be performed by the TJPA meet the highest standards of quality as well as the project needs. The experts will also make available their resources to provide recommendations, concepts and ideas for the consideration of TJPA.

Of particular interest will be the tunneling options analysis. There has been concern related to the socioeconomic impacts of the proposed cut-and-cover construction methodology contemplated for Townsend Street under the project's EIS/EIR, approved in 2004. This effort will consider other construction methodologies with the goal of reducing the cut-and-cover activities on the project as much as possible. To meet this objective, TJPA will have to consider a variety of construction methodologies that may be applicable to the challenges of the project and avail themselves not only of the tried-and-true traditional methodologies, but also some of the newer techniques in underground construction developed since the EIR/EIS was approved. To this end, the tunneling /underground construction specialists to be engaged under this appropriation will participate in the charrette sessions to suggest alternatives for consideration and provide peer review of the subsequent alternative development.

Another area of focus will be the Funding Plan Update. With the federal funding uncertainties related to the current administration, alternative project delivery methods, including P3, should be revisited. Our funding specialists will work together with TJPA staff and consultants to assist in the development of realistic funding plans based on a variety of delivery methods.

Staff intends to issue Task Orders to prequalified firms from the On-Call Project Management Services/General Engineering approved consultant list recently approved by the Board. With the additional technical oversight provided under this appropriation SFCTA staff will better be able to advise the Board on decisions regarding support and funding for this critical project.

**Project Location (type below)**

First & Mission Streets, San Francisco, CA

**Project Phase (select dropdown below)**

Design Engineering (PS&E)

Map or Drawings Attached?  Yes

Other Items Attached?  Yes

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

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K SP/5YPP Amount: \$ 2,623,898 Prop AA  
Strategic Plan  
Amount:

Please describe and justify the necessary amendment:

The Strategic Plan establishes a policy requiring all remaining funds not currently programmed to Phase 1 to be spent on construction of Phase 2 (DTX) to reinforce the need to complete the DTX as soon as possible and to avoid using all of the Prop K funds on Phase 1. The subject request for funds to enhance oversight and peer review of the DTX requires an exception to this policy.

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

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995		2001
Environmental Studies (PA&ED)		2001	Oct-Dec	2016
Right-of-Way	Jul-Sep	2004	Oct-Dec	2019
Design Engineering (PS&E)	Jan-Mar	2005	Jul-Sep	2019
Advertise Construction	Jul-Sep	2018		
Start Construction (e.g. Award Contract)	Oct-Dec	2018		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2025
Project Completion (means last eligible expenditure)			Oct-Dec	2025

**SCHEDULE DETAILS**

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

The schedule presented above is based on the Phase 2 schedule presented to the TJPA Board of Directors in June 2016, at which the Board provided direction to complete Phase 2 preliminary engineering. This request is intended to support enhanced oversight and peer review of the DTX scope of work under two concurrent TJPA allocation requests that advance preliminary engineering. That work is anticipated to be completed by December 2017.

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

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 200,000		\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ 200,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 200,000</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -			\$ -
Prop AA	\$ <b>See attached</b>		\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		Completed by Caltrain
Environmental Studies (PA&ED)	\$ 34,184,166	\$ -		Included in 2016 Phase 2 Cost Estimate (Programwide)
Right-of-Way	\$ 266,200,000	\$ -		2016 Phase 2 cost estimate
Design Engineering (PS&E)	\$ 130,297,416	\$ 200,000	\$ -	
Construction (CON)	\$ 3,504,369,982	\$ -	\$ -	2016 Phase 2 cost estimate - see attached detailed estimate
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 3,935,051,564</b>	<b>\$ 200,000</b>	<b>\$ -</b>	

**% Complete of Design:** 58% as of 5/31/2016  
**Expected Useful Life:** 70 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ 200,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

**For Design Engineering Phase:**

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**PROJECT BUDGET - DTX PE Technical Studies Enhanced Oversight Cost Estimate**

<b>BUDGET SUMMARY</b>				
<b>Category</b>	<b>Unit Cost</b>	<b>No. Hours</b>	<b>Cost</b>	<b>Cost</b>
<b>1) Tunneling Concept Review</b>				
Project Manager	\$ 313	40	\$	12,506
Principal Tunnel Engineer	\$ 303	80	\$	24,244
Principal Geo-Structural Engineer	\$ 313	80	\$	25,009
<b>Tunneling Concept Review SUB-TOTAL</b>			\$	61,758
<b>2) Cost Estimate Update Review</b>				
Project Manager	\$ 280	60	\$	16,774
Cost Estimator	\$ 235	120	\$	28,258
<b>Cost Estimate SUB-TOTAL</b>			\$	45,031
<b>3) Funding Plan Development</b>				
Project Manager	\$ 300	40	\$	12,000
Value-for-Money Lead	\$ 275	80	\$	22,000
<b>Funding Plan SUB-TOTAL</b>			\$	34,000
<b>4) ROW Acquisition Cost Estimate Update Review</b>				
Principal Consultant	\$ 240	24	\$	5,768
Managing Consultant	\$ 189	40	\$	7,542
Appraisal	\$ 131	60	\$	7,842
<b>ROW Acquisition SUB-TOTAL</b>			\$	21,152
<b>Oversight Cost SUB-TOTAL</b>			\$	<b>161,942</b>
20% Contingency			\$	32,388
<b>Oversight Cost TOTAL</b>			\$	194,330
			<b>ROUNDED</b>	<b>200,000</b>

## 2016 Phase 2 Cost Estimate (in year of expenditure dollars)

	Direct Costs	Design Contingency	Total Cost
<b>DTX</b>			<b>\$1,467,777,900</b>
Segment 10 Fourth and King Surface Station and Yard Upgrade	\$0		\$0
Segment 9 At Grade Trackway	\$707,000		\$707,000
Segment 8 U-Wall Segment	\$57,906,000		\$57,906,000
Segment 7 Cut and Cover West of Fifth St	\$92,220,000		\$92,220,000
Segment 6 Cut and Cover Fourth & Townsend Underground Station	\$123,721,000		\$123,721,000
Segment 5 Cut and Cover East of Fourth St	\$82,069,000		\$82,069,000
Segment 4 NATM Mined Tunnel	\$387,981,000		\$387,981,000
Segment 3 Cut and Cover Throat Structure	\$151,037,000		\$151,037,000
Segment 2 Transit Center	\$889,000		\$889,000
Trackworks	\$82,775,000		\$82,775,000
Systems	\$92,662,000		\$92,662,000
Allowances	\$90,162,000		\$90,162,000
Design Contingency		\$199,551,900	\$199,551,900
Allowance for Properties Demolition	\$3,000,000		\$3,000,000
Tunnel Stub Box	\$99,876,000	included	\$99,876,000
DTX Vent Structures (heighting of structures)	\$3,222,000	included	\$3,222,000
<b>Transit Center Building (TCB)</b>			<b>\$247,203,907</b>
Transit Center Fit Out	\$150,255,780	\$7,512,576	\$157,768,356
Allowance for RVA for above at 5%	\$7,512,789		\$7,512,789
Train Box Extension	\$55,631,840	\$2,782,176	\$58,414,016
Allowance for RVA for above at 5%	\$2,781,592	\$514,738	\$3,296,330
IBF - PCPA 95% CD Estimate item 2.3 plus 16.8% for escalation to 2016	\$12,582,864	\$629,552	\$13,212,416
Allowance for IBF Escalator and Elevator from Beale street to Below Grade Train Box	\$5,000,000		\$5,000,000
Allowance for Main Street Utility Relocation	\$2,000,000		\$2,000,000
<b>Subtotal DTX and TCB Construction excluding escalation</b>	<b>\$1,503,991,865</b>	<b>\$210,990,942</b>	<b>\$1,714,981,807</b>
DTX and TCB Construction Escalation at 5% to mid construction (2023)			\$583,257,836
<b>Subtotal DTX and TCB Construction including escalation</b>			<b>\$2,298,239,643</b>
ROW**			\$266,200,000
Programwide @ 22.5% of above excluding ROW			\$517,103,920
<b>Subtotal Program Costs</b>			<b>\$3,081,543,562</b>
Construction Contingency @ 10%			\$229,823,964
<b>Program Reserve @ 15% of Subtotal Program Costs</b>			<b>\$462,231,534</b>
<b>Total Program Cost excluding BART/Muni Pedestrian Connector</b>			<b>\$3,773,599,061</b>
BART/Muni Pedestrian Connector - Direct Construction Cost	\$109,525,767	included	\$109,525,767
BART/Muni Pedestrian Connector - Escalation			\$37,249,236
BART/Muni Pedestrian Connector - Construction Contingency			\$14,677,500
BART/Muni Pedestrian Connector Total Cost			\$161,452,503
<b>Total Program Cost including BART/Muni Pedestrian Connector</b>	<b>\$1,613,517,632</b>	<b>\$210,990,942</b>	<b>\$3,935,051,564</b>

\* Total Contingency/Reserves is \$903 million or 29.3% of Total Program Costs excluding BART/Muni Pedestrian Connector

\*\* ROW number was last updated with the 2013 Phase 2 cost estimate

## Phase 2 Funding

Phase 2 Potential Funding ( <i>in \$ millions</i> )	Total Funds	Net Proceeds after Debt Financing
Committed Transportation Authority Sales Tax (Prop K)	\$83	\$83
Committed San Mateo County Sales Tax	\$19	\$19
Committed MTC/BATA Bridge Tolls	\$7	\$7
Committed Regional Transportation Improvement Program	\$18	\$18
Transit Center District Plan-Mello Roos	\$275 - \$375	\$275-\$375
Tax Increment Residual (After TIFIA repayment)	\$665 - \$735	\$200 - \$340
FTA New Starts	\$650	\$650
New MTC/BATA Bridge Tolls	\$300	\$300
Future San Francisco Sales Tax	\$350	\$350
Future California High-Speed Rail Funds	\$557	\$557
Land Sales (Block 4)	\$45	\$45
Passenger Facility Charges or Maintenance Contribution	\$2,510 - \$8,025	\$865 - \$1,920
<b>TOTAL POTENTIAL FUNDS</b>	<b>\$5,479 - \$11,164</b>	<b>\$3,369 - \$4,664</b>

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/15/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

Funding Recommended:	Action	Amount	Phase
	Prop K Appropriation	\$ 200,000	Design Engineering (PS&E)
	<b>Total:</b>	<b>\$ 200,000</b>	

**Total Prop K Funds:** \$ 200,000                      **Total Prop AA Funds:** \$ -

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

**Fund Expiration Date:** 6/30/2018      **Eligible expenses must be incurred prior to this date.**

**Future Commitment:**

Action	Amount	Fiscal Year	Phase

Trigger:

**Deliverables:**

- |    |   |
|----|---|
| 1. | Provide monthly report detailing cost and progress for each task order to be issued to the SFCTA's on-call PMO/general engineering services consultants to support the scope of work. |
| 2. | TBD - memos and documentation as requested to support reporting out of oversight activities and recommendations to the Board.   |
| 3. |   |
| 4. |   |
| 5. |   |

**Special Conditions:**

- |    |   |
|----|---|
| 1. | The recommended action requires an exception to the Strategic Plan policy that sets aside all remaining funds not already programmed to Phase 1 for Phase 2 (DTX) construction. |
| 2. |   |
| 3. |   |
| 4. |   |



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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 3/15/2017      **Res. No:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

**Notes:**

1.
2.

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

**SFCTA Project**

**Reviewer:** CP

**SGA PROJECT NUMBER**

**Sponsor:** Transbay Joint Powers Authority

**SGA Project Number:** 105-901xxx      **Name:** Downtown Extension - Additional Oversight/Peer Review

**Phase:** Design Engineering (PS&E)      **Fund Share:** 100.00%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$100,000	\$100,000				<b>\$200,000</b>

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 200,000

**Current Prop AA Request:** \$ -

**Project Name:** Downtown Extension - Additional Oversight/Peer Review

**Grant Recipient:** San Francisco County Transportation Authority

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
Intentionally blank space for initials

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Eric Cordoba

Steve Rehn

Title: Deputy Director for Capital Projects

Senior Transportation Planner

Phone: \_\_\_\_\_

\_\_\_\_\_

Email: [Eric.Cordoba@sfcta.org](mailto:Eric.Cordoba@sfcta.org)

[Steve.Rehn@sfcta.org](mailto:Steve.Rehn@sfcta.org)



Tunneling Study Scope



Railyard Alternatives and I-280 Boulevard Feasibility Study

Attachment 5. Proposed Amended Strategic Plan

Repealed: September 2016 Board Action  
 Repealed: January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2016/17	FY2017/18	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24
<b>Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,309	8.68%	Programming \$ 223,176,073 Finance Costs \$ 25,943,429 Total \$ 249,119,502	\$ 1,343,948	\$ 2,657,479	\$ 1,935,427	\$ 1,598,262	\$ 3,192,915	\$ 2,760,727	\$ 2,471,822	\$ 1,986,154
6	Electrification	\$ 25,765,517	15.25%	Programming \$ 20,260,000 Finance Costs \$ 3,929,285 Total \$ 24,189,285	\$ 83,354	\$ 319,983	\$ 239,837	\$ 205,122	\$ 427,140	\$ 388,659	\$ 370,936	\$ 324,054
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	Programming \$ 19,024,458 Finance Costs \$ 1,950,335 Total \$ 20,974,793	\$ 1,139,558	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	Programming \$ 291,660,626 Finance Costs \$ 12,138,267 Total \$ 303,798,893	\$ 18,002	\$ 85,605	\$ 77,631	\$ 80,236	\$ 202,926	\$ 222,495	\$ 255,072	\$ 239,528
TOTAL		\$ 658,322,675	6.68%	Programming \$ 554,121,157 Finance Costs \$ 43,961,315 Total \$ 598,082,473	\$ 8,163,518	\$ 5,405,125	\$ 14,601,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
<b>Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,751,839	9.35%	Programming \$ 223,176,073 Finance Costs \$ 27,923,238 Total \$ 251,099,311	\$ 6,774,400	\$ 2,742,038	\$ 1,993,980	\$ 1,651,178	\$ 3,379,887	\$ 2,942,509	\$ 2,660,857	\$ 2,179,050
6	Electrification	\$ 25,765,304	17.45%	Programming \$ 20,900,000 Finance Costs \$ 4,494,943 Total \$ 25,394,943	\$ 4,040,000	\$ 333,847	\$ 249,716	\$ 243,963	\$ 455,811	\$ 416,598	\$ 399,913	\$ 353,599
17P	New and Renovated Vehicles - PCJPB	\$ 25,765,094	8.63%	Programming \$ 19,024,458 Finance Costs \$ 2,198,194 Total \$ 21,222,652	\$ 2,109,105	\$ 1,173,745	\$ 1,208,957	\$ 1,295,226	\$ 1,332,583	\$ 1,371,060	\$ 1,410,692	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	Programming \$ 291,660,626 Finance Costs \$ 17,808,188 Total \$ 309,468,814	\$ 29,031	\$ 111,293	\$ 97,669	\$ 88,329	\$ 247,733	\$ 266,504	\$ 289,916	\$ 243,128
TOTAL		\$ 658,317,233	7.96%	Programming \$ 554,761,157 Finance Costs \$ 52,424,563 Total \$ 607,185,720	\$ 23,798,017	\$ 7,009,125	\$ 13,701,613	\$ 9,095,226	\$ 9,366,583	\$ 9,646,080	\$ 9,933,963	\$ 8,778,969
<b>Change</b>												
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (2,470)	0.66%	Programming \$ (1) Finance Costs \$ 1,979,809 Total \$ 1,979,809	\$ 5,430,453	\$ 57,156	\$ 84,559	\$ 58,553	\$ 52,916	\$ 186,972	\$ 181,781	\$ 189,035
6	Electrification	\$ (213)	2.20%	Programming \$ 640,000 Finance Costs \$ 565,658 Total \$ 1,205,658	\$ 4,040,000	\$ 13,864	\$ 9,879	\$ 8,841	\$ 28,671	\$ 27,939	\$ 28,977	\$ 29,545
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	Programming \$ 247,859 Finance Costs \$ 247,859 Total \$ 495,718	\$ 969,547	\$ 25,788	\$ 20,039	\$ 18,093	\$ 44,797	\$ 44,049	\$ 34,888	\$ 7,600
22M	Guideways - MUNI	\$ (2,549)	1.84%	Programming \$ 5,669,921 Finance Costs \$ 3,669,921 Total \$ 9,339,842	\$ 5,194,500	\$ 1,404,000	\$ (900,000)	\$ 7,295	\$ 268,598	\$ 264,104	\$ 275,856	\$ 272,638

Note: At its September 27, 2016 meeting the Transportation Authority Board approved requested amendments to the Electrification, New and Renovated Vehicles - PCJPB, and Guideways - MUNI categories, but deferred the Transbay Joint Powers Authority's Prop K allocation and Strategic Plan amendment requests for the Downtown Extension project.

**Proposed Amended Strategic Plan**  
 Pending September 2016 Board Action  
 Pending January 2017 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34
<b>Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)</b>													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,754,309	8.68%	\$ 1,522,761	\$ 1,153,477	\$ 857,641	\$ 438,855	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,161,173
6	Electrification	\$ 25,765,517	15.25%	\$ 278,115	\$ 248,550	\$ 245,084	\$ 217,085	\$ 191,115	\$ 164,606	\$ 123,896	\$ 74,116	\$ -	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,305	7.66%	\$ 197,282	\$ 166,855	\$ 151,774	\$ 119,810	\$ 85,406	\$ 41,099	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,337,545	3.94%	\$ 914,167	\$ 849,303	\$ 866,464	\$ 820,660	\$ 765,258	\$ 669,086	\$ 505,061	\$ 297,903	\$ -	\$ -
<b>TOTAL</b>		\$ 658,322,675	6.68%	\$ 2,912,326	\$ 2,418,185	\$ 2,120,963	\$ 1,596,410	\$ 1,041,779	\$ 874,792	\$ 628,957	\$ 372,019	\$ 11,454,563	\$ 41,959,373
<b>Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)</b>													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ 298,751,839	9.35%	\$ 1,705,401	\$ 1,337,878	\$ 1,069,851	\$ 659,273	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ 26,010,070
6	Electrification	\$ 25,765,304	17.45%	\$ 306,005	\$ 276,533	\$ 277,176	\$ 249,038	\$ 225,168	\$ 206,231	\$ 173,271	\$ 139,322	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ 25,465,094	8.63%	\$ 204,256	\$ 173,760	\$ 159,710	\$ 127,408	\$ 93,627	\$ 52,294	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ 308,334,996	5.78%	\$ 9,042,338	\$ 9,313,608	\$ 9,593,016	\$ 9,880,807	\$ 10,177,231	\$ 10,482,548	\$ 10,797,024	\$ 11,120,935	\$ 11,454,563	\$ 5,899,700
<b>TOTAL</b>		\$ 658,317,233	7.96%	\$ 3,390,260	\$ 2,900,980	\$ 2,675,382	\$ 2,166,466	\$ 1,609,135	\$ 1,332,958	\$ 1,150,566	\$ 1,068,617	\$ 1,340,356	\$ 49,473
<b>Change</b>													
5	Downtown Extension to a Rebuild Transbay Terminal	\$ (2,470)	0.66%	\$ 182,640	\$ 184,401	\$ 212,210	\$ 220,418	\$ 191,272	\$ -	\$ -	\$ -	\$ -	\$ (4,150,503)
6	Electrification	\$ (213)	2.20%	\$ 27,889	\$ 28,003	\$ 32,093	\$ 31,953	\$ 34,053	\$ 43,625	\$ 49,374	\$ 65,206	\$ 107,048	\$ -
17P	New and Renovated Vehicles - PCJPB	\$ (211)	0.97%	\$ 6,973	\$ 6,905	\$ 7,936	\$ 7,597	\$ 8,222	\$ 11,195	\$ -	\$ -	\$ -	\$ -
22M	Guideways - MUNI	\$ (2,549)	1.84%	\$ 260,432	\$ 263,485	\$ 302,180	\$ 310,087	\$ 333,909	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ 49,473
<b>TOTAL</b>		\$ (5,443)	0.83%	\$ 275,872	\$ 282,873	\$ 322,319	\$ 310,087	\$ 333,909	\$ 409,346	\$ 472,235	\$ 631,392	\$ 1,233,308	\$ 49,473

**Proposed Amended Strategic Plan**

Pending September 2016 Board Action  
~~Pending January 2017 Board Action~~

Prop K Total			
EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing
Adopted 2014 Prop K Strategic Plan - Amendment 5 (Approved)			
Prop K		\$ 2,922,185,976	8.37%
		Programming \$ 2,536,333,768	
		Finance Costs \$ 244,701,587	
		Total \$ 2,781,035,356	
Proposed 2014 Prop K Strategic Plan - Amendment 6 (Current request)			
Prop K		\$ 2,922,163,916	8.57%
		Programming \$ 2,536,973,768	
		Finance Costs \$ 250,339,081	
		Total \$ 2,787,312,849	
Change			
Prop K		\$ (22,060)	0.19%
		Programming \$ 640,000	
		Finance Costs \$ 5,637,494	
		Total \$ 6,277,493	

Amendment 6 advances programming within the following expenditure line categories: 5, 6, 17P, 22M. Please see the Prop K Allocation and the EP 22M Strategic Plan Update memos for more details.



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# Memorandum

**Date:** 03.16.17 **RE:** Citizens Advisory Committee  
March 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 \$38,475 in Prop K Funds for One Request, with Conditions, and Appropriation of \$602,254 in Prop K Funds for One Request, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

## Summary

As summarized in Attachments 1 and 2, we have two requests totaling \$640,729 in Prop K funds to present to the Citizens Advisory Committee. We are requesting \$602,254 for additional unanticipated activities required to complete the environmental phase of the Geary Bus Rapid Transit project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this Prop K request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017. The San Francisco Municipal Transportation Agency (SFMTA) has requested \$38,475 for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. The SFMTA conducts bicycle counts before, during, and after BTWD during the peak commute hour (8:30-9:30 AM) and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.

## BACKGROUND

We have received two requests for a total of \$640,729 in Prop K funds to present to the Citizens Advisory Committee (CAC) at its March 22, 2017 meeting, for potential Board approval on April 25, 2017. As shown in Attachment 1, the requests come from the following Prop K categories:

- Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network
- 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 two Prop K requests totaling \$640,729 to the CAC and to seek a motion of support to allocate and appropriate the funds as requested. Attachment 1 summarizes the two 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 the requests and to respond to any questions that the CAC may have.

## **ALTERNATIVES**

1. Adopt a motion of support for the allocation of \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Adopt a motion of support for the allocation of \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, 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 \$38,475 and appropriate \$602,254 in Fiscal Year (FY) 2016/17 Prop K funds. The allocation and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 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 \$38,475 in Prop K funds for one request, with conditions, and appropriation of \$602,254 in Prop K funds for one request, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

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

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District	
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	\$ 8,957,281	82%	4%	Environmental	1, 2, 3, 5, 6	
Prop K	39	SFMTA	Bike to Work Day 2017	\$ 38,475	\$ 39,675	28%	3%	Construction	Citywide	
<b>TOTAL</b>						<b>\$ 640,729</b>	<b>\$ 8,996,956</b>	<b>81%</b>	<b>4%</b>	

Footnotes

<sup>1</sup> "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).

<sup>2</sup> Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

<sup>3</sup> "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%.

<sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$602,254	Requested funds will be used for additional unanticipated activities required to complete the environmental phase of the project. The Federal Transit Administration (FTA) and local agencies agreed to prepare the Final Environmental Impact Report (EIR) separate from a Final Environmental Impact Statement (EIS) in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. On January 5, 2017, the Transportation Authority certified the Final EIR, but has continued to work with the FTA to address comments on an administrative draft of the Final EIS. The scope of this request includes additional environmental analysis to incorporate minor project design changes in response to community input, ongoing work with FTA to complete a standalone EIS, and legal defense of the project's EIR. The project team anticipates publication of the Final EIS and FTA Record of Decision by Summer 2017.
39	SFMTA	Bike to Work Day 2017	\$38,475	Funds will be used for promotion and event-day services for Bike to Work Day (BTWD) 2017 on May 11th. BTWD is an annual event that promotes cycling as a viable option for commuting to work and school, and is sponsored locally by public agencies and private advocacy groups. The San Francisco Bicycle Coalition (SFBC) organizes the event. In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before, during, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years.
<b>TOTAL</b>			<b>\$640,729</b>	

**Attachment 2: Brief Project Descriptions<sup>1</sup>**

EP Line No./ Category	Project Sponsor	Project Name	Prop K/AA Funds Requested	Project Description
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<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 602,254	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingent upon a concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment to reprogram funds from the planning phase (completed) to the environmental phase. See attached 5YPP amendment for details.
39	SFMTA	Bike to Work Day 2017	\$ 38,475	
<b>TOTAL \$</b>			<b>640,729</b>	

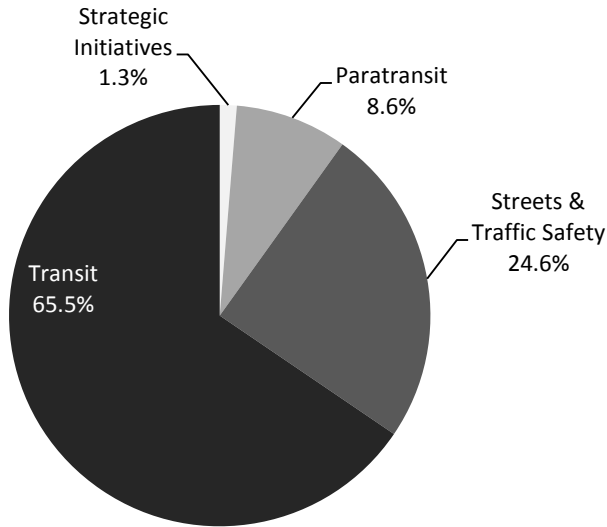
<sup>1</sup> See Attachment 1 for footnotes.

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

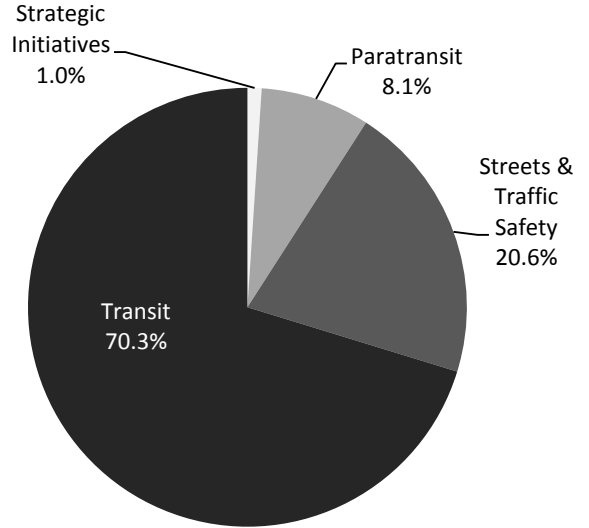
<b>PROP K SALES TAX</b>						
		<b>CASH FLOW</b>				
	<b>Total</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>
Prior Allocations	\$ 127,757,542	\$ 44,518,051	\$ 58,318,570	\$ 24,092,816	\$ 671,807	\$ 52,099
Current Request(s)	\$ 640,729	\$ 490,729	\$ 150,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 128,398,271	\$ 45,008,780	\$ 58,468,570	\$ 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**



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

**FY of Allocation Action:** 2016/17

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**Grant Recipient:** San Francisco County Transportation Authority

**EXPENDITURE PLAN INFORMATION**

**Prop K EP category:** Bus Rapid Transit/MUNI Metro Network: (EP-1)

**Prop K EP Line Number (Primary):** 1      **Current Prop K Request:** \$ 602,254

**Prop K Other EP Line Numbers:** \_\_\_\_\_

**Prop AA Category:** \_\_\_\_\_

**Current Prop AA Request:** \$ -

**Supervisorial District(s):** District 01, District 02, District 03, District 05, District 06

**REQUEST**

**Brief Project Description (type below)**

The Geary BRT Project would create dedicated bus-only lanes along the seven-mile 38/38R route. This Project would enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The Project would also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements.

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

See attached scope of work.

**Project Location (type below)**

Geary Corridor from Transbay Terminal to 48th Avenue

**Project Phase (select dropdown below)**

Environmental Studies (PA&ED)

**Map or Drawings Attached?**  Yes

**Other Items Attached?**  Yes

**5YPP/STRATEGIC PLAN INFORMATION**

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

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

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

**Please describe and justify the necessary amendment:**

SFCTA is requesting amendment to the Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP to reprogram \$602,254 from the planning phase (which is complete) to the environmental phase of the subject project.



**Geary Bus Rapid Transit Project**  
**Environmental Studies and Initial Preliminary Engineering**  
**San Francisco County Transportation Authority Scope of Work Amendment**  
**March 8, 2017**

The following scope of work amendment describes revised and additional activities required to complete the environmental and initial preliminary engineering phase of the Geary Bus Rapid Transit (BRT) Project. The Transportation Authority is leading this phase of work, in close coordination with the San Francisco Municipal Transportation Agency (SFMTA). The SFMTA will lead the engineering design and construction phases of the project, during which the Transportation Authority will be responsible for environmental compliance.

In May 2007, the Transportation Authority approved the Geary Corridor BRT Feasibility Study, and through Resolution 07-65 it committed \$1,183,000 in Prop K funds to the environmental and initial preliminary engineering phase of the project. The original scope of work included:

- A. Project Management and External Coordination
- B. Environmental Impact Analysis and Documentation
- C/D. Alternatives Analysis/ Initial Preliminary Engineering

In July 2015, through Resolution 16-06, the Transportation Authority approved an amended scope that added the following task:

- E. Environmental Compliance

This amendment adds scope to these existing tasks as detailed below.

### **Previous Scope Installments**

The current environmental phase budget, including environmental compliance, is \$8,355,027.

Since inception of the environmental phase, the scope of work has been amended to add work items as needs surfaced as a result of project refinement and public input, including:

- Development of improvements on Geary and O'Farrell Streets ("Inner Geary") east of Van Ness Avenue
- Analysis for the complex Fillmore and Masonic grade-separated intersections, including engineering and transportation modeling
- Additional build alternatives – Alternative 3-Consolidated and the Hybrid Alternative – that responded to previous community feedback to preserve parking
- Additional detailed technical analysis on design options responding to community concerns, and designation of the Hybrid Alternative as the Staff-Recommended Alternative

- Focused community outreach and coordination with more than 60 community groups, including with Geary merchants, transit advocacy groups, and disability advocacy groups
- In-depth inter-agency coordination to build early consensus on the project, including local stakeholder agencies and the Federal Transit Administration (FTA)

### **Progress Since July 2015**

Since the last appropriation request in 2015, the project team has made substantial progress, as follows:

Publication of the Draft Environmental Impact Statement (EIS)/Environmental Impact Report (EIR). The project team worked with FTA, through multiple administrative drafts, to release a joint draft document meeting the requirements of both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) on October 2, 2015.

Draft EIS/EIR public circulation and comment period. The Draft EIS/EIR release was followed by a 59-day public comment period. The project team distributed multilingual notifications through a variety of communications channels, held a public comment meeting, and met with community groups, resulting in collection of nearly 300 comments on the Draft EIS/EIR.

Further community outreach on the Hybrid Alternative, resulting in design refinements. Following the public circulation period, the team reviewed comments submitted on the Draft EIS/EIR and met with many community groups along the corridor, with particular focus on those that had identified concerns with some aspects of the project. As a result of engaging with stakeholders, the project team analyzed and incorporated several project design refinements.

Publication and certification of the Final EIR. On December 9, 2016, the Transportation Authority published the Final EIR and distributed multilingual notifications through multiple channels. The Final EIR includes all comments received during the Draft EIS/EIR comment period and responses to those comments, as well as environmental analysis of the changes made to the project in response to public input. Although the Draft EIS/EIR was prepared as a joint document to meet all pertinent requirements of both NEPA and CEQA, the federal and local agencies agreed to prepare the Final EIR separate from a Final EIS to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. At its hearing on January 5, 2017, the Transportation Authority Board voted to certify the project EIR, approve the Hybrid Alternative, and designate it the Locally Preferred Alternative (LPA).

Continued coordination with FTA to complete the Final EIS. Following EIR approval, the project team has continued to work with FTA to address comments on an administrative draft of the Final EIS.

Continued coordination with the project design team. Environmental review staff has worked closely with the SFMTA project design team to ensure all changes to the project made in response to public input during the environmental review process are reflected in design work for the project, which is proceeding in parallel with environmental approvals.

### Scope for New Requested Installment

As the project has progressed, the project team has identified additional work items necessary to complete this phase of project development, including original scope items that have been initiated but require further resources and newly identified remaining work to be done. The new requested installment represents an addition to the previous total funds as shown in Table 1 below.

Table 1. Geary BRT Environmental Phase Funding

Previous and Current Funding Requests	Amount
R07-65	\$1,183,000
R08-81	\$1,125,000
R11-32	\$1,647,515
R14-17	\$2,790,598
R15-29	\$872,859
R16-06	\$471,920
Prop K (local match to Fed. planning funds)	\$26,381
Federal planning funds (Surface Transportation Program 3%)	\$237,754
<i>All Previous Requests</i>	<i>\$8,355,027</i>
Current Funding Request	\$602,254
<i>Total</i>	<i>\$8,957,281</i>

In Table 2 and the sections below, we provide details regarding the work remaining for each task.

Table 2. Geary BRT Environmental Phase Remaining Work Items

Task	Original scope items remaining	Original scope items requiring additional funds	Newly identified scope items
Task A. Project Management and External Coordination		Ongoing project management Federal, state, regional agency coordination	
Task B. Environmental Impact Analysis and Documentation		Analysis and documentation of refinements to project design details based on community feedback. Additional outreach associated with potential design refinements	Produce separate Final EIR and EIS documents: <ul style="list-style-type: none"> <li>• Prepare additional documentation</li> <li>• Obtain and incorporate local agency comments on both documents</li> <li>• 5 total rounds of FTA review</li> <li>• Additional public notification for separate EIS</li> <li>• Respond to legal challenge</li> </ul>
Tasks C/D. Initial Preliminary Engineering/ Alternatives Analysis	Lead agency design transition	Refinements of project design details based on community feedback	
Task E. Environmental Compliance	Monitoring of the engineering design process for environmental compliance Reserved for supplemental environmental documentation required during the engineering design phase of project development		

The increased scope items requiring additional work and newly identified additional scope items are described below.

#### Task A. Project Management and External Coordination

- *Ongoing project management.* This task includes providing internal and external periodic project updates, managing the technical consultant and overall inter-agency project team, and other administrative project support. As the project schedule has extended, the need for ongoing management has also extended.
- *Federal, state, regional agency coordination.* Continued coordination is needed with the FTA, the State Historic Preservation Officer (SHPO), and other agencies in order to reach the Federal Record of Decision (ROD) milestone.

#### Task B. Environmental Impact Analysis and Documentation

- *Refinements analysis and outreach.* This task includes environmental analysis and documentation of known issues and refinements to project design details based on community feedback.
- *Additional outreach.* This task includes focused outreach to address community input on location-specific design details.
- *Final Environmental Document.* As noted above, the FTA and local agencies agreed to prepare the Final EIR separate from a Final EIS in order to provide for local approvals that were ready to proceed, while allowing staff to respond to the federal direction on EIS administrative comments. Following approval of the EIR, the Transportation Authority and SFMTA are collaborating with FTA in the subsequent preparation of a Final EIS and ROD for the Project in compliance with NEPA. Preparing separate documents entails additional local agency review cycles and additional FTA review cycles, as well as project team work to incorporate agency comments. The process will also require additional notification activities coinciding with publication of the Final EIS.
- *Legal.* A legal challenge was filed on February 6, 2017. Staff and legal counsel will prepare the necessary documents to support response to the challenge.

#### Tasks C/D. Initial Preliminary Engineering/Alternatives Analysis

*Refinements of project design details based on community feedback.* This task provides transportation analysis and preliminary engineering design of refinements to location-specific project details based on community feedback.

### **Environmental Review Schedule**

The project team anticipates publication of the Final EIS and FTA ROD by Summer 2017. SFMTA will continue engineering design activities for the near-term Initial Construction Phase improvements and the full project in parallel with the completion of environmental review. Schedules for these activities are provided in the schedule section of this Prop K appropriation request form.

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** EIR/EIS

**PROJECT DELIVERY MILESTONES**

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2007	Apr-Jun	2008
Environmental Studies (PA&ED)	Jul-Sep	2011	Jul-Sep	2017
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jan-Mar	2019
Advertise Construction	Jul-Sep	2017		
Start Construction (e.g. Award Contract)	Jul-Sep	2017		
Open for Use			Oct-Dec	2020
Project Completion (means last eligible expenditure)			Jan-Mar	2021

**SCHEDULE DETAILS**

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

This funding request is to complete the environmental phase of the project, which will continue to occur in parallel with SFMTA design of both the Phase 1 and Phase 2 portions of the project. The schedule shows Phase 1 and Phase 2 work combined.

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programme d	Allocated	Total
Prop K	\$ 602,254		\$ 8,117,273	\$ 8,719,527
Prop AA	\$ -	\$ -	\$ -	\$ -
Congestion Management Agency (CMA) Planning Funds	\$ -	\$ -	\$ 237,754	\$ 237,754
<b>Total:</b>	<b>\$ 602,254</b>	<b>\$ -</b>	<b>\$ 8,355,027</b>	<b>\$ 8,957,281</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programme d	Allocated	Total
Prop K				\$ -
Prop AA				\$ -
				\$ -
				\$ -
<b>Total:</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 780,000	\$ -		Actual costs
Environmental Studies (PA&ED)	\$ 8,957,281	\$ 602,254		Actual costs and cost to complete
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 42,064,642	\$ -	\$ -	Actual costs and SFMTA estimate based on previous projects.
Construction (CON)	\$ 248,198,077	\$ -	\$ -	SFMTA estimate based on previous projects.
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 300,000,000</b>	<b>\$ 602,254</b>	<b>\$ -</b>	

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

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

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

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

<b>Fund Source</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21+</b>	<b>Total</b>
Prop K	\$ 452,254	\$ 150,000	\$ -	\$ -	\$ -	\$ <b>602,254</b>
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Geary Bus Rapid Transit Funding Plan  
March 2017

Near-Term Improvements <sup>1</sup>		Project Phases <sup>2</sup>						TOTAL
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON	Total by Status	
Transit Performance Initiative - Investment	Federal, State	Allocated						
		Programmed				\$9,600,000	\$9,600,000	\$9,600,000
		Planned						
General Fund	Local	Allocated				\$360,300	\$360,300	\$3,647,248
		Programmed						
		Planned				\$3,286,948	\$3,286,948	
Prop A T2030 Bond Pedestrian Safety Improvements	Local	Allocated			\$1,606,500		\$1,606,500	\$13,299,000
		Programmed				\$11,692,500	\$11,692,500	
		Planned						
Prop AA Vehicle Registration Fee	Local	Allocated						\$4,462,048
		Programmed				\$2,064,919	\$2,064,919	
		Planned				\$2,397,129	\$2,397,129	
Prop K Sales Tax <sup>4</sup>	Local	Allocated			\$1,978,946		\$1,978,946	\$6,853,104
		Programmed				\$4,874,158	\$4,874,158	
		Planned						
SFMTA Revenue Bond Series 2014	Local	Allocated				\$700,000	\$700,000	\$700,000
		Programmed						
		Planned						
SF PUC	Local	Allocated						\$26,000,000
		Programmed						
		Planned				\$2,600,000	\$23,400,000	\$26,000,000
Transportation and Street Infrastructure Program - Follow the Paving (General Fund)	Local	Allocated			\$94,600		\$94,600	\$94,600
		Programmed						
		Planned						
<b>Total Phase 1</b>	<b>Total</b>	<b>Allocated</b>			\$3,680,046	\$1,060,300	\$4,740,346	\$64,656,000
		<b>Programmed</b>				\$28,231,577	\$28,231,577	\$28,231,577
		<b>Planned</b>			\$2,600,000	\$29,084,077	\$31,684,077	\$31,684,077
					\$6,280,046	\$58,375,954	\$64,656,000	

Full BRT (Remainder of Project) <sup>1</sup>		Project Phases <sup>2</sup>						TOTAL
Source <sup>3</sup>	Type	Status	PLAN	ENV	CER/PS&E	CON	Total by Status	
FTA 5309 Small Starts <sup>5</sup>	Federal	Allocated						
		Programmed						
		Planned			\$100,000,000		\$100,000,000	
Congestion Management Agency Planning Funds	Federal	Allocated		\$237,754			\$237,754	
		Programmed						
		Planned						
Prop K Sales Tax <sup>4</sup>	Local	Allocated	\$780,000	\$8,117,273	\$6,319,470		\$15,216,743	
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447	
		Planned		\$602,254			\$602,254	
TBD <sup>6</sup>	TBD	Allocated						
		Programmed						
		Planned			\$15,931,629	\$75,203,173	\$91,134,802	
Total Phase 2	Total	Allocated	\$780,000	\$8,355,027	\$6,319,470		\$15,454,497	
		Programmed			\$13,533,497	\$14,618,950	\$28,152,447	
		Planned		\$602,254	\$15,931,629	\$175,203,173	\$191,737,056	
			\$780,000	\$8,957,281	\$35,784,596	\$189,822,123	\$235,344,000	

<sup>1</sup> The Near-Term Improvements include a potential initial set of project elements between Market and Stanyan, including side-running bus-only lanes, stop upgrades, repaving, traffic signal and striping work, pedestrian crossing enhancements, and water and sewer upgrades. The Full BRT package includes all remaining Geary BRT project elements, including the proposed center bus-only lanes through the Richmond district.

<sup>2</sup> Acronyms for project phases include: PLAN - pre-environmental planning, ENV - Environmental Documentation, CER/PS&E - Conceptual Engineering Report/Plans, Specifications & Estimates or Final Design, CON - Construction. The construction phase includes the incremental cost for procuring new BRT vehicles for the project.

<sup>3</sup> Acronyms for funding sources include: FTA - Federal Transit Administration, SFMTA - San Francisco Municipal Transportation Agency, and SFPUC - San Francisco Public Utilities Commission.

<sup>4</sup> Resolution 15-29 reserves \$10 million from current Prop K Geary BRT funding for design/construction of the Near-Term Improvements and reserves all the remaining Prop K funds currently programmed to the Full BRT package.

<sup>5</sup> The Geary BRT project team plans to apply for Small Starts funds in 2017. Small Starts projects must be seeking no more than \$100 million.

<sup>6</sup> Potential sources for the Full BRT package include MTC Transit Performance Initiative, OneBayArea Grant, cap and trade funds, new bridge tolls, new regional gas tax, other state or federal discretionary funds, or the Mayor's 2030 Transportation Task Force package (e.g. additional sales tax, vehicle license fees). The Task Force identified Geary BRT (listed as Geary Rapid Network Improvements) as one of the few named projects in its investment plan, with a \$27 million investment. The Task Force also deemed Geary BRT to be eligible for a portion of the \$58 million identified for the Transit Performance Initiative in its investment plan.

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

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**MAJOR LINE ITEM BUDGET**

**TASKS**

- A - Project Management and External Coordination
- B - Environmental Impact Analysis and Documentation
- C/D - Alternatives Analysis/Advanced Conceptual Engineering
- E - Environmental Compliance

**ENVIRONMENTAL PHASE BUDGET SUMMARY**

	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Existing Budget	\$ 926,329	\$ 4,492,545	\$ 2,034,786	\$ 94,634	11%	\$ 8,355,027
Current Request	\$ 73,800	\$ 381,967	\$ 118,487	\$ -	5%	\$ 602,254
<b>Total with This Request</b>	<b>\$ 1,000,129</b>	<b>\$ 4,874,512</b>	<b>\$ 2,153,272</b>	<b>\$ 94,634</b>	<b>10%</b>	<b>\$ 8,957,281</b>

**EXISTING BUDGET SUMMARY**

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 345,346	\$ 525,153	\$ 386,099	\$ 45,840	30%	\$ 1,695,725
SFMTA	\$ 19,598	\$ 419,706	\$ 505,556	\$ -	0%	\$ 944,860
Legal/Other Consultants	\$ 197,689	\$ 731,176	\$ 199,435	\$ -	8%	\$ 1,214,207
Technical Consultants	\$ 363,696	\$ 2,816,510	\$ 943,695	\$ 48,794	8%	\$ 4,500,234
<b>Total - Existing Budget</b>	<b>\$ 926,329</b>	<b>\$ 4,492,545</b>	<b>\$ 2,034,786</b>	<b>\$ 94,634</b>	<b>11%</b>	<b>\$ 8,355,027</b>

**CURRENT REQUEST SUMMARY**

Agency	Task			Contingency (Amount)	Contingency (%)	Total
	A	B	C/D			
Transportation Authority	\$ 73,800	\$ 100,967	\$ 98,487	\$ -	10%	\$ 301,254
Legal/Other Consultants	\$ -	\$ 150,000	\$ -	\$ -	0%	\$ 150,000
Technical Consultants	\$ -	\$ 131,000	\$ 20,000	\$ -	0%	\$ 151,000
<b>Total - Current Request</b>	<b>\$ 73,800</b>	<b>\$ 381,967</b>	<b>\$ 118,487</b>	<b>\$ -</b>	<b>5%</b>	<b>\$ 602,254</b>

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

**TRANSPORTATION AUTHORITY RECOMMENDATION**  
**This section is to be completed by Transportation Authority Staff.**

Last Updated: 3/8/2017 Res. No: \_\_\_\_\_ Res. Date: \_\_\_\_\_

Project Name: Geary Bus Rapid Transit - Additional Funds

Grant Recipient: San Francisco County Transportation Authority

	Action	Amount	Phase
Funding Recommended:	Prop K Appropriation	\$ 602,254	Environmental Studies (PA&ED)
	<b>Total:</b>	<b>\$ 602,254</b>	

Total Prop K Funds: \$ 602,254 Total Prop AA Funds: \$ -

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

Fund Expiration Date: 03/31/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: \_\_\_\_\_

**Deliverables:**

- Monthly progress reports shall provide a percent complete for scope included in the grant, a percent complete for the overall project (through construction), and a listing of completed deliverables by task. Provide cost reports including both consultant and agency costs, and any updates to the project scope, schedule, budget, or funding plan.

**Special Conditions:**

- The recommended allocation is contingent upon concurrent Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network 5YPP amendment. See attached 5YPP amendment for details.

**Notes:**

- Deliverables may be submitted via the project-wide reporting on the SFCTA's online Portal.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	2.65%	No Prop AA
Actual Leveraging - This Project	See Above	See Above

SFCTA Project CP  
Reviewer: \_\_\_\_\_

**SGA PROJECT NUMBER**

Sponsor: San Francisco County Transportation Authority  
 SGA Project Number: 101-xxxx Name: Geary Bus Rapid Transit - Additional Funds  
 Phase: Environmental Studies (PA&ED) Fund Share: 97.35%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$452,254	\$150,000				\$602,254

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

**FY of Allocation Action:** 2016/17

**Current Prop K Request:** \$ 602,254

**Current Prop AA Request:** \$ -

**Project Name:** Geary Bus Rapid Transit - Additional Funds

**Grant Recipient:** San Francisco County Transportation Authority

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p>
<p style="font-size: 2em;"><b>CDP</b></p>

**CONTACT INFORMATION**

**Project Manager**

**Grants Section Contact**

Name: Colin Dentel-Post

Anna LaForte

Title: Senior Transportation Planner

Deputy Director, Policy & Programming

Phone: 415-522-4836

415-522-4805

Email: [colin.dentel-post@sfcta.org](mailto:colin.dentel-post@sfcta.org)

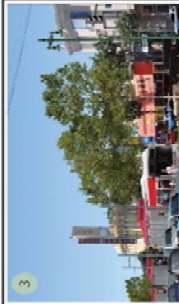
[anna.laforte@sfcta.org](mailto:anna.laforte@sfcta.org)

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

Geary Bus Rapid Transit

SEGMENT DESCRIPTIONS  
 ARE KEYED TO THE MAP

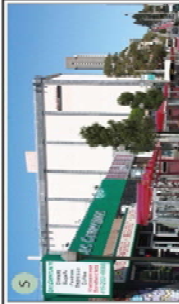
**1** 48th Ave to 35th Ave:  
 No Bus Treatments  
 Treatments not needed, given the low levels of traffic congestion and transit ridership.



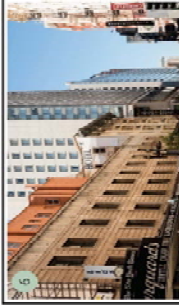
**2** 35th Ave to 27th Ave:  
 Side Bus Lanes  
 Balances benefits with costs given lower levels of ridership and congestion by providing bus improvements at lower cost.



**3** 27th Ave to 27th Ave:  
 Center Bus Lanes  
 Consolidated local-BRT Stops  
 Provides 30% travel time savings and high reliability with separation from parking, loading, and unloading traffic. Improves travel for both local and BRT riders. Preserves most on-street parking. Installs new medians with lighting and landscaping. Provides periodic crossing safety improvements, including bulb-outs and reductions in left-turn conflicts.



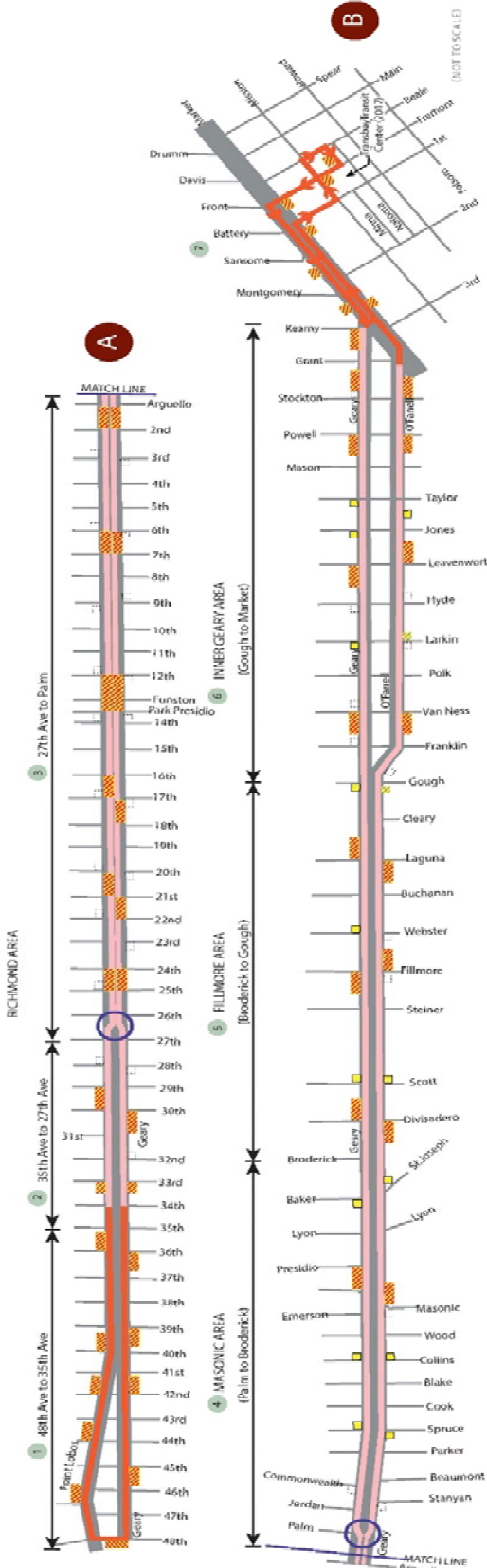
**4** Palm to Bowditch (including Masonic):  
 Side Bus Lanes  
 Enables bus improvements while balancing the need for pedestrian access, security and safety, ease of transfers (surface stop). Provides smooth, unobstructed intersections, including one block with a new bike lane, and accommodates high vehicle volumes. Responds to community feedback preferring surface stop at Masonic.



**5** Bowditch to Gough (including Filmore):  
 Side Bus Lanes  
 Enables bus improvements while planning continues for future Filmore fill project to minimize current investment in favor of potential future growth and center bus lanes. Also includes removal of pedestrian bridges at Steiner and Webster to improve bus flows, and restore and improve street-level crossings.



**6** Market to Transit Center:  
 Transit Center  
 Related Projects  
 Transit improvements such as dedicated bus lanes here will be made by other projects, including the Baker Market Street project and the Transit Center District Center project.



**LEGEND**

- BRT ROUTE (SOLID OR DASHED)
- EXISTING STOP (CIRCLE)
- PROPOSED OR EXISTING BUS-ONLY LANE (HATCHED)
- PROPOSED BRT LOCAL STOP (SQUARE)
- PROPOSED LOCAL STOP (NEW OR RELOCATED) (SQUARE)
- LOCAL STOP (SQUARE)
- PROPOSED STOP REMOVAL (DASHED CIRCLE)
- TRANSITION BETWEEN SIDE-RUNNING AND CENTER-RUNNING BUS (CIRCLE)



**Summary of Key Benefits and Trade-Offs**

**TRANSIT TIME AND RELIABILITY**  
 Staff recommended Alternative provides 24% travel time savings corridor-wide and 26% more reliable service.

**RIDERSHIP**  
 Geary BRT service is expected to increase ridership by nearly 20% by improving travel time, frequency, and reliability for thousands more daily riders with additional capacity.

**PEDESTRIAN ACCESS AND SAFETY**  
 Improving the safety of walking to bus stops and other destinations on the Geary corridor is a key component of the project; enhancements include efforts to locate stops near key destinations, reopen closed crossings, new corner bulbs to shorten crossing distances, and improved traffic signals and crosswalk striping.

**PARKING ALONG THE CORRIDOR**  
 Staff recommended Alternative minimizes on-street parking space loss by incorporating several design elements, including a center-turning transit lane configuration in the Richmond section of the corridor and converting parallel parking to diagonal parking on certain blocks in the Japantown and Fillmore districts.

**5-Year Project List (FY 2014/15 – FY 2018/19)  
Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network (EP 1)  
Programming and Allocations to Date  
Pending April 25, 2017 Board**

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
<b>Transit Rapid Network - Bus Rapid Transit</b>									
SFMTA	Van Ness Bus Rapid Transit	PS&E	Allocated	\$1,594,280				\$1,594,280	
SFMTA	Van Ness Improvement <sup>2,4</sup>	CON	Allocated			\$21,541,930		\$21,541,930	
SFMTA	Geary Bus Rapid Transit <sup>1,2,3,6</sup>	PLAN/ CER	Programmed	\$7,154,551				\$7,154,551	
SFMTA	Geary Bus Rapid Transit <sup>1</sup>	PA&ED	Allocated	\$872,859				\$872,859	
SFCTA	Geary Bus Rapid Transit <sup>3</sup>	PA&ED	Appropriated		\$471,920			\$471,920	
SFMTA	Geary Bus Rapid Transit <sup>3</sup>	PS&E	Allocated		\$8,298,416			\$8,298,416	
SFMTA	Geary Bus Rapid Transit - Additional Funds <sup>6</sup>	PA&ED	Pending			\$602,254		\$602,254	
SFMTA	Geary Bus Rapid Transit	PS&E	Programmed		\$14,500,000			\$14,500,000	
SFMTA	Geary Bus Rapid Transit <sup>2,3</sup>	CON	Programmed				\$8,718,054	\$8,718,054	
SFMTA	Geneva-Harney BRT <sup>5</sup>	PA&ED	Allocated			\$540,000		\$540,000	
<b>Transit Rapid Network - Transit Effectiveness and Performance Initiatives</b>									
SFMTA	Muni Forward Implementation of TEP <sup>5</sup>	PLAN/ CER	Programmed	\$585,000				\$585,000	
SFMTA	Muni Forward Implementation of TEP	PLAN/ CER	Programmed			\$2,754,000		\$2,754,000	
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed		\$271,500			\$271,500	
SFMTA	Transit Performance Initiative Program Local Match	PS&E, CON	Programmed			\$271,500		\$271,500	
Any eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed		\$300,000			\$300,000	
				<b>Programmed in 5YPP</b>	\$10,206,690	\$23,841,836	\$25,709,684	\$8,718,054	\$68,476,264
				<b>Total Allocated and Pending in 5YPP</b>	\$2,467,139	\$8,770,336	\$22,684,184	\$0	\$33,921,659
				<b>Total Deobligated in 5YPP</b>	\$0	\$0	\$0	\$0	\$0
				<b>Total Unallocated in 5YPP</b>	\$7,739,551	\$15,071,500	\$3,025,500	\$8,718,054	\$34,554,605
				<b>Total Programmed in 2014 Strategic Plan</b>	\$20,019,280	\$42,802,484	\$3,025,500	\$2,529,000	\$68,376,264
				<b>Deobligated from Prior 5YPP Cycles **</b>	\$435,717				\$435,717
				<b>Cumulative Remaining Programming Capacity</b>	\$10,248,307	\$29,208,955	\$6,524,771	\$335,717	\$335,717

\*\* Deobligated from prior 5YPP cycles\* includes deobligations from allocations approved prior to the current 5YPP period.

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

**FOOTNOTES:**

- <sup>1</sup> 5YPP Amendment to the Geary BRT project (Resolution 15-29, Project 101-910051)  
 Reprogram \$872,859 from the planning phase to the environmental review phase.  
 Resolution 15-29 reserves \$10 million from current Geary BRT funding for design/construction of the Initial Construction Phase and reserves all the remaining Prop K funds currently programmed to Geary BRT for the Full Project.
- <sup>2</sup> 5YPP Amendment to Van Ness and Geary BRT (Resolution 15-40)  
 Reprogram \$6,189,054 from Van Ness BRT to Geary BRT upon concurrent programming of an equivalent amount of Cycle 4 Lifeline Prop 1B funds to Van Ness BRT.
- <sup>3</sup> 5YPP Amendment to Geary BRT project (Resolution 16-06, Project 101-907052-4)  
 Reprogram \$471,920 from planning phase to the environmental review phase.  
 Reprogram \$8,298,416 from planning phase to the final design phase for two allocations: \$1,978,946 to Phase 1 Near Term and \$6,319,470 for Phase 2 Full BRT.
- <sup>4</sup> Van Ness Improvement (renamed from Van Ness BRT): \$21,541,930 programmed in FY 15/16 was allocated in FY 16/17 (Resolution 17-002, Project 101-910055)  
 Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.  
 Geneva-Harney BRT: Added project with \$540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.
- <sup>5</sup> 5YPP Amendment to add Geneva-Harney BRT Environmental Phase (Resolution 17-16, Project 101-910056)  
 Geneva-Harney BRT: Added project with \$540,000 in FY2016/17 funds for environmental.  
 Muni Forward Implementation of TEP: Reduced by \$540,000 in FY2014/15. With this amendment SFMTA has sufficient funds to advance Muni Forward near-term priorities.
- <sup>6</sup> 5YPP Amendment to Geary BRT - Additional Funds project (Resolution 17-XX, Project XXX-XXXXXXX)  
 Reprogram \$602,254 from planning phase to the environmental review phase.





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

FY of Allocation Action: 2016/17

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

EXPENDITURE PLAN INFORMATION

Prop K EP category: Bicycle Circulation/Safety: (EP-39)

Prop K EP Line Number (Primary): 39

Current Prop K Request: \$38,475

Prop K Other EP Line Numbers: \_\_\_\_\_

Supervisorial District(s): Citywide

REQUEST

Brief Project Description (type below)

Bike to Work Day is an annual event that promotes cycling as a viable option for commuting to work or school. Prop K funds will be used for promotion of Bike to Work Day, as well as event-day services like energizer stations with educational materials and activities.

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

Please see attached scope.

Project Location (type below)

Citywide

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached?  No

Other Items Attached?  Yes

5YPP/STRATEGIC PLAN INFORMATION

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

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

Prop K 5YPP Amount: \$ 38,475 Prop AA Strategic Plan Amount: \_\_\_\_\_

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

**Scope**

Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work or school. BTWD is a nationwide event, but is sponsored locally by public agencies and private advocacy groups. This year, San Francisco's BTWD event will be held on May 11, 2017. BTWD is a highly popular and publicized event with a steadily increasing participation rate.

The San Francisco Municipal Transportation Agency (SFMTA) and SFCTA will be the primary sponsors of the 2017 BTWD event. As identified in the 5YPP, the SFMTA will use Prop K funds to cover the costs associated with the sponsorship of the 2017 BTWD event. The San Francisco Bicycle Coalition (SFBC) will be the recipient of this funding and will be responsible for applying it toward the design, printing and distribution of promotional materials; event-day services like energizer station pop-ups, where BTWD participants can receive refreshments, prizes, bicycle safety education/information or basic repairs; and transit vehicle and shelter advertisements.

**Benefits**

BTWD, perhaps the most widely celebrated and best promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that make the most efficient use of both scarce natural resources and the existing transportation system.

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. In 2011, the Alameda County Transportation Commission (ACTC) completed a two-year study evaluating the impact of BTWD participation on bicycle commuting within Alameda County. Twenty-seven percent of those surveyed stated that they rode their bicycles more often than before BTWD. A survey conducted in June and July of 2010 of registered BTWD participants across the Bay Area found that 14% of respondents started biking because of the 2010 BTWD, and 20% of respondents reported that they started biking because of a previous BTWD.

In San Francisco, participation in BTWD continues to increase. The number of bikes counted during the morning BTWD commute along the Market Street corridor increased by 30% between 2009 and 2016. The total number of people on bikes active during the "peak commute hour" (8:30AM – 9:30AM) likewise increased by 13.6% from 2015 to 2016. The SFMTA conducts counts before BTWD, on BTWD, and after BTWD during the peak commute hour and has consistently observed increases in bike commuting rates between the pre- and post-BTWD counts over the years (although counts unsurprisingly peak on BTWD).

**Public Engagement**

The SFMTA will coordinate with the SFBC to promote BTWD prior to and on the day of the event. Event promotion and outreach for the broadest public audience feasible will be accomplished through broadcast, print, and outdoor media and will include the design, printing, and distribution of

**San Francisco County Transportation Authority  
Proposition K Sales Tax Program Allocation Request Form**

promotional posters in English, Spanish, and Chinese. Event-day public engagement will occur at the aforementioned energizer stations, which will be strategically and equitably distributed through San Francisco, including in underserved communities and along high volume bicycle routes. The SFMTA and SFBC are committed to fostering a well-publicized and well-attended event that encourages newer cyclists to engage in bicycle commuting and supports longer-term cyclists in sustaining their commute habits.

**Project Evaluation**

The SFMTA will collect data from bicycle counters located throughout San Francisco prior to, on the day of, and after BTWD 2017. The SFMTA will use this data to assess participation in BTWD in 2017 and compare 2017 participation rates to previous BTWD events.

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

**Project Name:** Bike to Work Day 2017

**ENVIRONMENTAL CLEARANCE**

**Environmental Type:** N/A

**PROJECT DELIVERY MILESTONES**

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

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

**SCHEDULE DETAILS**

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

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

**Project Name:** Bike to Work Day 2017

**FUNDING PLAN - FOR CURRENT REQUEST**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
<b>Total:</b>	<b>\$ -</b>	<b>\$ 38,475</b>	<b>\$ 1,200</b>	<b>\$ 39,675</b>

**FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)**

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

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 38,475	\$ -	\$ 38,475
SFMTA In-Kind	\$ -	\$ -	\$ 1,200	\$ 1,200
<b>Total:</b>	<b>\$ -</b>	<b>\$ 38,475</b>	<b>\$ 1,200</b>	<b>\$ 39,675</b>

**COST SUMMARY**

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

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ -	\$ -		
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ -	\$ -	\$ -	
Construction (CON)	\$ 39,675	\$ 38,475	\$ -	
Operations (Paratransit)	\$ -	\$ -		
<b>Total:</b>	<b>\$ 39,675</b>	<b>\$ 38,475</b>	<b>\$ -</b>	

% Complete of Design: 

N/A
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 as of 

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 Expected Useful Life: 

N/A
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 Years

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

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

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 38,475	\$ -	\$ -	\$ -	\$ -	\$ 38,475

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY		
Agency	Task 1 - Bike to Work Day Sponsorship	Total
SFMTA	\$ 1,200	\$ 1,200
Sponsorship Amount*	\$ 38,475	\$ 38,475
<b>Total</b>	<b>\$ 39,675</b>	<b>\$ 39,675</b>

\*Sponsored activities include:

- Design, printing and distribution of promotional materials
- Event-day services like energizer station pop-ups, where BTWD participants can receive bicycle safety education and information, basic repairs, incentive prizes, and refreshments.
- Transit vehicle and shelter advertisements





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

**TRANSPORTATION AUTHORITY RECOMMENDATION**

**This section is to be completed by Transportation Authority Staff.**

**Last Updated:** 2/28/2017      **Res. No.:** \_\_\_\_\_      **Res. Date:** \_\_\_\_\_

**Project Name:** Bike to Work Day 2017

**Grant Recipient:** San Francisco Municipal Transportation Agency - DPT

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	3.02%	No Prop AA
Actual Leveraging - This Project	3.02%	No Prop AA

**SFCTA Project**    P&PD  
**Reviewer:** \_\_\_\_\_

**SGA PROJECT NUMBER**

**Sponsor:** San Francisco Municipal Transportation Agency - DPT

**SGA Project Number:** 139-9xxxxx      **Name:** Bike to Work Day 2017

**Phase:** Construction (CON)      **Fund Share:** 96.98%

**Cash Flow Distribution Schedule by Fiscal Year**

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$38,475					\$38,475

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 38,475

Current Prop AA Request: \$ -

Project Name: Bike to Work Day 2017

Grant Recipient: San Francisco Municipal Transportation Agency - DPT

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

<p><b>Required for Allocation Request Form Submission</b> Initials of sponsor staff member verifying the above statement</p> <p style="font-size: 2em; font-weight: bold;">JG</p>
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CONTACT INFORMATION

**Project Manager**

**Grants Section Contact**

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# Memorandum

**Date:** 03.17.17 **RE:** Citizens Advisory Committee  
March 21, 2017

**To:** Citizens Advisory Committee

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

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report

## Summary

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed 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). The project was led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. It included a transportation planning analysis and community engagement process to develop near-, mid- and long-term improvement packages to enhance pedestrian safety, transportation connections, and community space within the project area. The SFMTA has identified funding in its Capital Improvement Plan to advance some of the recommendations, and the draft 2017 Prop AA Strategic Plan includes funding to implement pedestrian lighting on one or more corridors in the project area. The final report is included as an enclosure in this packet.

## BACKGROUND

The Western Addition Community-Based Transportation Plan (CBTP) was recommended by Commissioner Breed for \$100,000 in Prop K half-cent 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). Additional funding for the project came from a Metropolitan Transportation Commission (MTC) Community-Based Transportation Planning Grant.

The Western Addition CBTP was designed to address the findings of the MTC's 2001 Lifeline Transportation Network Report and MTC's 2001 Regional Transportation Plan's Environmental Justice Report. Both reports focused on the need to promote equity and support neighborhood-planning efforts in low-income communities throughout the Bay Area, in order to improve access to education and economic opportunity.

The Western Addition CBTP builds on previous plans and projects by the San Francisco Planning Department, Recreation and Park Department, the San Francisco Municipal Transportation Agency

(SFMTA) and the Transportation Authority, relevant to the Western Addition. Some of these plans and projects include the Octavia Boulevard Enhancement Project, Green Connections Plan, Buchanan Street Mall Activation Project, Muni Equity Strategy and 5 Fulton Rapid Project as well as citywide efforts like Muni Forward, Vision Zero and WalkFirst. Community engagement efforts from these previous documents provided a starting point for strategies to engage with the community.

## DISCUSSION

The Western Addition CBTP was led by the SFMTA in partnership with Commissioner Breed's office, the community-based organization Mo'MAGIC, and the project's Technical Advisory Committee. The project area is roughly bounded by Gough Street to the east, Divisadero to the west, Sutter and segments of Pine Streets to the north, and as far south as Haight Street. For ten months, the project team worked with Mo'MAGIC to collaborate directly with community members to identify transportation challenges and solutions. Mo'MAGIC helped connect the project team with diverse community groups throughout the neighborhood and facilitated workshops at senior centers, elementary schools, and community centers.

To identify the community's ideal transportation improvements, the project team developed a three-phase community design process to gather feedback that funnels resident's transportation priorities to location-specific improvement projects. Each phase gathered specific community feedback that would then be used to create a package of physical improvements.

- Phase 1: Establish community transportation goal and priorities
- Phase 2: Identify location-specific transportation issues and solutions
- Phase 3: Evaluate street designs and prioritize improvements

The project team obtained a broad understanding of the community's transportation challenges and their ideal solutions.

In addition to the community input, the project team received guidance from Commissioner Breed and received additional support from the project's Technical Advisory Committee, which consisted of City staff from the Planning Department, the Transportation Authority, SF Public Utilities Commission, and the SFMTA's Transit Division and Livable Streets. Based on community input and technical expertise, the project team recommended transportation solutions for the Western Addition neighborhood reflective of the needs of the community and existing street conditions. All the proposed improvements aim to enhance pedestrian safety, transportation connections and community space.

The initial designs were divided into three implementation phases based on level of intensity and cost. Quick, cost-effective improvements are scheduled for near-term implementation, while larger corridor projects and community connections that require additional design review, public notice and Board approvals are to take place in phases two and three as funding becomes available. The goal for the plan is to have all three phases of implementation complete and constructed within a consecutive five-year period following this plan, creating a safer, more accessible and livable Western Addition.

**Near-term improvements:** The goal of near-term improvements proposed for the Western Addition community is to immediately improve street safety through low-cost, effective interventions, while simultaneously planning for more comprehensive, longer-term improvements. These improvements are proposed at 41 different intersections throughout the project area and shown on page 101 of the enclosed report. Examples of near-term improvements include leading pedestrian intervals on the Webster and Gough Street corridors, continental crosswalks, and daylighting which is a pedestrian safety measure to

paint red curbs immediately adjacent to the crosswalks to drivers' ability to see pedestrians as they approach an intersection. The total cost of the near-term improvements is estimated at \$463,000. Full funding has been secured for this work.

**Mid-term improvements:** Proposed mid-term improvements include a three- to two- lane road conversion on Golden Gate Avenue between Divisadero and Gough Street which could provide the opportunity for an eastbound bike lane, edge lines on Turk Street, pedestrian countdown signals and rectangular rapid flashing beacons. These measures, shown on page 106 of the enclosed report, aim to create a safer and more connected transportation network within the Western Addition. The total cost of the mid-term improvements is estimated at \$1,659,000. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

**Long-term improvements:** Long-term improvements are more capital intensive projects that will further enhance transportation safety and strengthen connections to parks and playgrounds within the Western Addition. The three efforts proposed for these long-term improvements are Laguna Street and Buchanan Mall Community Connections and a pedestrian lighting effort, Walkable Western Addition, the latter of which is recommended for \$987,000 in Prop AA funds in the draft 2017 Prop AA Strategic Plan. The total cost of the long-term improvements is estimated at \$10,267,867. Potential sources of additional funding include Prop K sales tax, Prop B Streets Bond and Prop A General Obligation Bond funds.

## ALTERNATIVES

1. Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, as requested.
2. Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report, with modifications.
3. Defer action, pending additional information or clarification from staff.

## FINANCIAL IMPACTS

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget.

## RECOMMENDATION

Adopt a motion of support for the adoption of the Western Addition Community-Based Transportation Plan [NTIP Planning] Final Report.

Enclosure:

1. Final Report: Western Addition Community-Based Transportation Plan



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# Memorandum

**Date:** 03.15.17 **RE:** Citizens Advisory Committee  
March 22, 2017

**To:** Citizens Advisory Committee

**From:** Jeff Hobson – Deputy Director for Planning Division *JH*

**Subject:** **ACTION** – Adopt a Motion of Support for the Adoption of Community of Concern Boundaries for San Francisco

## Summary

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis to identify a series of disadvantaged communities or “Communities of Concern (CoCs)” in compliance with federal civil rights and environmental justice laws. MTC prioritizes projects in or serving CoCs for several competitive grants that are distributed through Congestion Management Agencies. As a regional planning authority, MTC’s analysis measured disadvantaged communities at a larger geography – census tracts; however, that methodology does not fully capture many of San Francisco’s disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC’s official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts. Conducting a similar analysis at a more fine-grain level – the census block-group level – more accurately captures San Francisco’s disadvantaged communities, particularly when they are immediately adjacent to more affluent areas. The Board adoption of the updated boundaries will enable these communities to be considered by MTC as official CoCs and increase competitiveness of projects serving those communities during competitive grants.

## BACKGROUND

### MTC Equity Analysis and Communities of Concern Definitions

The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. The results of this equity analysis have identified a series of disadvantaged communities or “Communities of Concern (CoCs).” The definition of CoC has evolved over the last twenty years to better capture concentrations of low-income, minority communities using various census data. Consequently, as that definition has shifted, alongside changes in urban development and demographics captured with each iteration of the Census, the boundaries of CoCs have also changed.

For additional information, Attachment 1 provides an explanation of the various MTC CoC definitions; Attachment 2 illustrates MTC’s 2013 CoC boundaries in San Francisco; and Attachment 3 illustrates MTC’s 2017 CoC boundaries in San Francisco.

### CoCs in Planning and Funding

*Projects within CoCs can receive regional transportation funding prioritization:* MTC prioritizes projects that are located within or serve CoCs for many of its own competitive grant programs and for the regional grant programs that distribute funds through Congestion Management Agencies (including the Transportation

Authority). These programs include the One Bay Area Grant (OBAG) program, which has funded projects such as the Chinatown Broadway Street Design; and the Lifeline Transportation Program (LTP), which has funded projects that have enhanced Treasure Island bus service and improved the Balboa Park transit station. CoCs are also eligible to receive regional community-based transportation planning grant funding, which recently included the Western Addition Community-Based Transportation Plan. Moreover, some external grant programs, such as the state Active Transportation Program, assign higher scores for projects in disadvantaged communities, and MTC has used its CoC designation as a proxy for this when allowed.

CoC designation can play an important tool for inclusion in Plan Bay Area's investment strategy: MTC is currently working on the update to the Regional Transportation Plan (known as Plan Bay Area 2040 or PBA 2040). This plan identifies targets for the region as it grows in employment and population, including several equity targets. The plan's investment strategy is compiled by assessing proposed projects and programs from across the Bay Area according to how well they meet these targets, and using a benefit-cost assessment. Low-scoring projects need to make a compelling case for inclusion in that investment strategy, or they will be excluded from the plan and subsequently from certain funding opportunities. One of the cases that can be made for low-scoring projects seeking inclusion is that projects improve mobility and reduce emissions in Communities of Concern. For Plan Bay Area 2040, the Southeast Waterfront Transportation Improvements and the Geneva-Harney Bus Rapid Transit and Corridor Improvements were upgraded from low- to medium-performers based on these criteria, and therefore are included in the draft transportation investment strategy.

Neighborhoods within CoCs are included in the Neighborhood Transportation Improvement Program: The Transportation Authority's Prop K sales tax-funded Neighborhood Transportation Improvement Program (NTIP) was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan and to the public's and Board's desire for more focus on neighborhoods, especially on CoCs and other underserved neighborhoods. NTIP planning funds are specifically available for planning efforts that improve mobility for CoCs or other underserved neighborhoods and vulnerable populations. NTIP planning funds have been used both as match funding for some of the Community-Based Transportation Plan (CBTP)-funded plans (including the Western Addition CBTP) and to independently fully-fund projects in CoCs (such as the Pedestrian Safety in SOMA Youth and Family Zone plans).

SF City and County Agencies use CoC definition in local planning activities: COCs are used in the process of defining the geographic distribution of traffic collisions in terms of equity, including calculating the percent of the city's Vision Zero High-Injury Network that are present in CoCs.

The San Francisco Municipal Transportation Agency's (SFMTA's) 2014 Muni Equity Strategy was developed in a parallel process using similar data. Though it wasn't derived from MTC's CoC thresholds, the resulting map closely corresponds to the existing and proposed CoC designations.

## DISCUSSION

As a *regional* planning authority, MTC's equity analysis measured disadvantaged communities at a larger geography – census tracts; however, that methodology does not fully capture many of San Francisco's disadvantaged communities, which often are part of the same census tract as more affluent neighborhoods. Consequently, projects within or serving these unidentified communities are unable to receive the same level of priority as MTC's official CoCs for some of the competitive grant awards or inclusion in regional and local planning efforts. Conducting a similar analysis at a more fine-grain level –



the census block-group level – more accurately captures San Francisco’s disadvantaged communities, particularly when they are immediately adjacent to more affluent areas.

### **Block Group Analysis**

To capture those smaller pockets of disadvantaged communities in San Francisco that had not been included in MTC’s 2017 CoC definition, we conducted an analysis using the same factors and thresholds as MTC’s analysis, but at the more fine-grained block group level rather than at the broader census tract level. Our analysis was coordinated with the SFMTA, MTC and Planning Department. Any block group meeting MTC’s thresholds that was part of a contiguous set of block groups with a combined population of at least 10,000 residents was added as a CoC. Non-contiguous block groups that together contain less than 10,000 residents were not included in the CoC definition. As a result, one census tract that was identified in MTC’s 2017 CoC definition and had a population of less than 10,000 residents was not included in the San Francisco-specific CoC definition, which was the Sea Cliff neighborhood.

In sum, the proposed San Francisco County CoC definition (Attachment 4) includes the following criteria:

- 1) Census tracts already identified as CoCs per MTC’s 2017 update and with a population of at least 10,000; and
- 2) Contiguous census block groups that meet MTC’s existing threshold analysis and with a population of at least 10,000.

**Next Steps:** Should the Board adopt the proposed CoC definition for San Francisco, MTC would consider the updated boundaries official and start using those new boundaries for CoC-related scoring of applicable grant programs and CBTP planning grants. Also, MTC will incorporate the updated local boundaries in the next round of the PBA update.

### **ALTERNATIVES**

1. Adopt a motion of support for the adoption of Communities of Concern Boundaries for San Francisco, as requested.
2. Adopt a motion of support for the adoption of Communities of Concern Boundaries for San Francisco, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

The recommended action would have no impact on the adopted Fiscal Year 2016/17 budget.

### **RECOMMENDATION**

Adopt a motion of support for the adoption of Communities of Concern Boundaries for San Francisco.

Attachments (4):

1. MTC Communities of Concern Methodology
2. MTC Communities of Concern 2013
3. MTC Communities of Concern 2017
4. Proposed San Francisco Communities of Concern

## Attachment 1: MTC Communities of Concern Methodology

### MTC Equity Analysis and Communities of Concern Definitions

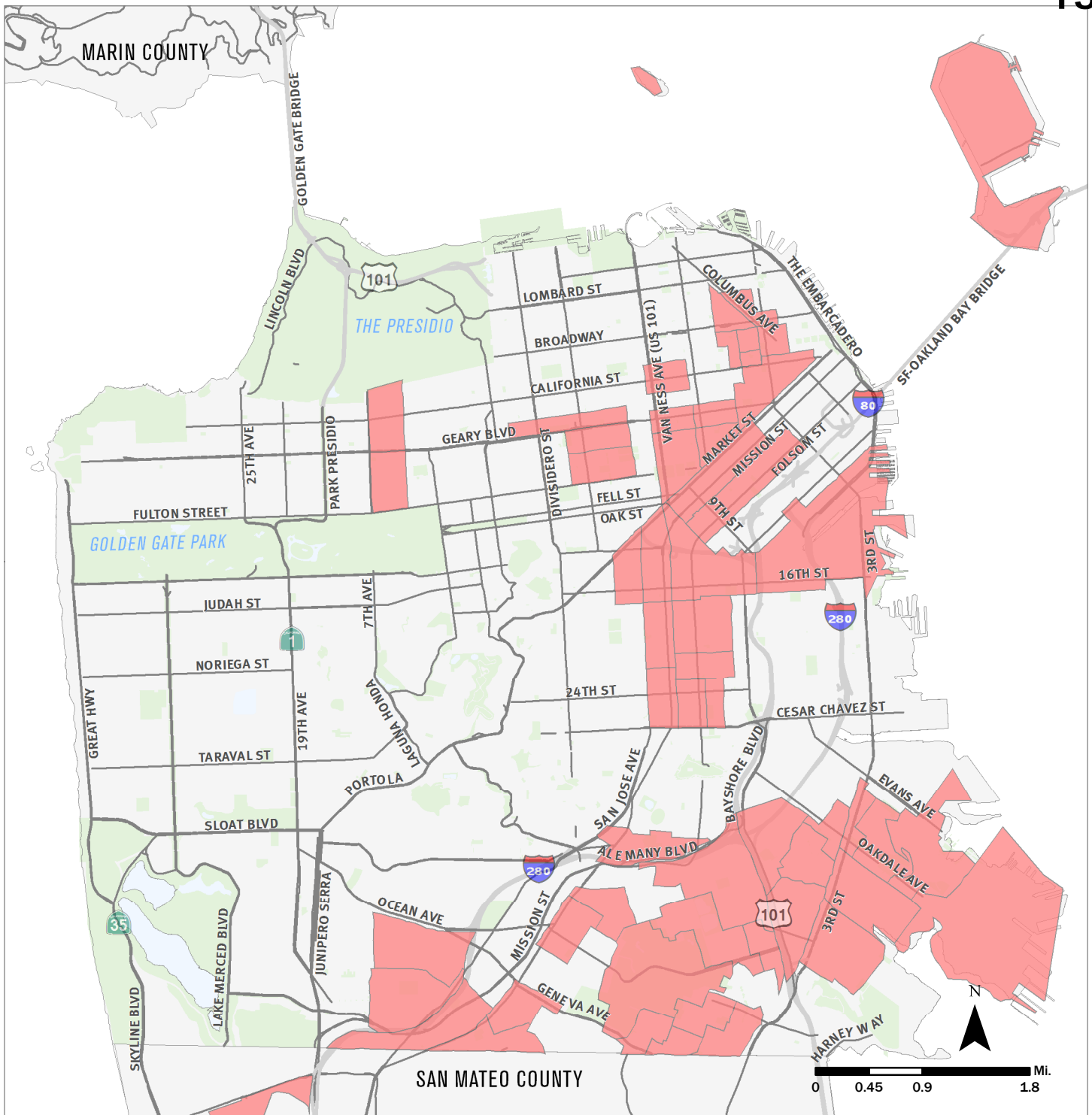
The Metropolitan Transportation Commission (MTC) has conducted an equity analysis for the past several Regional Transportation Plans to comply with federal civil rights and environmental justice laws. The results of this equity analysis have identified a series of disadvantaged communities or “Communities of Concern (CoCs).” The definition of CoC has evolved over the last twenty years: the 1999, 2003 and 2007 Regional Transportation Plans defined census tracts with *either* 70% minority or 30% low-income households as CoCs. In 2013, CoCs were defined as any census tract with concentrations of 70% minority population *and* 30% low-income households, *or* census tracts with four or more “disadvantaged factors” (see Table 1).

**Table 1: Communities of Concern Framework for Plan Bay Area 2013**

Disadvantaged Factor	Concentration Threshold
Minority	70%
Low Income (<200% Federal Poverty Level)	30%
Limited English Proficiency	20%
Zero-Vehicle Household	10%
Seniors 75 Years and Over	10%
People with Disability	25%
Single-Parent Family	20%
Cost-Burdened Renter	15%
<i>CoC is defined either as 1) census tracts with a concentration of both Minority and low income populations; or 2) census tracts with concentrations of any four disadvantaged factors.</i>	
<i>Concentration thresholds are based on one half standard deviation above the regional population's mean.</i>	

Plan Bay Area 2040 has since updated its definition of CoCs to reflect the changes in Bay Area population. Now, MTC defines CoCs as any census tract that either 1) has both a concentration of minority AND low income households or 2) has a concentration of low-income households and three of the remaining 6 disadvantaged factors. For clarification, the difference in this new definition is that previously communities could meet ANY of four disadvantaged factors; however, now, they must contain at least the low-income concentration and then any other three disadvantaged factors.

Attachment 2 illustrates MTC’s 2013 Communities of Concern boundaries and Attachment 3 illustrates MTC’s 2017 Communities of Concern Boundaries.

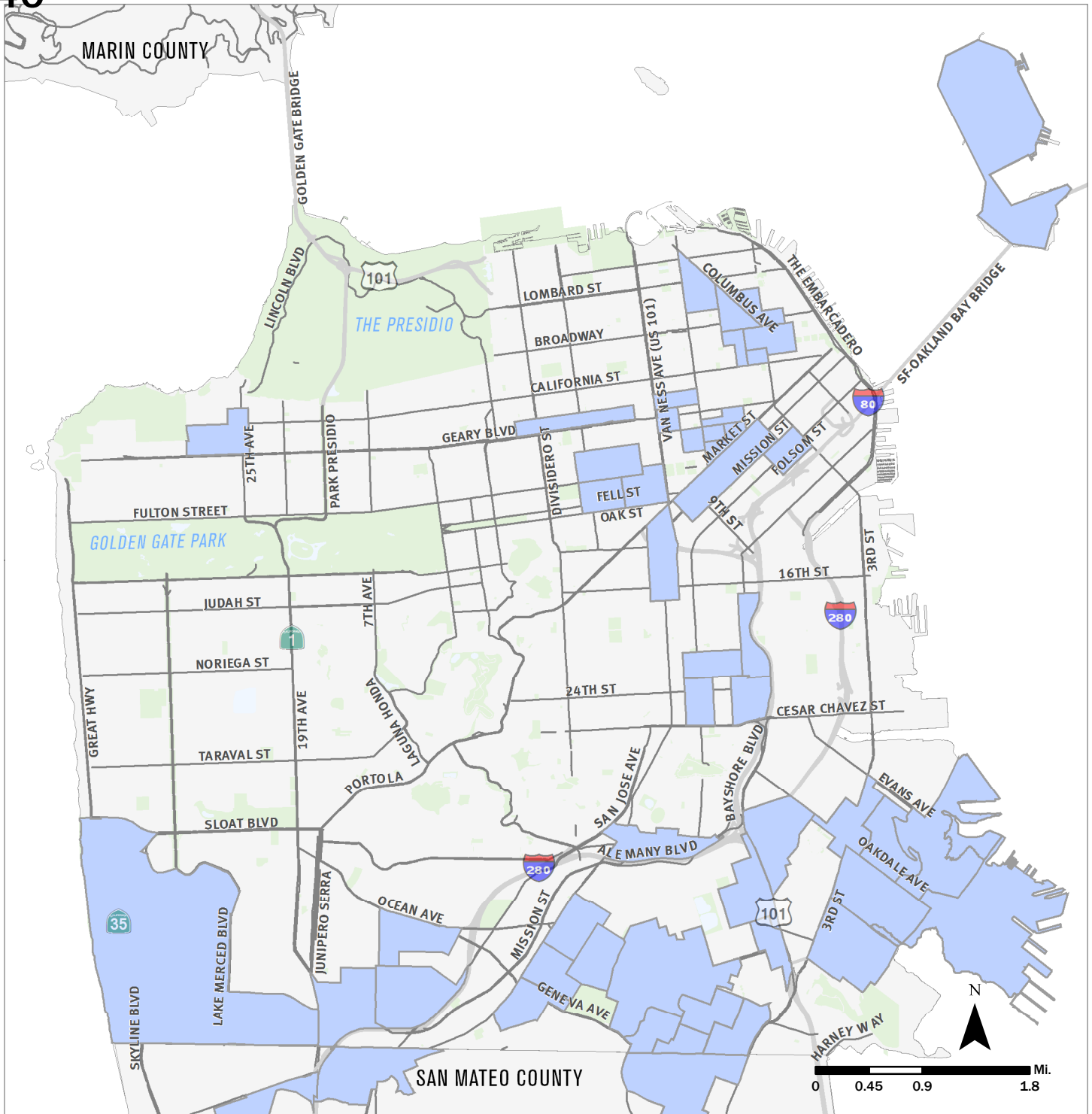


# MTC Communities of Concern 2013

■ MTC Communities of Concern 2013  
■ Parks and Open Space



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
 1455 Market Street, 22nd Floor, San Francisco, CA 94103  
 TEL 415.522.4800 FAX 415.522.4829  
 EMAIL info@sfcta.org WEB www.sfcta.org

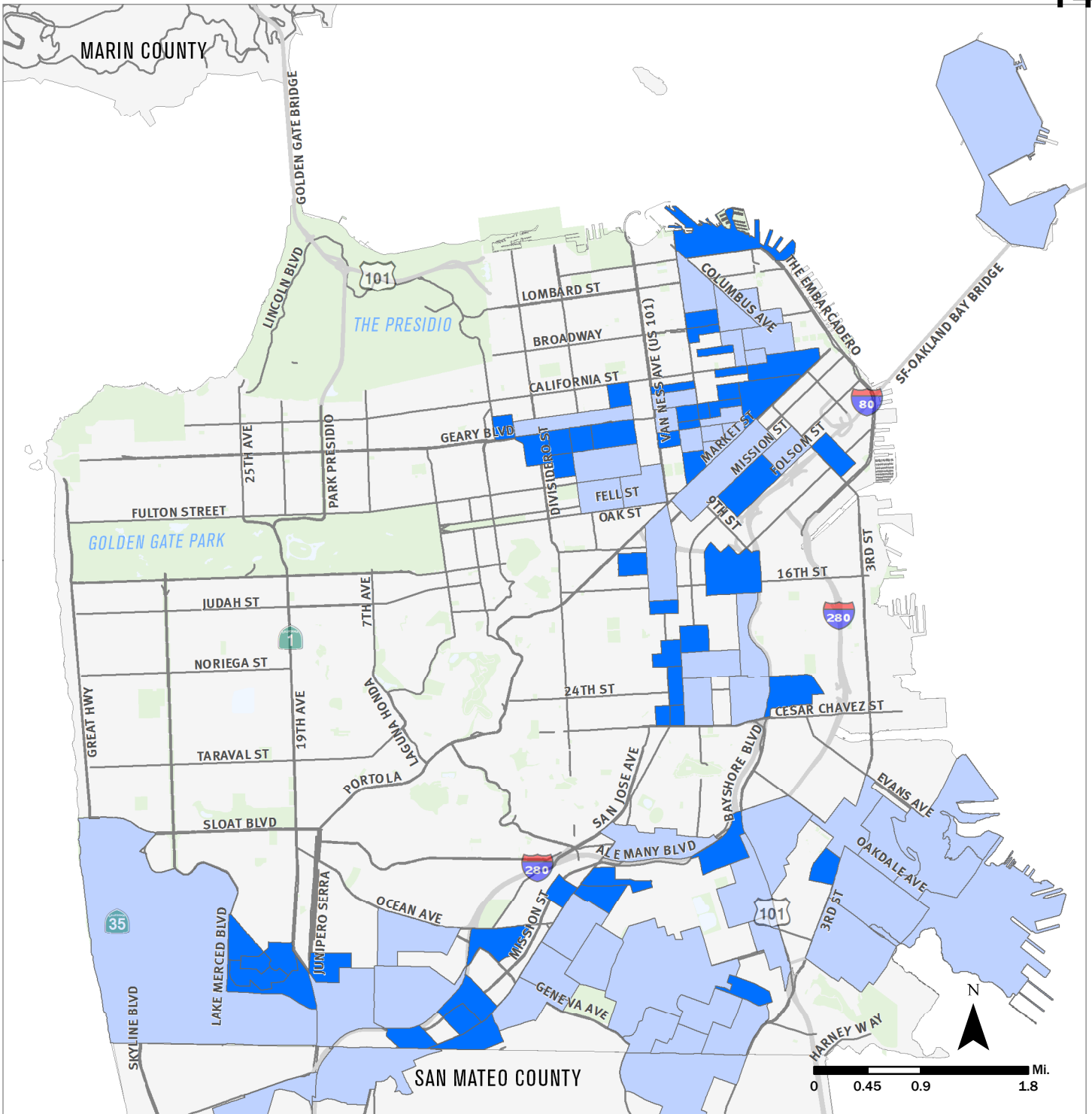


# MTC Communities of Concern 2017

- MTC 2017 Communities of Concern
- Parks and Open Space



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# Proposed San Francisco Communities of Concern 2017

- SFCTA 2017 supplemental Communities of Concern Boundaries
- MTC 2017 Communities of Concern (Modified)
- Parks and Open Space



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# Memorandum

**Date:** 03.16.17 **RE:** Citizens Advisory Committee  
March 22, 2017

**To:** Citizens Advisory Committee

**From:** Cynthia Fong – Deputy Director for Finance and Administration *CF*

**Subject:** **ACTION** – Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2016/17 Budget to Increase Revenues by \$13,396,777, Increase Expenditures by \$15,356,835 and Increase Other Financing Sources by \$21,335,835 for a Total Net Increase in Fund Balance of \$19,375,777

## Summary

Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2016, through Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2016/17 Budget. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2016/17 Budget be amended as shown in Attachment 1.

## BACKGROUND

In June 2016, through approval of Resolution 16-58, the Transportation Authority adopted the Fiscal Year (FY) 2016/17 Annual Budget and Work Program. The Transportation Authority's Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. Every year between January and April, we present the Board with any adjustments to the annual budget adopted the previous year. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. Also at that time, revenue projections and expenditure line items are revised to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

## DISCUSSION

The purpose of this memorandum is to brief the Citizens Advisory Committee on the proposed FY 2016/17 budget revisions and to seek a motion of support for adoption of an amended budget. The budget revision reflects an increase of \$13,396,777 in revenues, increase of \$15,356,835 in expenditures and increase of \$21,335,835 in other financing sources for a total net increase of \$19,375,777 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2016/17 Budget (in the aggregate line item format specified in the

Transportation Authority's Fiscal Policy) is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

Revenue and expenditure revisions are related to several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; Geary Corridor Bus Rapid Transit Project; Bay Area Rapid Transit Travel Incentives Program, eFleet Carsharing Electrified project; South of Market Freeway Ramp Intersection Safety Improvement Study; San Francisco Long-Range Transportation Planning Program; Commuter Shuttle Hub Study; Treasure Island Mobility Management Agency; Travel Demand Modeling Assistance; Strategic Highway Research Program Transit Passenger Simulation; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2016/17 budget.

We propose that the adopted FY 2016/17 Budget be amended as shown in Attachment 1.

### **ALTERNATIVES**

1. Adopt a motion of support for amendment of the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777, as requested.
2. Adopt a motion of support for amendment of the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777, with modifications.
3. Defer action, pending additional information or further staff analysis.

### **FINANCIAL IMPACTS**

If approved, the proposed amendment to the FY 2016/17 Budget would increase \$13,396,777 in revenues, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777 in fund balance as described above.

### **RECOMMENDATION**

Adopt a motion of support for amendment of the adopted FY 2016/17 budget to increase revenues by \$13,396,777, increase expenditures by \$15,356,835 and increase other financing sources by \$21,335,835 for a total net increase in fund balance of \$19,375,777.

Attachments (3):

1. Proposed Fiscal Year 2016/17 Budget Amendment
2. Proposed Fiscal Year 2016/17 Budget Amendment Line Item Detail
3. Fiscal Year 2016/17 Budget Amendment Explanations





**San Francisco County Transportation Authority  
Attachment I  
Proposed Fiscal Year 2016/17 Budget Amendment**

	Proposed Budget Amendment by Fund						Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2016/17		
<b>Revenues:</b>								
Sales Tax Revenues	\$ 108,219,139	\$ -	\$ -	\$ -	\$ -	\$ 108,219,139	\$ 108,219,139	\$ 108,219,139
Vehicle Registration Fee	-	-	-	4,834,049	-	4,834,049	4,834,049	4,834,049
Interest Income	329,206	-	2,500	3,000	-	334,706	334,706	334,706
Federal/State/Regional Revenues	99,670	8,883,163	751,324	-	1,575,000	11,309,157	12,360,664	12,360,664
Prior Year Program Revenue Carryover	1,344,335	12,839,638	-	-	243,649	14,427,622	-	-
Other Revenues	67,012	195	-	-	-	67,207	46,545	46,545
<b>Total Revenues</b>	<b>110,059,362</b>	<b>21,722,996</b>	<b>753,824</b>	<b>4,837,049</b>	<b>1,818,649</b>	<b>139,191,880</b>	<b>125,795,103</b>	<b>125,795,103</b>
<b>Expenditures:</b>								
Capital Project Costs	201,552,335	8,497,885	1,158,590	6,533,249	1,048,102	218,790,161	219,943,351	219,943,351
Administrative Operating Costs	6,975,512	1,762,875	37,566	216,703	572,966	9,565,622	9,301,333	9,301,333
Debt Service	1,326,667	-	-	-	-	1,326,667	960,000	960,000
Prior Year Expenditure Carryover	1,891,051	13,744,369	-	-	243,649	15,879,069	-	-
<b>Total Expenditures</b>	<b>211,745,565</b>	<b>24,005,129</b>	<b>1,196,156</b>	<b>6,749,952</b>	<b>1,864,717</b>	<b>245,561,519</b>	<b>230,204,684</b>	<b>230,204,684</b>
<b>Other Financing Sources (Uses):</b>								
	23,007,634	2,282,133	-	-	46,068	25,335,835	4,000,000	4,000,000
<b>Net Change in Fund Balance</b>	<b>\$ (78,678,569)</b>	<b>\$ -</b>	<b>\$ (442,332)</b>	<b>\$ (1,912,903)</b>	<b>\$ -</b>	<b>\$ (81,033,804)</b>	<b>\$ (100,409,581)</b>	<b>\$ (100,409,581)</b>
Budgetary Fund Balance, as of July 1	\$ 33,011,247	\$ -	\$ 394,366	\$ 6,977,322	\$ -	\$ 40,382,935	\$ 22,749,946	\$ 22,749,946
Budgetary Fund Balance, as of June 30	\$ (45,667,322)	\$ -	\$ (47,966)	\$ 5,064,419	\$ -	\$ (40,650,869)	\$ (77,659,635)	\$ (77,659,635)

**San Francisco County Transportation Authority  
Attachment 2  
Proposed Fiscal Year 2016/17 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund										Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17	
	Sales Tax		Congestion Management Agency Programs		Transportation Fund For Clean Air Program		Vehicle Registration Fee For Transportation Improvements Program		Treasure Island Mobility Management Agency Program				Proposed Budget Amendment Fiscal Year 2016/17
	Program	Tax	Agency	Programs	Fund	Program	Program	Program	Agency	Program			
<b>Revenues:</b>	\$	108,219,139	\$	-	\$	-	\$	-	\$	-	\$	108,219,139	
Sales Tax Revenues	-	-	-	-	-	-	-	-	-	-	-	4,834,049	
Vehicle Registration Fee	329,206	-	-	-	2,500	-	4,834,049	3,000	-	-	-	334,706	
Interest Income	-	-	-	-	-	-	-	-	-	-	-	-	
Federal/State/Regional Revenues	-	-	219,326	-	-	-	-	-	-	-	-	219,326	
Federal BART Travel Incentives Program	-	-	11,530	-	-	-	-	-	-	-	-	11,530	
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	-	48,500	-	-	-	-	-	-	-	-	48,500	
Federal FHWA Transit Reliability Research	-	-	3,674,341	-	-	-	-	-	-	-	-	3,674,341	
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	-	1,206,581	-	-	-	-	-	-	-	-	1,206,581	
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	-	77,172	-	-	-	-	-	-	-	-	77,172	
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	-	77,392	-	-	-	-	-	-	-	-	77,392	
Federal Strategic Highway Research Program	-	-	1,385,317	-	-	-	-	-	-	-	-	1,385,317	
Federal Surface Transportation Program 3% Revenue	-	-	447,000	-	-	-	-	-	-	-	-	447,000	
State Planning, Programming & Monitoring SB45 Funds	-	-	476,050	-	-	-	-	-	-	-	-	476,050	
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	-	71,257	-	-	-	-	-	-	-	-	71,257	
Regional Agency Contributions - Model Service Bureau	-	-	30,832	-	-	-	-	-	-	-	-	30,832	
Regional BART - Travel Incentives Program	-	-	817,738	-	-	-	-	-	-	-	-	817,738	
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	-	-	-	-	-	-	-	-	-	-	-	
Regional San Francisco (Planning) - Long-Range Transportation Planning Program	-	-	-	-	-	-	-	-	-	-	-	-	
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	-	225,000	-	-	-	-	-	-	-	-	225,000	
Regional San Francisco (SFMTA) - Alemany Interchange Improvement Study	99,670	-	-	-	-	-	-	-	-	-	-	99,670	
Regional San Francisco (SFMTA) - Commuter Shuttle Hub Study	-	-	70,027	-	-	-	-	-	-	-	-	70,027	
Regional San Francisco (SFMTA) - School Transportation Survey	-	-	45,100	-	-	-	-	-	-	-	-	45,100	
Regional San Francisco (SFMTA) - Treasure Island Mobility Management Agency	-	-	-	-	-	-	-	-	75,000	-	-	75,000	
Regional TIDA - Treasure Island Mobility Management Agency	-	-	-	-	-	-	-	-	1,500,000	-	-	1,500,000	
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	-	-	751,324	-	-	-	-	-	-	751,324	
Prior Year Program Revenue Carryover	1,344,335	-	12,839,638	-	-	-	-	-	243,649	-	-	14,427,622	
<b>Other Revenues</b>													
Local Match - City CarShare eFleet Carsharing Electrified	-	-	195	-	-	-	-	-	-	-	-	195	
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	-	-	-	-	-	-	-	2,000	
San Francisco Municipal Transportation Agency - Project Management Training	24,800	-	-	-	-	-	-	-	-	-	-	24,800	
Sublease of Office Space	40,212	-	-	-	-	-	-	-	-	-	-	40,212	
<b>Total Revenues</b>	1,10,059,362		2,172,996		753,824		4,834,049		1,818,649			139,191,880	

**San Francisco County Transportation Authority  
Attachment 2  
Proposed Fiscal Year 2016/17 Budget Amendment  
Line Item Detail**



	Proposed Budget Amendment by Fund						Proposed Budget Amendment Fiscal Year 2016/17	Increase/ (Decrease)	Adopted Budget Fiscal Year 2016/17
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program				
<b>Expenditures:</b>									
Capital Project Costs									
Individual Project Grants, Programs & Initiatives	200,000,000	-	1,158,590	6,508,249	-	-	-	207,666,839	
Technical Professional Services	1,552,335	8,497,885	-	25,000	1,048,102	-	(1,153,190)	12,276,512	
Administrative Operating Costs									
Personnel Expenditures									
Salaries	2,950,781	1,155,366	25,545	110,504	306,384	-	-	4,548,580	
Fringe Benefits	1,388,603	543,702	12,021	52,002	144,180	-	-	2,140,508	
Pay for Performance	194,965	-	-	-	-	-	-	194,965	
Non-personnel Expenditures									
Administrative Operations	2,224,663	63,807	-	54,197	118,202	-	264,289	2,196,580	
Equipment, Furniture & Fixtures	144,700	-	-	-	-	-	-	144,700	
Commissioner-Related Expenses	71,800	-	-	-	4,200	-	-	76,000	
Debt Service									
Interest and Fiscal Charges	1,326,667	-	-	-	-	-	366,667	960,000	
Prior Year Expenditure Carryover	1,891,051	13,744,369	-	-	243,649	-	15,879,069	-	
Total Expenditures	2,117,455,565	24,005,129	1,196,156	6,749,952	1,864,717	-	15,356,835	230,204,684	
<b>Other Financing Sources (Uses):</b>									
Transfers in - Prop K Match to Grant Funding	-	2,282,133	-	-	46,068	-	863,222	1,464,979	
Transfers out - Prop K Match to Grant Funding	(2,328,201)	-	-	-	-	-	(863,222)	(1,464,979)	
Revolving Credit Loan Repayment	(21,000,000)	-	-	-	-	-	-	(21,000,000)	
Draw on Revolving Credit Agreement	46,335,835	-	-	-	-	-	21,335,835	25,000,000	
Total Other Financing Sources (Uses)	23,007,634	2,282,133	-	-	46,068	-	21,335,835	4,000,000	
<b>Prior Year Expenditure Carryover</b>									
<b>Net Change in Fund Balance</b>	\$ (78,678,569)	\$ -	\$ (442,332)	\$ (1,912,903)	\$ -	\$ -	\$ 19,375,777	\$ (100,409,581)	
Budgetary Fund Balance, as of July 1	\$ 33,011,247	\$ -	\$ 394,366	\$ 6,977,322	\$ -	\$ -	N/A	\$ 22,749,946	
Budgetary Fund Balance, as of June 30	\$ (45,667,322)	\$ -	\$ (47,966)	\$ 5,064,419	\$ -	\$ -	N/A	\$ (77,659,635)	
Includes Sales Tax, TFCA and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency									
Fund Reserved for Program and Operating Contingency \$ 10,821,914 \$ - \$ 75,132 \$ 483,405 \$ - \$ 11,380,451									

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
1.	Bay Area Rapid Transit (BART) Travel Incentives Program	\$183,400	\$66,758	\$250,158	We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco by incentivizing riders to shift their travel to the shoulders of the peak period. The pilot project will involve creating a BART loyalty program whereby riders receive rewards for using BART during off-peak periods. The three-year pilot project is funded by a federal Value Pricing Program grant, BART operating revenues, and a Prop K sales tax appropriation (Resolution 16-12). Work on the evaluation phase of the project began earlier than planned. It was originally scoped that most of this work would be completed in the following fiscal year. This amendment increases Federal Revenues by \$60,926 and Regional Revenues by \$5,832. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$55,261 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Programs by \$11,497 for FY 2016/17 activity.
2.	eFleet Carsharing Electrified Project	261,000	(249,275)	11,725	We serve as a fiscal agent to support City CarShare for deploying electric vehicles within the City and County of San Francisco and the City of Berkeley, with supportive infrastructure and operations for the eFleet: Carsharing Electrified Project. The project is funded by federal Congestion Mitigation and Air Quality Improvement Program funds through the California Department of Transportation (Caltrans) and local match funds by City CarShare. We anticipate lower expenditures in FY 2016/17 due to the change in City CarShare's organizational structure that ended operation of Electric Vehicle (EV) carsharing. City CarShare formed a strategic partnership with Getaround in November 2016, and as part of the partnership, Getaround decided not to continue the EV carsharing. We are currently working with City CarShare and Caltrans to dispose the EVs in compliance with federal requirements and close out the project by the end of this fiscal year. This amendment decreases Federal Revenues by \$245,137 and Other Revenues by \$4,138. Corresponding Capital Project - Technical Professional Services Expenditures will decrease by \$249,275 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
3.	I-80/YBI Improvement Project	3,018,703	1,949,426	4,968,129	<p>We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the I-80/YBI Ramps Improvement Project. In July 2013, Caltrans approved a \$77.5-million construction phase funding request, consisting of a combination of Federal Highway Bridge Program (HBP) and State Proposition 1B Seismic Retrofit funds. Construction activities for the I-80/YBI Ramps Improvement Project began in February 2014 is approximately 97% complete. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. The proposed increase is due to 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. This amendment increases Federal Revenues by \$1,001,883, State Revenues by \$129,805 and Regional Revenues by \$817,738. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$1,949,426 for FY 2016/17 activity.</p>
4.	YBI Bridge Structures	4,051,509	(2,844,928)	1,206,581	<p>We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. In May 2015, the Transportation Authority received an additional \$5.78 million of federal HBP funds from Caltrans for the reimbursement of engineering and environmental analysis to implement the Value Engineering Analysis Alternative, which will also improve seismic performance, simplify construction efforts and minimize maintenance cost. Given the Construction Manager General Contractor (CMGC) legislation approval, which is now the project delivery method, we are not incurring as much costs at this point until we have a construction contractor onboard through the CMGC contract, anticipated to be in FY 2017/18. This amendment decreases Federal Revenues and corresponding Capital Project - Technical Professional Services Expenditures by \$2,844,928 for FY 2016/17 activity.</p>

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
5.	South of Market Freeway Ramp Intersection Safety Improvement Study	-	77,172	77,172	In March 2017, we received a federal Caltrans Planning Grant to develop a prioritized set of short-, medium-, and long-term safety improvements at up to ten ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. Local matching funds to the federal grant will be fulfilled by Prop K sales tax appropriation (Resolution 17-12). This amendment increases Federal Revenues by \$77,172. Corresponding Capital Project - Technical Professional Services Expenditures will increase by \$48,176 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Programs by \$28,996 for FY 2016/17 activity.
6.	Strategic Highway Research Program Transit Passenger Simulation	118,461	(41,069)	77,392	In Fall 2014, the Federal Highway Administration (FHWA) awarded the Transportation Authority (as part of a three-agency consortium) a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2016/17 is deferred to FY 2017/18 in order to focus resources through the end of this fiscal year to other grants with earlier expiration dates. This amendment decreases Federal Revenues by \$41,069. Corresponding Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$41,069 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
7.	Travel Demand Modeling – Assistance – Model Service Bureau	114,601	(43,344)	71,257	The Transportation Authority maintains the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. A portion of the adopted FY 2016/17 budget included conducting travel demand forecasting analysis in support of planning efforts led by the San Francisco Municipal Transportation Agency (SFMTA) for the 6 <sup>th</sup> Street Pedestrian Safety Improvement Project. Shortly after the project started in March 2016, the Planning Commission adopted Vehicle Miles Traveled as the new transportation impact measure for the California Environmental Quality Act, replacing the previous metric: Level of Service. This allowed the project to be completed with fewer model runs than originally budgeted. This amendment decreases Regional Revenues by \$43,344. Corresponding Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$43,344 for FY 2016/17 activity.
8.	San Francisco Long-Range Transportation Planning Program (LRTPP)	969,345	(887,539)	81,806	The LRTPP is a long range, comprehensive multi-agency effort to define the desired and achievable transportation future for San Francisco. The effort will produce a roadmap to arrive at that future, including policies, planning, project development, and funding strategies. Our schedule anticipates completion of an update of the SFTP by mid-2017, a vision document by late-2017, with a new SFTP in 2021. The primary consultant contract was executed through the San Francisco Planning Department instead of through Transportation Authority. In addition, contract negotiation delays also resulted in delays in schedule and associated work that was planned to be completed by staff this fiscal year. This amendment decreases Federal Revenues by \$227,127 and Regional Revenues by \$660,412. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$660,412 and Administrative Operating - Personnel Costs will shift from CMA Programs to Sales Tax Program by \$227,127 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
9.	Commuter Shuttle Hub Study	-	70,027	70,027	In July 2016, the SFMTA requested us to analyze and evaluate the impact of commuter shuttles on traffic congestion, neighborhood safety, the environment and public transportation, as well as explore a “hub” or potentially more efficient zone network model. In November 2016, the Transportation Authority and the SFMTA have finished analysis and presented findings from the joint-agency Commuter Shuttle Hub Study, as well as from SFMTA’s mid-year review of the current program. This amendment increases Regional Revenues by \$70,027. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$26,643 and Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$43,384 for FY 2016/17 activity.
10.	Treasure Island Mobility Management Agency (TIMMA)	1,000,000	621,068	1,621,068	On April 1, 2014, through Resolution No. 110-14, the San Francisco Board of Supervisors designated the Transportation Authority as the TIMMA for San Francisco to oversee the implementation of the Treasure Island Transportation Implementation Plan in accordance with the Treasure Island Transportation Management Act (AB 981), which includes congestion pricing and travel demand management on Treasure Island. Original estimated contributions from TIDA need to be updated to reflect the additional \$500,000 commitment from TIDA. SFMTA is also reimbursing us \$75,000 to develop a Parking Management Plan for the redevelopment of Treasure Island and Yerba Buena Island. Prop K funds appropriated through Resolution 15-13 will cover remaining project costs. This amendment increases Regional Revenues by \$575,000. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$311,102, Administrative Operating - Non-personnel Costs will increase by \$80,902 and Administrative Operating - Personnel Costs will shift from Sales Tax Program to TIMMA Program by \$229,064 for a total increase of \$621,068 in expenditures for FY 2016/17 activity.



**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
11.	Prior Year Program Revenue Carryover	-	14,427,622	14,427,622	For several projects, budgeted revenues from anticipated reimbursements were lower than projected and have deferred to the current fiscal year. On June 30, 2016, the Transportation Authority and City and County of San Francisco adopted a new revenue recognition policy and changed the measurement focus and basis of accounting period from 90 days to 60 days (i.e. any revenues collected 60 days after June 30, 2016 for FY 2015/16 services were now considered as revenue for FY 2016/17). There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for. The major projects with carryover revenues include \$1,336,462 in revenue reimbursements on the Presidio Parkway Phase I construction costs due to the delay of complete invoice submittals from Caltrans; I-80/YBI Interchange Improvement Project for \$12,174,822 due to a wet winter season and delays in tree removal and foundation construction work caused by early nesting of birds in the construction area; San Francisco LRTPP for \$258,909 due to a longer than anticipated startup and contracting process. This carryover increases revenues by \$14,427,622 for FY 2016/17.
12.	Geary Corridor Bus Rapid Transit Environmental Clearance	166,030	779,735	945,765	Through a separate request this month, the Transportation Authority is requesting \$602,254 in Prop K funds for additional unanticipated activities required to complete the environmental phase of the project. On January 5, 2017, the Transportation Authority certified the Final Environmental Impact Report (EIR), but has continued to work with the Federal Transit Administration (FTA) to address comments on an administrative draft of the Final Environmental Impact Statement. Funds will provide for additional environmental analysis in response to community input, ongoing work with FTA to complete a stand-alone EIS, and legal defense of the project's EIR. Federal Surface Transportation Program 3% funds will cover remaining project costs. This amendment increases Federal Revenues by \$177,481. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$674,717 and shifts Administrative Operating – Personnel Costs from Sales Tax Program to CMA Programs by \$105,018 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
13.	Administrative Operating Costs – Non-personnel Expenditures	2,196,580	264,289	2,460,869	Administrative Operating Costs for non-personnel expenditures also need to be updated from the original estimates contained in the adopted FY 2016/17 budget. The proposed increase includes additional annual maintenance costs and technical support services for our accounting software application, as well as consultant costs to support the development of a potential 2018 local revenue measure. This amendment increases Administrative Operating Costs – Non-personnel Expenditures by \$264,289 for FY 2016/17.
14.	Debt Service Expenditures – Interest and Fiscal Charges	960,000	366,667	1,326,667	We anticipate additional interest and fiscal charges associated with the \$46,335,835 increase of the Revolver Credit Agreement (Revolver) from \$93,644,165 to \$140,000,000. This amendment increases Debt Service Expenditures – Interest and Fiscal Charges by \$366,667 for FY 2016/17 activity. See below for more information.
15.	Draw on Revolving Credit Agreement	25,000,000	21,335,835	46,335,835	In February 2017, through Resolution 17-26, the Transportation Authority Board approved borrowing up to \$46,335,835, to a total amount not to exceed \$140,000,000, from the Revolver with State Street Public Lending Corporation. Through ongoing discussions with our sponsors (particularly SFMTA) and financial advisors, we have conducted cash flow analyses and anticipate the need to borrow \$25 million over the next few months from the Revolver and possibly up to \$46,335,835 in total over the next six-plus months to meet our financial commitments. This amendment increases the Draw on Revolving Credit Agreement by \$21,335,835 for FY 2016/17 activity.

**Attachment 3**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2016/17 Budget Amendment Explanations**

No.	Description	Adopted Budget FY2016/17	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2016/17	Explanation
16.	Prior Year Expenditure Carryover	-	15,879,070	15,879,070	<p>For several projects, budgeted expenditures from prior year were lower than anticipated and have deferred to the current fiscal year. On June 30, 2016, the Transportation Authority and City and County of San Francisco adopted a new revenue recognition policy and changed the measurement focus and basis of accounting period from 90 days to 60 days (i.e. any revenues collected 60 days after June 30, 2016 for FY 2015/16 services were now considered as revenue for FY 2016/17). There is no issue with the availability of these revenues, only the fiscal year of when these revenues are accounted for. The major projects with carryover expenditures include \$1,336,462 in revenue reimbursements on the Presidio Parkway Phase I construction costs due to the delay of complete invoice submittals from Caltrans; I-80/YBI Interchange Improvement Project for \$12,174,822 due to a wet winter season and delays in tree removal and foundation construction work caused by early nesting of birds in the construction area; and San Francisco LRTTPP for \$258,909 due to a longer than anticipated startup and contracting process. This carryover increases expenditures by \$15,879,070 for FY 2016/17.</p>



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Update provided to SFCTA Board on March 14, 2017

## **Agenda Item 12: Update on the Peninsula Corridor Electrification Project**

### **Status of the contracts on the Peninsula Corridor Electrification Project:**

In September 2016, a Limited Notice to Proceed (LNTP) was issued to the contractors to advance design of the project. The terms of the contract were guaranteed if a Full Notice to Proceed (NTP) was issued on March 1, 2017. On March 1, 2017 contractors were scheduled to move into the construction phase of the project. On February 17, 2017, FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress. Caltrain negotiated with the contractors for an extension to preserve the electrification project's contracts during this time. The contracts are fixed price design build contracts with prices tied to the proposed schedules submitted by the contractors.

### **How long is the extension with the contractors:**

On February 27, 2017, Caltrain announced that it has negotiated an extension of the deadline for contractors to begin construction of the Peninsula Corridor Electrification Project while the agency awaits a decision from the FTA about the execution of a \$647 million funding agreement. The contractors agreed to extend the deadline for four months, from March 1 to June 30. Buying additional four months of time from the contractors could require the utilization of up to \$20 million in project contingency that otherwise would have been available for construction related expenses in the future. The sooner the grant agreement is executed, the smaller the impact will be to the project's contingency.

### **Current status of the FTA Core Capacity Full Funding Grant Agreement:**

Caltrain has been working with the FTA since 2009 to ensure that the project meets all of the rigorous statutory and regulatory requirements of the Core Capacity competitive discretionary program. The project was rated highly after thorough evaluation including ridership studies, design assessments, financial analyses and cost benefit evaluations by the FTA and the U.S. Department of Transportation. On Friday February 17, 2017, the Caltrain FFGA completed the mandatory 30- day review period and is eligible for a signature to be executed. FTA announced that execution of the Core Capacity grant would be delayed until the President makes decisions about the availability of funds in the Administration's upcoming budget proposal to Congress.

The PCEP has already received \$73m in previously appropriated Core Capacity funds and the FFGA would allow Caltrain to access those funds in addition to future Core Capacity funds. The FY17 House and Senate Appropriations bill included \$333m for the core capacity program and the House bill specifically recommended \$100m for the PCEP.

In March, Caltrain Executive team, contractors, and members of the business community are meeting with officials in Washington D.C. to ensure that the merits and benefits of this project, which will create jobs throughout the country, is understood clearly by the Administration and key Members of Congress.

Every project that has achieved the FTA milestones mentioned above has received an executed Full Funding Grant Agreement.

### **For additional information:**

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Electrification+Documents/PCEP+FAQ.pdf>

**Contact Information:** Casey Fromson, Caltrain Government Affairs Director,  
[fromsonc@samtrans.com](mailto:fromsonc@samtrans.com)



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# BART Perks: Preliminary Results

Citizens Advisory Committee  
Agenda Item 13



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

March 22, 2017

# Goals

- ▶ **Test whether crowding can be reduced through incentives**
- ▶ **Increase customer satisfaction among BART riders**

# Perks

**Join. Ride. Win.**



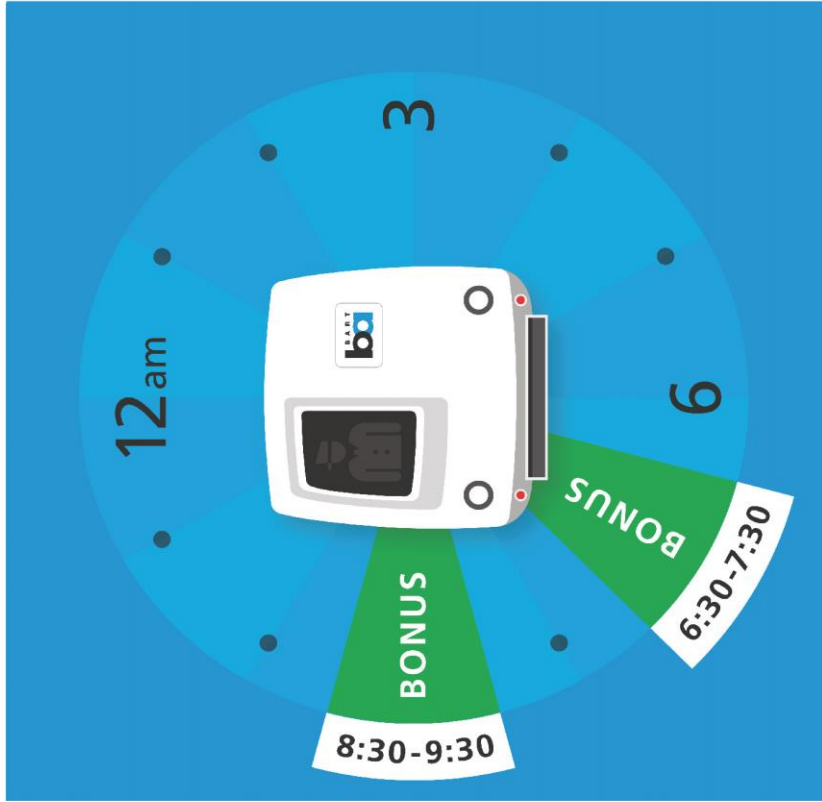


# How it Worked

## Perks

**Join. Ride. Win.**

Win cash for riding BART outside of the morning rush.



Visit [BARTperks.com](http://BARTperks.com) to learn more.



# Participation

- ▶ **Almost 18,000 sign-ups**
- ▶ **15 employer partners**



**UCSF** Benioff Children's Hospital  
Oakland



**Alliant**  
International  
University

# Preliminary Results & Incentives Awarded

- ▶ **2,600 daily morning peak hour participants**
- ▶ **250 of these participants shifted their daily ride to before or after the peak hour**
- ▶ **Equivalent to 2 full BART cars or 10% of morning peak hour participants**
- ▶ **Average \$35,000 to all participants monthly**
- ▶ **Average \$3 awarded per rider per month**
- ▶ **10 different riders each month winning at least \$100**
- ▶ **\$210,000 over the life of the program**



# Lessons Learned

- ▶ **Need to better target frequent riders during the busiest periods on the transit system.**
- ▶ **67% participants surveyed satisfied**



# What's Next

- ▶ **Full evaluation & report to be completed by Fall 2017**
- ▶ **Based on the findings, TA & BART will consider how to proceed with further strategies to reduce rush hour crowding.**



# Questions?

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