San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
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AGENDA

CITIZENS ADVISORY COMMITTEE
Meeting Notice

Date: Wednesday, May 24, 2017; 6:00 p.m.

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

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

Residential Street Traffic Calming (Implementation) ($727,325); Application-Based Residential Street Traffic Calming (Planning) ($213,525); Tree Planting and Establishment ($1,141,166); Haight Street Resurfacing and Pedestrian Lighting (Prop K $1,248,251, Prop AA $2,052,000)

Appropriation: NTIP Program Support ($75,000)

6:40	**8.**	Adopt a Motion of Support for Approval of the Fiscal Year 2017/18 Transportation Fund for Clean Air Program of Projects **– ACTION***	**47**

Projects: Emergency Ride Home ($41,832); Bike Share Phase 4 Expansion ($255,000); Alternative Fuel Taxicab Incentive Program ($79,964); Paratransit Sedans ($270,000); Short Term Bicycle Parking ($79,964)

6:50	**9.**	Adopt a Motion of Support for Adoption of the Proposed Fiscal Year 2017/18 Budget and Work Program **– ACTION***	**57**
7:00	**10.**	Adopt a Motion of Support for Modification of the Geary Corridor Bus Rapid Transit Project Locally Preferred Alternative **– ACTION***	**77**
7:10	**11.**	Update on Emerging Mobility Services and Technologies, Including Transportation Network Companies **– INFORMATION***	**93**
7:25	**12.**	Update on the Kearny Street Multimodal Implementation Plan [NTIP Planning] **– INFORMATION***	**137**
7:35	**13.**	Caltrain Proposed Fare Changes **– INFORMATION***	**153**

Other Items

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: June 28, 2017

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, April 26, 2017

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:01 p.m.

CAC members present were: Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Chris Waddling and Bradley Wiedmaier (7)

Absent: CAC Members Lerma, Jackie Sachs, Tannen and Wells-Mongiovi (4)

Transportation Authority staff members present were: Michelle Beaulieu, Amber Crabbe, Anna LaForte, Warren Logan, Maria Lombardo, Mike Pickford, Steve Rehn and Steve Stamos.

2. Chair's Report – INFORMATION

Chair Waddling reported that the Clerk had reached out to the CAC regarding upcoming walking tours for the Railyard Alternatives and I-280 Boulevard Feasibility Study, and said that in addition to a tour on April 28 there would be ones in May and June. He said that he and Peter Tannen had attended the tour in March and had found it very informative. He said that CAC members should have also received an invitation to attend the opening ceremony of the Yerba Buena Island Vista Point on May 2, and noted that the Vista Point would provide restrooms, benches, a hydration station, bicycle racks, and great views of the east span of the Bay Bridge and Oakland. Chair Waddling said there would be an open house for Plan Bay Area 2040 on Wednesday, May 17 at 6:30 p.m. at MTC's offices (375 Beale Street). Finally, he noted that staff had revised the memo template to make it clearer and simpler, and that memos would now be addressed to the Board as they would be included in the following Board packet as they went to the CAC.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the March 22, 2017 Meeting – ACTION**
4. **Internal Accounting Report and Investment Report for the Nine Months Ending March 31, 2017– INFORMATION**
5. **State and Federal Legislative Update – INFORMATION**
6. **Independent Analysis and Oversight Contract Scope of Services – INFORMATION**

Brian Larkin requested a brief update on the State and Federal Legislative Update. Amber Crabbe, Assistant Deputy Director for Policy and Programming, stated that Senate Bill 1 was recently approved by the state legislature and included $5 billion in annual funding for transportation through different competitive programs and formula funds. She said this type of investment from the state only happened about once every decade, and that while staff was still sorting through the bill's details, it would provide a lot of benefit to San Francisco, though there were still significant funding shortfalls.

Peter Sachs asked about the status of Assembly Bill 342 and whether there was data from other cities that the cameras were effective in reducing vehicle speeds. Ms. Crabbe replied that the bill had been a legislative priority for the San Francisco Municipal Transportation Agency (SFMTA) for several years and that they had done a lot of research on its effectiveness so she could follow up with more information. She said the bill had made it out of the Assembly Privacy Committee but was postponed from the Assembly Transportation Committee and would now be a two-year bill.

Becky Hogue commented that Walk San Francisco had a lot of research on the effectiveness of the cameras.

Maria Lombardo, Chief Deputy Director, commented that she believed the cameras had demonstrated a double-digit reduction in fatalities in other cities and that staff would forward the precise statistics following the meeting.

During public comment, Aaron Goodman, a District 11 resident, commented on the minutes that the 1.2-mile extension would represent a later phase of the Alemany connector project. He said that an item from the previous month's agenda regarding communities of concern would provide the Alemany area with a better pedestrian area and would help connect neighborhoods that were currently separated by the freeway. He added that bicycle lane posts were frequently knocked down and that the area was unsafe to walk or bike, so any improvements to the southside of Alemany Boulevard would reduce traffic and increase safety.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

End of Consent Agenda

Chair Waddling called Item 8 before 7.

7. Adopt of Motion of Support to Allocate $1,559,695 in Prop K Funds for Three Requests, with Conditions, and Appropriate $250,000 in Prop K Funds for One Request – ACTION

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

Peter Sachs commented regarding the Sloat project that he was glad to see the preliminary work moving forward. He said it was important for the city to think outside the box regarding the design of the project. He also noted that roundabouts could be effective since the street was basically a mini-freeway and they would provide shorter crossings for pedestrians.

Brian Larkin asked regarding the Sloat project how much funding was devoted to outreach to the businesses, and noted that there weren't many businesses within a half-mile of that intersection. Bryant Tan, Principal Financial Analyst at the SFMTA, replied that he would check with the contractor and report back, but that he knew outreach to businesses was one of the components. Mr. Larkin commented that there should be a return on investment for outreach and that in this case he didn't think outreach to merchants would be helpful as few were in the immediate vicinity of the proposed traffic circle.

John Larson asked regarding the Sloat project how developed the project proposals were, and how much the San Francisco Zoo and whoever owned the adjacent parking area would be involved.

Mr. Tan replied that the proposals were only conceptual concepts at that point but that the project would produce a preferred alternative. He added that once the plan was developed they would seek additional funding to implement the recommendations.

During public comment, Aaron Goodman commented regarding the ferry project allocation that in terms of transit equity it should also look at a route from Pier 70 to Hunters Point, where there was a lot of growth occurring. He said having a ferry connection to the Embarcadero area would take a lot of cars off the road. He said regarding the Balboa Park Station project, he was concerned about San Francisco City College's development plans and how that would affect demand in that area. He said regarding the Sloat project, he noted that there would be a lot of congestion on Sloat Boulevard and the city needed to consider adding a light-rail line up to St. Francis Woods. He said this would help get people out of their cars and that the city needed to provide mass transit and link transit systems to where development was happening.

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

The item was approved by the following vote:

Ayes: CAC Members Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (7)

Abstain: CAC Member Ablog (1)

Absent: CAC Members Tannen and Wells-Mongiovi (0)

8. Adopt a Motion of Support to Adopt the District 1 Neighborhood Transportation Improvement Program [NTIP Planning] Final Report – ACTION

Cameron Beck, Engineer at the SFMTA, presented the item.

Anna LaForte, Deputy Director for Policy and Programming, commented that the some of the near-term recommendations in the plan had already been implemented with funding from the Neighborhood Transportation Improvement Program (NTIP) capital program.

Peter Sachs asked what kind of feedback was received regarding the short-term work such as paint treatments, and whether the feedback would help inform the rest of the project. Mr. Beck replied that a lot of people had attended the legislative hearing for the project before the short-term work was completed. He said the SFMTA had received useful feedback, particularly from people who rode their bikes with their kids to school on Arguello Boulevard, who said that they felt more comfortable after the short-term treatments were installed. He said a lot of feedback indicated that people were waiting for additional treatments such as bulbouts and signal changing, so the project team would be providing a timeline for that.

Becky Hogue asked if the project team had met with Supervisor Fewer. Mr. Beck replied that the project manager, Charlie Ream, had recently met with Supervisor Fewer to discuss this project as well as the 8th Avenue planning project and the Central Richmond Neighborways project which would look at traffic calming, bicycle and pedestrian safety options for 23rd Avenue and parallel streets such as 18th and 22nd Avenues.

Ms. Hogue commented that the report included bicycle and pedestrian improvements and wanted to hear more about the pedestrian improvements. Mr. Beck replied that Arguello Boulevard at Fulton Street was a hot spot for pedestrian safety and that concrete medians would be added there in the future, along with bulbouts on both sides of the streets, rapid flashing beacons and striped continental crosswalks. He added that the buffering of the bike lanes would narrow the travel lanes, which effectively reduced vehicle travel speeds as they approached intersections and crosswalks. Ms. Hogue asked who she should reach out to in order to schedule a presentation at a

future Pedestrian Safety Advisory Committee meeting. Mr. Beck replied that Mr. Ream, the Project Manager, would be the appropriate person.

Jackie Sachs asked if any feedback was received from the senior or disabled community, and noted that there was a community facility on Arguello Boulevard. She said that members of the community also attended church at the corner of Arguello Boulevard and Lake Street, and that they needed to be taken into consideration and that outreach should be done throughout the day, not just at peak hours. She added that there was a bus stop on Fulton Street that often deployed a wheel chair lift. Mr. Beck replied that the project team did conduct outreach to that community building and noted that the 33-Line operated on Arguello and that the project team would be working with Muni operations on any service impacts. He said that no bus stops were moved for the project, and that the design also accommodated double parking for church services.

Bradley Wiedmaier stated that Arguello Boulevard was a unique street compared to others in the Richmond. He said there was more space to work with in designing improvements and asked if the project provided a learning opportunity. Mr. Beck replied that Arguello Boulevard underwent a road diet in 2003 and that it used to have four lanes which is why the current two lanes of traffic were unusually wide. He said for the aforementioned Neighborway project, there was a lot less traffic on those streets and that if vehicle traffic speeds were slow enough it was safe for bicyclists to share the road. He added that the SFMTA was not necessarily installing bike lanes in the avenues if it was not necessary or there were other effective treatments.

There was no public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

9. Adopt a Motion of Support to Adopt Principles for Regional Measure 3 (RM3) and Approve a List of San Francisco Candidate Projects and RM3 Advocacy Amounts – ACTION

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

John Larson noted that under Regional Measure 1 (RM1) there were completed projects listed and that toll revenue was now going to debt service. He said that tolls were supposed to end after a certain point, and asked how many years were left on the debt service since it had almost been 30 years. Ms. Beaulieu replied that both RM1 and RM2 were in place for perpetuity even though most of the projects had been completed, and that revenue was going to debt service. She stated that she wasn't certain what would happen when all the projects were complete and all the debt service had been paid off.

Maria Lombardo, Chief Deputy Director, replied that staff had asked that same question to the Metropolitan Transportation Commission (MTC) but had not received a clear response. She said presumably when all the debt service was paid off, the revenue from RM1 would go to the bridge structure state of good repair. For RM2, she said she believed there was a specific requirement in statute requiring MTC to provide an updated expenditure plan, but she would need to look up the date.

Mr. Larson asked how feedback would be collected in terms of the projects listed, and said he was hesitant to devote any additional funding to the Caltrain Downtown Extension (DTX) when

additional alternatives were still being discussed. He said that a second transbay tube seemed popular with the public and would significantly reduce congestion so it should possibly be moved ahead of DTX, and perhaps aggressively advocated for, to at least for funding to complete preliminary engineering.

Peter Sachs thanked staff for pushing the equity aspect but noted that it would likely be difficult to receive feedback from people who lived farther away who would be most affected by the toll increase. He added that during the recent power outage he was at the Montgomery BART Station and that the emergency lights did not turn on, and asked if deferred maintenance was included in the State of Good Repair funding. Ms. Beaulieu replied that there were some station improvements included in the Muni Modernization program and that they were primarily going to the subway stations, and that BART had a similar project in its RM3 program, but could not confirm if investments that would prevent similar power outages were meant to be included by BART.

Chair Waddling noted that the SFMTA was slated to receive $950 million of the billion dollar ask, and asked if more funding should be requested for BART cars and whether there would be more direction. Ms. Beaulieu replied that the handout was intended to show how different agency requests fit in the different categories, and said that in terms of regional projects, staff was engaging the Board and other stakeholders regarding how much would be an appropriate amount to seek for RM3.

Ms. Lombardo commented that the city was still trying to achieve a level of consensus and support which was why there were no amounts for the regional projects yet. She said the goal would be to have unified support at the local and regional level so the Bay Area region could effectively advocate for RM3 in Sacramento.

Chair Waddling asked if funding for the Muni Modernization program was included in the Lifeline Transportation Program. Ms. Beaulieu replied that it was not. She added that as proposed, the Lifeline funding could go to improving access (to stations) or to a regional needs-based fare policy study to help address the lack of affordable options in the transit corridors as bridge tolls increase.

Bradley Wiedmaier commented that the South of Market corridor to access the San Francisco-Oakland Bay Bridge essentially shut down travel in the area even when there were no accidents. He asked if a congestion management scheme specific to that area could be included to help address that issue. He added that drivers could be discouraged from accessing the bridge at peak hours which could open up parts of the city that were affected by the bridge traffic. Ms. Lombardo replied that congestion pricing was one project that did perform very well in Plan Bay Area, but there likely wasn't enough political support to include such a project in RM3.

During public comment, Aaron Goodman commented that a lot of projects listed were in the downtown area, but that BART Stations such as Daly City and Glen Park needed a lot of improvements. He said the city should consider an air tram from the Stonestown Mall to the Balboa Park area, since the subway until 19th Avenue did not appear to be gaining traction. He said the Geneva-Harney line should also be light-rail instead of bus rapid transit in order to connect the development at Candlestick Point to the Balboa Park station. He said the DTX project had been idling for many years due to developers and that the city needed to make sure its infrastructure projects get completed.

Ed Mason commented that if bridge congestion was such an issue there should be a regional express bus system. He said he counted 40 commuter shuttles in one hour on 24th Street and noted that traffic congestion was starting earlier and earlier. He said if the region wanted a solution within five years it could start implementing dedicated lanes. He added that he was concerned

about the thousands of employees that would be added once the Facebook and Apple expansions were complete. Ms. Lombardo replied that she understood the MTC's RM3 ask for a regional express lane system also included funding to operate express buses.

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

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling and Wiedmaier (8)

Absent: CAC Members Lerma, Tannen and Wells-Mongiovi (3)

10. Preliminary Fiscal Year 2017/18 Annual Budget and Work Program – INFORMATION

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

Becky Hogue asked for more detail on the Vision Zero ramps project. Maria Lombardo, Chief Deputy Director, replied that to compliment the WalkFirst study that focused on city street intersections, the Vision Zero ramps project was intended to look at several ramps in the South of Market Area where the freeway intersected with city streets. The purpose, she continued, was to identify relatively quick and inexpensive fixes to improve safety for all users. Anna LaForte, Deputy Director for Policy and Programming noted that the District 6 portion of the study would be on the CAC agenda in May as an information item to provide an update on the study's findings.

There was no public comment.

11. Adopt a Motion of Support to Adopt the Transportation Investment and Growth Strategy 2017 Update – ACTION

Warren Logan, Senior Transportation Planner, presented the item per the staff memorandum.

Bradley Wiedmaier stated that there had been a subway planning initiative a few years back but that there didn't seem to be any progress since then. He said there didn't seem to be a long-range framework for the various city agencies involved in transportation and land use development but that there needed to be one to keep these types of initiatives moving. Mr. Logan replied that Chapter 4 of the TIGS update highlighted the major county transportation plans, including Connect SF and the subway vision.

Jeff Hobson, Deputy Director for Planning, clarified that former Supervisor Wiener had requested a subway vision planning effort that was completed in fall 2016 and provided a big picture idea. He said the legislation included a periodic update requirement which would happen but that hopefully it would eventually move beyond a vision and into planning. He said in a few months, staff would bring an update on the Connect SF vision process, which was doing a long-term look at the city and what transportation and land use scenarios would look like. He added that this would eventually be succeeded by modal studies that would include what transit systems would look like in the future.

John Larson asked which city agencies were involved in the update and which one was taking the lead. Mr. Logan replied that primary agencies involved in update included the Planning Department, which was leading the effort, as well as the SFMTA, Recreation and Park, and the Transportation Authority.

Chair Waddling stated regarding Chapter 3 of the update that the University of California, San Francisco (UCSF) was adding close to 1,000 new residents in the Dogpatch, which represented a 30% increase. He said he didn't see preparations for the projected increase in people and wanted

to make sure the city had a strategy to deal with this significant growth.

Jackie Sachs commented that there would be a new elementary school in the area as well, in addition to the new Golden State Warriors stadium. She noted that UCSF had independent shuttles and that there was heavy paratransit use in the area.

During public comment, Aaron Goodman commented that potential housing development along the T-Line and in Brisbane presented a lot of opportunity, and that Brisbane could be a central hub area for housing and office development. He asked if the city was looking at the BART to the beach concept, either on Fulton Street or Geary Boulevard, which would help alleviate a lot of regionally-driven congestion, especially during the summer, and would be a key connection in the subway network.

Ed Mason commented that there was a lot of press about the Transportation Sustainability Fee being a success but that it was only for 20 units or more, didn't include non-profits and was only set at 75% of the amount cleared by the nexus study. He said growth still wasn't paying for growth. Mr. Mason observed that at 24th and Church Streets there were 17 projects that were shuffled in and didn't pay any of the fee since they were built on variances. He added that the fee was far from successful.

Myla Ablog said that affordable housing wasn't keeping up with demand and noted a recent report that said $100,000 was now considered low-income for a family of four in San Francisco. She said developers were paying the fee but that it was not enough of an incentive for developers to build affordable housing, and that the region needed housing for middle income families. She questioned whether the housing incentives were enough to keep up with the planned transit-oriented development.

John Larson moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larson, J. Sachs, Waddling and Wiedmaier (6)

Absent: CAC Members Larkin, Lerma P. Sachs, Tannen and Wells-Mongiovi (5)

12. Update on Plan Bay Area 2040 – INFORMATION

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

Chair Waddling commented that a lot of the people affected by Plan Bay Area were low-income, living in communities of concern, and may not have computers to access the study if they were interested. He asked how they might be able to get involved without internet access. Ms. Crabbe replied that MTC had done pretty good outreach over the prior two years and that while the very-long document was available online, the best way for people without a computer to get engaged is through open houses and public meetings. She said MTC had just conducted what may have been 100 different public meetings over the previous two months, including to various city councils, engaged equity-based non-profits, as well as had working groups.

Maria Lombardo, Chief Deputy Director, acknowledged Chair Waddling's good comment. She added that some of the more relevant places people could engage is MTC's new CASA Group, comprised of advocate organizations, public agencies, business interests and developers. She said as part of the development of its workforce and economic strategy, the MTC gave mini grants to community organizations to help reach out to hard-to-reach communities.

Ms. Crabbe added that as the Congestion Management Agency, the Transportation Authority

reached out to neighborhoods for planning purposes to seek input on the Countywide Transportation Plan and other neighborhood plans that fed into our contribution to this Plan Bay Area and hopefully will be updated for the next one.

During public comment, Aaron Goodman commented that he was not sure if the plan was presented at public housing or rental communities, but a lot of people did not leave their communities. He said the meetings would need to be on the weekends and advertised through public information housing or tenant advocacy organizations to ensure they have an opportunity to provide input. He said an example was that the Park Merced development didn't link up to the Balboa Park station and was not solving transportation issues despite MTC promoting that it did.

Edward Mason commented that the region need to coordinate economic solutions. He said the Facebook expansion included an additional 6,000 employees and was approved by the Menlo Park City Council even though it was more of a regional decision in that it would have widespread effects. He said while the City of Menlo Park received economic benefits the outer lying cities would suffer as the employees would likely commute. He said the region needed an assessment tax where there would be residual consequential costs that must be shared with the region being impacted.

13. Introduction of New Business – INFORMATION

John Larson commented that the station improvements happening in the BART system were a good sign but they seemed to be happening all at once with a lot of closures that were impacting people. He said it would be good for BART to publicize which station improvements were underway, such as repairs to escalators, to minimize the effect on riders. He asked for staff to provide an update on this topic.

Jackie Sachs asked when there would be an update on the Late-Night study, to which Maria Lombardo, Chief Deputy Director, replied at the May or June CAC meeting.

Chair Waddling requested that staff from the SFMTA, Port, Office of Community Investment and Infrastructure as well as representatives from UCSF provide an update on the overall plan for the Dogpatch area and the new Golden State Warriors arena because it was unclear to the public. Ms. Sachs added that future concerts at the arena could affect people traveling to and from the UCSF hospital.

Mr. Larson commented that the update should possibly include Pier 70.

Chair Waddling said that the Dogpatch area had a population of 800 in 2005 but that by 2025 it would be 10 times that. He said that UCSF continued to buy property in the area and he wanted to make sure that there would be improvements to transit and not just new parking structures.

Jeff Hobson, Deputy Director for Planning, commented that it sounded like the CAC wanted two presentations, the first about the plans of the Mission Bay Transportation Management Association, and the second focusing on the development in Mission Bay. He said the presentations could include the efforts being taken to make sure new developments were supporting transportation improvements, as well as what type of transportation demand management programs could be used to incentive the new employees and residents to take transit instead of drive.

Ms. Sachs commented that the presentation should also take into consideration how it would affect the T-Line service.

Bradley Wiedmaier commented that the 30-Line should be extended to Pier 70, and that there were many issues with the bus lines that terminated into the Dogpatch neighborhood.

Chair Waddling commented that if there were a number of special items that the CAC would like to discuss in-depth, staff could schedule a special meeting in July to have informational presentations.

Mr. Wiedmaier commented that he was concerned with the number of developments along the eastern shoreline which could be affected by sea level rise. He said the growth should instead be happening along developed corridors that took into consideration the city's geography. He added that the subway vision initiative seemed to have done minimal outreach, and that there was no follow up to engage the city's planning entities to advance the vision.

During public comment, Aaron Goodman commented that the area around San Francisco State University was seeing huge population growth and that transit improvements and infrastructure investment needed to be made up front so that the current transit systems would not be overrun.

14. Public Comment

During public comment, Edward Mason provide the statistics for the commuter bus infractions for Noe Valley for March 2017. He said it included 52 violations over 16 observation periods.

The CAC lost quorum and was adjourned at 8:08 p.m.

15. Adjournment

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Agenda Item 4

San Francisco County Transportation Authority
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Memorandum

Date: May 18, 2017

To: Transportation Authority Board

From: Cynthia Fong – Deputy Director for Finance and Administration

Subject: 06/13/17 Board Meeting: Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed $1,409,230

RECOMMENDATION ☐ **Information** ☒ **Action**

Execute contract renewals and options for various annual professional services in an amount not to exceed $1,409,230:

- Office of the City Attorney ($100,000)
- Department of Technology ($50,000)
- Nixon Peabody and Squire Patton Boggs LLP ($355,000)
- Nossaman LLP and Wendel, Rosen, Black & Dean LLP ($250,000)
- SPTJ Consulting ($200,000)
- Barbary Coast Consulting and Davis & Associates Communications, Inc. ($185,800)
- KNN Public Finance ($185,000)
- Vavrinek, Trine, Day & Co., LLP ($83,430)

☐ Fund Allocation
☐ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☒ Contracts
☐ Procurement
☐ Other:

SUMMARY

The purpose of this memorandum is to present the annual contract renewals and options for Fiscal Year (FY) 2017/18 and to seek approval.

DISCUSSION

Background. The Transportation Authority manages administrative costs through successful contract negotiations and through the transfer of certain routine professional service tasks to in-house staff. The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include general legal counsel services, video production services for Board and Committee meetings, audit services, financial advisory services, bond and disclosure counsel services, on-call strategic communications, media and community relations professional services, and computer network and maintenance services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

Contracts. Attachment 1 provides summary information for the proposed contracts for FY 2017/18. Below are brief descriptions of the recommended services and amounts.

Office of the City Attorney **$100,000**

The Office of the City Attorney (City Attorney) provides verbal and written legal representation, advice and counsel on matters related to the routine operations of the Transportation Authority, contracts and interagency agreements, labor matters, Brown Act, and California Public Records Act. The Transportation Authority also utilizes the City Attorney for litigation activities when appropriate.

Department of Technology **$50,000**

The Department of Technology records and telecasts all Transportation Authority Board and Committee meetings held at City Hall with a regularly scheduled playback date and time for public review. In FY 2017/18, we will continue to utilize the Department of Technology to provide record and telecast services of Vision Zero Committee meetings to support the City's efforts to take comprehensive and coordinated actions to improve pedestrian and cyclist safety in the near-term and of the Treasure Island Mobility Management Agency (TIMMA) meetings to implement elements of the Treasure Island Transportation Implementation Plan in support of the Treasure Island/Yerba Buena Island Development Project.

Nixon Peabody and Squire Patton Boggs LLP **$355,000**

In October 2010, through Resolution 11-15, the Transportation Authority awarded three-year consultant contracts, with options to extend for two additional one year periods, to Nixon Peabody LLP and Squire Patton Boggs LLP, in a combined total amount not to exceed $400,000 for bond counsel and disclosure counsel services. The proposed action will exercise the first of two options of the initial contract. During FY 2017/18, we anticipate a higher level of effort due to additional bond counsel and disclosure counsel services related to issuance of a proposed $300 million sales tax revenue bond and a proposal to extend or replace the existing revolving credit loan. Attachment 2 provides brief descriptions of the work assigned to both firms.

Nossaman LLP and Wendel, Rosen, Black & Dean LLP **$250,000**

In August 2015, through Resolution 15-50, the Transportation Authority awarded three-year consultant contracts, with options to extend for two additional one year periods, to Nossaman LLP and Wendel, Rosen, Black & Dean LLP, in an amount not to exceed $750,000 for general legal counsel services. The proposed action will exercise the first of two options of the initial contract. Attachment 3 provides brief descriptions of the work assigned to both legal teams.

SPTJ Consulting **$200,000**

The staff size of the Transportation Authority does not warrant full-time, in-house technical support, so most technical maintenance and support tasks are outsourced to a professional consultant team that comes to the Transportation Authority offices on an as-needed basis. In October 2014, through Resolution 15-11 and based on the results of a competitive process, the Transportation Authority awarded a three-year consultant contract with two additional one-year extension options to SPTJ Consulting, in an amount not to exceed $550,000, for computer network and maintenance services. In addition to maintenance and ongoing tasks, SPTJ Consulting has been instrumental in the development of a secure and robust hardware and database setup, providing server updates, system maintenance, and security management for the Transportation Authority's Enterprise Resource

Planning (accounting) software, Microsoft Dynamics AX. In addition, the team is continuously providing operating system and software updates, and file server and backup system upgrades. Furthermore, the team helped with the implementation of advanced reporting functions and increased office hours on site in order to be more responsive to staff requests. For the upcoming year, SPTJ Consulting will continue to provide similar maintenance and ongoing tasks in addition to several larger system upgrade tasks. The proposed action will exercise the second of two options of the initial contract.

Barbary Coast Consulting and Davis & Associates Communications, Inc. **$185,800**

The Transportation Authority has regular needs to communicate with the public, the media, policymakers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters. In February 2014, through Resolution 14-54 and based on the results of a competitive process, the Transportation Authority awarded three-year consultant contracts, with options to extend for two additional one year periods, to Barbary Coast Consulting and Davis & Associates Communications, Inc., in a combined total not to exceed $525,000, for on-call strategic communications, media and community relations professional services. Since then, the consultant teams have provided development support of an agency-wide communications strategy, ongoing agency-wide external communications, as well as project-specific outreach and communications. Attachment 4 provides brief descriptions of the work assigned to both consultant teams. For the upcoming year, we forecast continuous need for assistance with strategic communications, media relations and outreach related to various projects. The proposed action will exercise the second of two options of the initial contracts.

KNN Public Finance **$185,000**

In January 2011, through Resolution 11-37, the Transportation Authority awarded a three-year consultant contract, with an option to extend for two additional one year periods, to KNN Public Finance, Inc. in a total amount not to exceed $250,000 for financial advisory services. The proposed action will exercise the first of two options of the initial contract. During FY 2016/17, we anticipate a higher level of effort due to additional financial advisory services related to issuance of a proposed $300 million sales tax revenue bond and a proposal to extend or replace the existing revolving credit loan.

Vavrinek, Trine, Day & Co., LLP..... **$83,430**

In June 2015, through Resolution 15-58, the Transportation Authority awarded a three-year consultant contract, with an option to extend for two additional one year periods, to Vavrinek, Trine, Day & Co., LLP, in an amount not to exceed $300,000 for annual audit services. The proposed action will exercise the first of two options of the initial contract.

FINANCIAL IMPACT

The proposed Fiscal Year 2017/18 budget includes sufficient funds to accommodate the recommended action. The proposed contracts will be funded by a combination of federal and state grants, funding from other agencies through memoranda of agreement, and Prop K funds.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed FY 2017/18 Professional Services Expenditures
Attachment 2 – Bond Counsel and Disclosure Counsel Services Work Assignments
Attachment 3 – General Legal Counsel Services Work Assignments
Attachment 4 – On-Call Strategic Communications, Media and Community Relations Task Orders

Attachment 1:
Proposed Fiscal Year 2017/18 Professional Services Expenditures

Professional Services	Annual Services	Previous Year Contract	Increase/ (Decrease)	Proposed Fiscal Year 2017/18 Contract	Procurement Type/Contract Options	Contract Goal	Utilization to Date
CCSF-Office of the City Attorney	General Counsel Services	$ 100,000	-	$ 100,000	Sole Source	N/A	N/A
CCSF-Department of Technology	Video Production Services for Transportation Authority Committee and Board Meetings	$ 50,000	-	$ 50,000	Sole Source	N/A	N/A
Nixon Peabody and Squire Patton Boggs LLP	Bond Counsel and Disclosure Counsel Services	$ 133,333	$ 221,667	$ 355,000	Competitively bid. First of two renewal options.	N/A	N/A
Nossaman LLP and Wendel, Rosen, Black & Dean LLP	General Legal Counsel Services	$ 250,000	-	$ 250,000	Competitively bid. First of two renewal options.	10% DBE	10% DBE
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	$ 200,000	-	$200,000	Competitively bid. Second of two renewal options.	25% DBE/LBE /SBE	90% DBE/ LBE
Barbary Coast Consulting and Davis & Associates Communications, Inc.	On-call Strategic Communications, Media and Community Relations	$ 175,000	$10,800	$185,800	Competitively bid. Second of two renewal options.	17% DBE	28% DBE
KNN Public Finance	Financial Advisory Services	$ 83,333	$ 101,667	$ 185,000	Competitively bid. First of two renewal options.	5% DBE	12% DBE
Vavrinek, Trine, Day & Co., LLP	Annual Audit Services	$ 81,000	$ 2,430	$ 83,430	Competitively bid. First of two renewal options.	10% DBE	14% DBE
	Total	**$ 1,072,666**	**$ 336,564**	**$ 1,409,230**			

Attachment 2:
Bond Counsel and Disclosure Counsel Services Work Assignments

Prime Consultant	Work Assignment Description	Amount
Nixon Peabody	General and Bond Counsel	$319,863
Squire Patton Boggs LLP	Disclosure Counsel[1]	$0
Total Work Assignments Awarded to Date		**$319,863**

[1] Disclosure counsel services will be call upon for activities related to the issuance of a proposed $300 million sales tax revenue bond.

Attachment 3:
General Legal Counsel Services Work Assignments

Prime Consultant	Work Assignment Description	Amount
Nossaman LLP	General Legal Services[2]	$277,230
	Presidio Parkway	$37,432
	Yerba Buena Island Ramps	$27,793
	Geary Bus Rapid Transit	$18,681
	Vision Zero	$10,000
	San Francisco Transportation Plan	$6,775
	Treasure Island Mobility Management Agency	$5,529
	Van Ness Bus Rapid Transit	$3,002
	Quint-Jerrold Connector Road	$342
Total Work Assignments Awarded to Nossaman LLP		**$386,784**
Wendel, Rosen, Black & Dean LLP	Treasure Island Mobility Management Agency	$32,760
	General Legal Services[2]	$25,000
	Yerba Buena Island Ramps and Bridge Structures	$24,500
	I-280 Balboa Park Interchange	$15,000
Total Work Assignments Awarded to Wendel, Rosen, Black & Dean LLP		**$97,260**
Total Work Assignments Awarded to Date		**$484,044**

[2] General legal services encompasses activities such as attending Board and Committee meetings, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate work assignments.

Attachment 4:
On-call Strategic Communications, Media and Community Relations Task Orders

Prime Consultant	Task Order Description	Amount
Barbary Coast Consulting	Overall Communications[3]	$228,650
	Geary Corridor BRT	$218,975
	BART Travel Incentives Program	$65,000
	Treasure Island Mobility Management Agency	$29,125
	Geneva-Harney BRT	$28,675
	Quint-Jerrold Connector Road	$7,350
	San Francisco Parking Supply and Utilization Study	$1,531
Total Task Orders Awarded to Barbary Coast Consulting		**$579,306**
Davis & Associates Communications, Inc.	San Francisco Transportation Plan 2050	$39,988
	Overall Communications[1]	$20,000
	Communications Assessment	$16,843
	Chinatown Community-Based Transportation Plan	$11,417
Total Task Orders Awarded to Davis & Associates Communications, Inc.		**$88,248**
Total Task Orders Awarded to Date		**$667,554**

[3] Overall communications encompasses activities such as overall image development and branding of the Transportation Authority and creating communication materials, including translating documents to comply with Title VI requirements. In addition, consultant teams monitor legislative, community and media activity for various Transportation Authority projects and provide comprehensive support services for Transportation Authority initiatives not covered by separate task orders.

San Francisco County Transportation Authority
May 2017 [REVISED 5/17/17]

State Legislation – Proposed New Positions and Updates on Activity This Session

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

Staff is recommending new support positions on ~~Assembly Bill (AB) 378 (Garcia, Cristina),~~ Senate Bill (SB) 422 (Wilk) ~~, SB 595 (Beall)~~ and SB 768 (Allen and Wiener) and a new oppose position on SB 182 (Bradford) as shown in **Table 1**. **Table 2** provides updates on several bills we have been tracking this session and **Table 3** indicates the status of bills on which the Board has already taken a position this session.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Support	~~AB 378 Garcia, Cristina D~~	**[Moved to Watch (see below) subsequent to May 9 SFCTA Board meeting.]** ~~**California Global Warming Solutions Act of 2006: regulations.**~~ ~~The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Doing so would extend a valuable greenhouse gas reduction program, provide additional revenue for transportation, and help stabilize auction outcomes, which have been lower than anticipated over the past year in part due to concerns about the duration of the program.~~
	SB 422 Wilk R	**Transportation projects: comprehensive development lease agreements: P3.** Current law authorizes the Department of Transportation and regional transportation agencies to enter into public-private partnerships (P3s) for certain transportation projects that may raise revenues from tolls and user fees. Prior authorization for these agreements ended on January 1, 2017. These two bills are very similar and would extend P3 authorization indefinitely. P3scould be used to more quickly and cost effectively deliver future revenue-generating projects in San Francisco and the region.
	SB 768 Allen, Wiener D	
Oppose	SB 182 Bradford D	**[Added at request of the Chair since May 9 SFCTA Board meeting.]** **Transportation network company: participating drivers: single business license.** This bill would allow Transportation Network Company (TNC) drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business. SFMTA and the City have registered their opposition to this bill on the basis that it would hinder our ability to collect information from the approximately 45,000 TNC drivers that cause an estimated $2-4 million per year in wear and tear on our local streets and an increased burden on traffic enforcement resources. **As this bill is moving rapidly through the Legislature, at the discretion of the Chair we have already submitted a letter of opposition to the author's office.**

Watch	AB 344 Melendez R	**Toll evasion violations.** The bill would change current practice by toll agencies to require individuals to pay the levied penalty for fare evasion when the individual challenges an initial toll review finding and proceeds to an administrative review process (only 0.05% of violation protests for the Bay Area Toll Authority (BATA)). MTC is concerned that this bill would increase the number of administrative investigations, which are costly to administer and, to BATA's knowledge, has never resulted in a situation where a violation was overturned. Recognizing that a waiver of the upfront fee is fair and reasonable in cases of means-based need, MTC is seeking an amendment to align toll violation procedures with what is currently in place for parking violations, specifically waiving the levied penalty during the administrative review process when warranted due to need of the applicant.
	AB 378 Garcia, Cristina D	**California Global Warming Solutions Act of 2006: regulations.** The bill would authorize the State Air Resources Board to extend the Cap and Trade program from 2020 to 2030. Prior language in the bill would have provided additional revenue for transportation and would have helped stabilize auction outcomes. However, recent amendments have altered it substantially. As revised it would completely change the way the state manages greenhouse gas emissions and shift important oversight responsibilities from local air districts to the state Air Resources Board. It is also likely to see further amendments. Staff from the Bay Area Air Quality Management District have expressed concern over the new language and are recommending their Board withdraw the agency's support. **Change in Recommended Position from Support to Watch:** Given the recent amendments, and the likelihood of additional ones, we no longer recommend a support position on the bill. We will continue to monitor it with our local and regional partners and will report on any progress next month.
	AB 756 Ting D	**Prima facie speed limits: Golden Gate Park.** This bill establishes a new speed limit of 15 miles per hour for Golden Gate Park roads excluding Crossover Drive, Park Presidio Bypass Boulevard, and Kezar Drive. The Mayor's Office State Legislative Committee has taken a support as amended position on this bill. It is consistent with Vision Zero policies. At the May 9, 2017 meeting, the Board revised the staff recommendation to change the position from support to watch to allow further review now that it is a two-year bill.
	AB 1218 Obernolte R	**California Environmental Quality Act (CEQA): exemption: bicycle transportation plans.** Extends current CEQA exemptions that sunset this year until 2021. Current exemptions apply to bicycle transportation plans and bicycle projects including roadway striping, signal timing, signage, storage, and other improvements.
	AB 1444 Baker R	**Livermore Amador Valley Transit Authority (LAVTA): autonomous vehicle demonstration project.** This bill would exempt LAVTA from state regulations for testing autonomous vehicles in a commercial center in Dublin. Within the specific boundaries of the demonstration pilot, it would allow testing of a vehicle without a driver seated in the driver's seat and not equipped with a steering wheel, a brake pedal, or an accelerator.

San Francisco County Transportation Authority
May 2017 [REVISED 5/17/17]

Table 2. Select Updates on Tracked Bills

Active Positions	Bill # Author	Bill Title and Description	Update
Support	AB 342 Chiu D	**Vehicles: automated speed enforcement (ASE): five-year pilot program.** This bill would authorize, no later than January 1, 2019, the City of San Jose (San Jose) and the City and County of San Francisco (San Francisco) to implement a 5-year pilot program utilizing an 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.	The bill was approved by the Assembly Privacy and Consumer Protection Committee on April 18 but was converted into a two-year bill at the subsequent Assembly Transportation Committee meeting. The California Highway Patrol provided the main source of opposition over concern that the cameras could increase hostility toward police officers and their ability to improve street safety. We will continue to support SFMTA's work to advance the bill next year.
	SB 1 Beall D	**Transportation Funding.** As reported earlier, this bill will raise $52 billion in new revenue over the next ten years for transportation, focusing on fix it first for roads and transit. San Francisco will receive an estimated $73 million in formula funds and will compete for additional funding in statewide competitive pots of funding.	Since the last Board meeting, the Governor signed the bill into law, along with a number of trailer bills. Among other things, these bills included the commitment of $400 million for a rail extension to Ceres and Merced and $427 million for transportation improvements in Riverside County. They also included SB 496 (Cannella) which transfers design risk from the private sector to the public sector. We have previously adopted oppose positions on similar design exemption bills.
Watch	SCA 6 Wiener D	**Local transportation measures: special taxes: voter approval.** This measure seeks to reduce vote threshold from 2/3 to 55% for local transportation sales tax revenues, parcel taxes, and other taxes. If approved, the measure would go to the state ballot for voter approval, which requires a majority statewide vote.	This bill used to only apply to local transportation sales taxes but was amended to include a broader range of possible revenue mechanisms for transportation.

San Francisco County Transportation Authority
May 2017 [REVISED 5/17/17]

Table 3. Bill Status for Active Positions Taken This Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 5/2/17)
Support	AB 1 Frazier D	Transportation Funding.	Assembly Transportation
	AB 28 Frazier D	Department of Transportation: environmental review process: federal pilot program.	Chaptered
	AB 87 Ting D	Autonomous vehicles.	Assembly Transportation
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program.	Assembly Transportation
	SB 1 Beall D	Transportation Funding.	Chaptered
Oppose	AB 65 Patterson R	Transportation bond debt service.	Assembly Transportation
	SB 423 Cannella R	Indemnity: design professionals.	Senate Judiciary
	SB 493 Hill D	Vehicles: right-turn violations.	Senate Appropriations

San Francisco County Transportation Authority
May 23, 2017

State Legislation – Proposed New Positions and Updates on Activity This Session

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

Staff is recommending a new support position on Senate Bill (SB) 595 (Beall) as shown in **Table 1**.

Table 1. Recommendation for New Positions and Select New Bills to Watch

Recommended Positions	Bill # Author	Bill Title and Description
Support	SB 595 Beall D	**Metropolitan Transportation Commission: toll bridge revenues.** If approved, this bill would require the nine Bay Area counties to conduct a special election on a proposed increase in the toll rate on the seven state-owned toll bridges in an amount TBD to finance TBD projects and programs to improve mobility and enhance travel options on the bridges and bridge corridors. We, along with other agencies, advocates, legislators, and members of the public are actively involved in the process to define the measure (Regional Measure 3) and its expenditure plan. (See related Item 9 on SFCTA Board Agenda for May 23, 2017). At the May 9, 2017 Board meeting, the Board severed this bill to be considered separately and a motion to adopt a support position did not pass.

Attachment 1 – SB 595 Language

AMENDED IN SENATE APRIL 18, 2017

AMENDED IN SENATE APRIL 5, 2017

AMENDED IN SENATE APRIL 3, 2017

SENATE BILL **No. 595**

Introduced by Senator Beall

February 17, 2017

~~An act to add Section 14032.1 to the Government Code, relating to transportation.~~ *An act to add Section 30923 to the Streets and Highways Code, relating to transportation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 595, as amended, Beall. ~~Department of Transportation: report on redundant positions.~~ *Metropolitan Transportation Commission: toll bridge revenues.*

Existing law creates the Metropolitan Transportation Commission (MTC) as a regional agency in the 9-county San Francisco Bay area with comprehensive regional transportation planning and other related responsibilities. Existing law creates the Bay Area Toll Authority (BATA) as a separate entity governed by the same governing board as the MTC and makes the BATA responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area. Existing law authorizes the BATA to increase the toll rates for certain purposes, including to meet its bond obligations, provide funding for certain costs associated with the bay area state-owned toll bridges, including for the seismic retrofit of those bridges, and provide funding to meet the requirements of certain voter-approved regional measures. Existing law provided for submission of 2 regional measures to the voters of 7 bay area counties in 1988 and

2004 relative to specified increases in bridge auto tolls on the bay area state-owned toll bridges, subject to approval by a majority of the voters.

The bill would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. By requiring this election, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

~~Existing law specifies the powers and duties of the Department of Transportation, and provides that the department has full possession and control of all state highways and all property and rights on property acquired for state highway purposes.~~

~~This bill would require the department to, no later than January 1, 2019, identify at least 500 redundant positions at the department and would require the department to put any savings from eliminating those positions into state-owned roadway maintenance and upkeep.~~

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: ~~no~~ *yes*.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares all of the following:

(a) The San Francisco Bay area's strong economy and growing population are placing a tremendous burden on its aging transportation infrastructure. Between 2010 and 2040, the population is forecast to grow by 2.3 million, while the number of jobs are projected to grow by 1.3 million.

(b) Traffic congestion on the region's seven state-owned toll bridges degrades the bay area's quality of life, impairs its economy, and shows no signs of abating. Between 2010 and 2015, combined volumes on the region's seven state-owned toll bridges grew by

11 percent, while volumes on just the Dumbarton Bridge, the Richmond-San Rafael Bridge, and the San Mateo-Hayward Bridge grew by 20 percent.

(c) In 2015, five of the region's top 10 worst congested roadways were in the South Bay (San Mateo or Santa Clara counties).

(d) In the San Francisco-Oakland Bay Bridge corridor from Hercules to San Francisco, weekday traffic speeds average less than 35 mph from 5:35 a.m. until 7:50 p.m.

(e) Weekday congestion on the west approach to the San Francisco-Oakland Bay Bridge in the eastbound direction typically begins before 1 p.m. and continues until 9:30 p.m.

(f) Weekday northbound traffic congestion on State Highway Route 101 from Novato to Petaluma begins by 3 p.m. and typically lasts over three hours.

(g) Daily peak-hour traffic on State Highway Route 37 between Marin and Solano counties jumped over 40 percent from 2010 to 2015.

(h) The region's only rail link across San Francisco Bay, the Bay Area Rapid Transit District (BART), is 44 years old and faces multibillion-dollar capital funding shortfalls to accommodate growing ridership and achieve a state of good repair. Meanwhile, BART ridership is at record levels, exceeding 128 million in fiscal year 2016, a 27-percent increase from fiscal year 2010.

(i) Annual ridership on ferries from Alameda, Oakland, and Vallejo to San Francisco and South San Francisco more than doubled between 2010 and 2016, from 1.1 million to 2.5 million.

(j) Ridership on the weekday transbay bus service provided by the Alameda-Contra Costa Transit District rose 33 percent between 2012 and 2016.

(k) Truck traffic in and out of the Port of Oakland grew by 33 percent since 2000 and contributes to worsening congestion on the region's bridges and roadways. An estimated 99 percent of the containerized goods moving through northern California are loaded or discharged at the port.

(l) The last time bay area voters had the opportunity to approve new funding for improvements in the bridge corridors was in 2004, when voters approved Regional Measure 2, a $1 toll increase.

(m) To improve the quality of life and sustain the economy of the San Francisco Bay area, it is the intent of the Legislature to require the Metropolitan Transportation Commission to place on

the ballot a measure authorizing the voters to approve an expenditure plan to improve mobility and enhance travel options on the bridges and bridge corridors to be paid for by an increase in the toll rate on the seven state-owned bridges within its jurisdiction.

SEC. 2. Section 30923 is added to the Streets and Highways Code, to read:

30923. (a) The toll rate for vehicles crossing the bridges described in Section 30910 shall not be increased to the ____ rate prior to the availability of the results of a special election to be held in the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma to determine whether the residents of those counties and of the City and County of San Francisco approve the toll increase.

(b) The revenue derived from the toll increase shall be used to meet all funding obligations associated with ____ projects and programs. To the extent additional toll funds are available from the toll increase, the authority may use them for bridge rehabilitation and for projects and programs aimed at reducing congestion and improving travel options in the bridge corridors.

(c) Notwithstanding any provision of the Elections Code, the board of supervisors of the City and County of San Francisco and of each of the counties described in subdivision (a) shall call a special election to be conducted in the City and County of San Francisco and in each of the counties that shall be consolidated with the November ____, general election.

(d) The ballot pamphlet for the special election shall include a detailed description of the expenditure plan detailing the projects to be funded.

(e) The county clerks shall report the results of the special election to the authority. If a majority of all voters voting on the question at the special election vote affirmatively, the authority shall adopt the increased toll schedule to be effective ____.

SEC. 3. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

~~SECTION 1. Section 14032.1 is added to the Government Code, to read:~~

~~14032.1. No later than January 1, 2019, the department shall identify at least 500 redundant positions at the department and shall put any savings from eliminating those positions into state-owned roadway maintenance and upkeep.~~

O

Agenda Item 6

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
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Memorandum

Date: May 19, 2017

To: Transportation Authority Board

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming

Subject: 06/13/17 Board Meeting: Adoption of the Balboa Area Transportation Demand Management Framework [NTIP Planning] Final Report

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Adopt the Balboa Area Transportation Demand Management (TDM) Framework [NTIP Planning] Final Report.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The Balboa Area TDM Framework project was recommended by Commissioner Yee for $100,000 in Prop K sales tax funds from the Neighborhood Transportation Improvement Program (NTIP) to engage the community in developing physical and operational measures to encourage sustainable travel choices and reduce vehicle-miles traveled, auto trips and traffic congestion in the Balboa Area. The project's draft final report is included as an enclosure in this packet.	☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Procurement ☐ Other:

DISCUSSION

Background.

The Balboa Area TDM Framework project was recommended by Commissioner Yee for $100,000 in Prop K sales tax funds from the Transportation Authority's 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 Balboa Area TDM Framework project was led by the San Francisco Planning Department (Planning) with the aim of engaging the community to develop a set of neighborhood-based transportation demand-management strategies in the Balboa Area (see Figure 1) which includes three subareas of focus: 1) City College of San Francisco (CCSF) Ocean Campus; 2) the 17-acre Balboa Reservoir site that is currently being developed through the City's Public Lands for Housing program; and 3) portions of the Westwood Park, Ingleside, and Sunnyside neighborhoods.

The project and its recommendations were informed by neighborhood travel behavior surveys and feedback from the Balboa Reservoir Community Advisory Committee (CAC), the Balboa Park Station CAC, and public workshops in the neighborhood.

Steady investment has been improving transit, walking, and biking around the Balboa Park BART station. However, the community has identified a number of remaining barriers to travel in the area, including traffic congestion, walkability issues, personal security concerns, bikeway gaps, parking availability, transit cost, and Muni service. As the neighborhood grows, City College enrollment increases, and travel patterns change, there is a need to better manage demand given limited roadway right-of-way, transit infrastructure, and financial resources. The proposed TDM Framework presents a series of recommendations designed to reduce vehicle-miles traveled (VMT), auto trips, traffic congestion, and reduce transportation costs (both financial costs and level of effort required).

Recommendations.

The Framework contains a recommended list of physical and operational TDM measures and an indication of their potential impact and cost. Each recommended measure has been demonstrated to reduce VMT and meet at least one of the other three overarching goals. It covers a broad range of strategies, including:

- Land use: new affordable housing; on-site child care facilities.
- Parking: "right size" parking at City College and new Balboa Reservoir site; parking pricing strategies; dedicated spaces for shared vehicles; expanded Residential Parking Permit zone.
- Bicycle: secure bike parking with repair shop; bike sharing.
- Mobility management: dedicated mobility management staff; ride matching program; car sharing program.
- Transit: real time transit information; mandatory transit pass programs for students and new residents.
- Infrastructure improvements: Ocean and Geneva Avenue corridor pedestrian and bicycle safety improvements; bicycle network gap closures; signal retiming.

Rather than prescribing which measures to pursue, the Framework is meant to serve as a resource for the community, the City, City College, and the Balboa Park Reservoir developer. While the recommended TDM measures can be implemented independently of one another, employing them concurrently will maximize their effectiveness and increase community benefits. To continue current momentum, the report recommends a Balboa Area Working Group comprised of representatives from City departments, City College, and the developer/property manager of the Balboa Reservoir site to further explore opportunities to coordinate TDM measures and other capital improvements.

Next Steps.

In tandem with the Transportation Authority Board process, the Final Draft Report is being circulated to the Balboa Reservoir CAC and the Balboa Park Station CAC in May and June. Once approved, it will then serve to advise transportation decision-making in the Balboa Area. Of particular importance is the role it will play in guiding transportation investment for the new Balboa Reservoir development, which is a 17-acre site that is likely to provide substantial amounts of new mixed-income housing. The project is in the final stage of the developer selection process, and community members are working with the City to ensure sufficient mitigation measures and ongoing enforcement with defined consequences if the developer doesn't meet its aggressively low car ownership targets.

FINANCIAL IMPACT

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

CAC POSITION

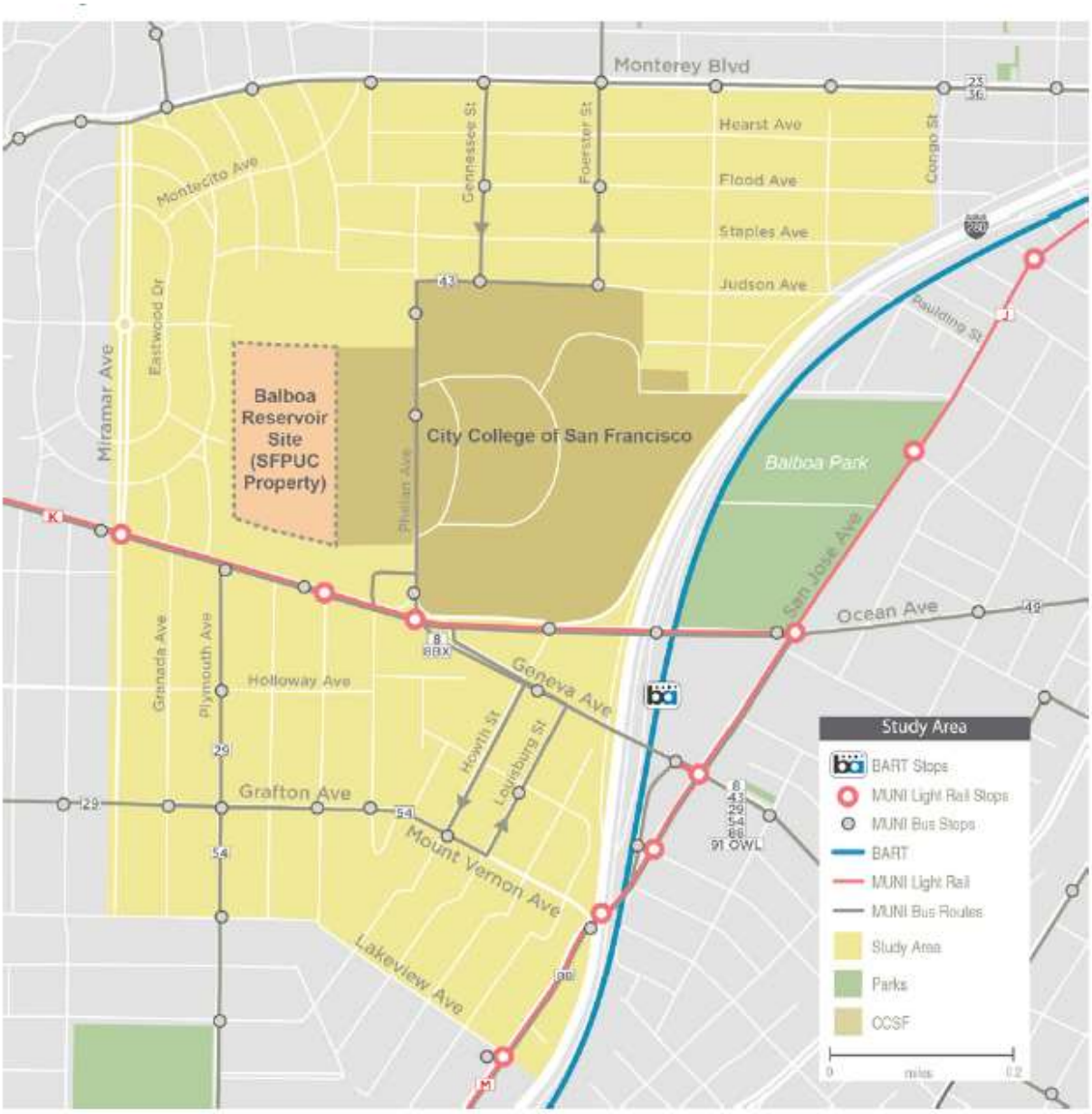
The CAC will consider this item at its May 24, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Framework Study Area
Enclosure 1 –Draft Final Report

Attachment 1.

Balboa Area Transportation Demand Management (TDM) Framework Study Area



Agenda Item 7

San Francisco County Transportation Authority
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Memorandum

Date: May 16, 2017

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 06/13/2017 Board Meeting: Allocation of $55,989,751 in Prop K Funds for Ten Requests and $2,052,000 in Prop AA Funds for One Request, with Conditions, and Appropriation of $75,000 in Prop K Funds for One Request

RECOMMENDATION ☐ **Information** ☒ **Action**

Allocate $54,741,500 in Prop K sales tax funds for nine requests:

- Transbay Transit Center - Electrical, Communications, Security & Integrated Networks ($5,449,859 to TJPA)
- Replace 100 40-ft Trolley Coaches ($28,915,153 to the SFMTA)
- Replace 19 60-ft Trolley Coaches ($6,637,580 to the SFMTA)
- 1570 Burke Avenue Facility Renovation ($902,200 to the SFMTA)
- Paratransit ($10,193,010 to the SFMTA)
- Public Sidewalk and Curb Repair ($561,682 to SFPW)
- Application-Based Residential Street Traffic Calming (Implementation) ($727,325 to the SFMTA)
- Application-Based Residential Street Traffic Calming (Planning) ($213,525 to the SFMTA)
- Tree Planting and Establishment ($1,141,166 to SFPW)

Allocate $1,248,251 in Prop K sales tax funds and $2,052,000 in Prop AA vehicle registration fee funds for one request:

- Haight Street Resurfacing and Pedestrian Lighting (SFPW)

Appropriate $75,000 in Prop K funds for one request

- NTIP Program Support

SUMMARY

We have received six Prop K allocation requests from the San Francisco Municipal Transportation Agency (SFMTA), three requests from Public Works (SFPW), one request from the Transbay Joint Powers Authority (TJPA), and we are requesting Prop K funds for one project. The requests total about $56 million in Prop K funds and $2.05 million in Prop AA funds. Attachment 1 lists the requests including identifying supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations including any special conditions.

- ☒ Fund Allocation
- ☐ Fund Programming
- ☐ Policy/Legislation
- ☐ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contracts
- ☐ Procurement
- ☐ Other:

DISCUSSION

We have received eleven requests totaling $58,116,751 in Prop K and Prop AA funds that we are recommending for allocation or appropriation. 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 includes 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. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

FINANCIAL IMPACT

The recommended action would allocate $55,989,751 and appropriate $75,000 in Fiscal Year (FY) 2017/18 Prop K sales tax funds, and allocate $2,052,000 in FY 2017/18 Prop AA vehicle registration fee funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows that the recommended allocations and appropriation would be the first of FY 2017/18, and shows the recommended allocation, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2017/18 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its May 24, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received
Attachment 2 – Project Descriptions
Attachment 3 – Staff Recommendations
Attachment 4 – Prop K Allocation Summary – FY 2017/18
Enclosure 1 – Prop K/AA Allocation Request Forms (11)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category [1]	Project Sponsor [2]	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging: Expected Leveraging by EP Line [3]	Leveraging: Actual Leveraging by Project Phase(s) [4]	Phase(s) Requested	District
Prop K	5	TJPA	Transbay Transit Center - Electrical, Communications, Security & Integrated Networks	$ 5,449,859		$ 117,625,646	86%	95%	Construction	6
Prop K	17M	SFMTA	Replace 100 40-ft Trolley Coaches	$ 28,915,153		$ 144,575,765	84%	80%	Construction	Citywide
Prop K	17M	SFMTA	Replace 19 60-ft Trolley Coaches	$ 6,637,580		$ 33,502,124	84%	80%	Construction	Citywide
Prop K	20M	SFMTA	1570 Burke Avenue Facility Renovation	$ 902,200		$ 35,502,200	90%	97%	Construction	10
Prop K	23	SFMTA	Paratransit	$ 10,193,010		$ 27,476,772	27%	63%	Operations	Citywide
Prop K, Prop AA	34, Ped	SFPW	Haight Street Resurfacing and Pedestrian Lighting	$ 1,248,251	$ 2,052,000	$ 9,472,073	79%	65%	Construction	5
Prop K	37	SFPW	Public Sidewalk and Curb Repair	$ 561,682		$ 809,469	48%	31%	Construction	Citywide
Prop K	38	SFMTA	Application-Based Residential Street Traffic Calming (Implementation)	$ 727,325		$ 727,325	51%	0%	Design, Construction	Citywide
Prop K	38	SFMTA	Application-Based Residential Street Traffic Calming (Planning)	$ 213,525		$ 213,525	51%	0%	Planning	Citywide
Prop K	42	SFPW	Tree Planting and Establishment	$ 1,141,166		$ 1,141,166	57%	0%	Construction	Citywide
Prop K	44	SFCTA	NTIP Program Support	$ 75,000		$ 75,000	40%	0%	Planning	Citywide
			TOTAL	**$ 56,064,751**	**$ 2,052,000**	**$ 371,121,065**	**80%**	**84%**		

Footnotes

[1] "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

[2] Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works); TJPA (Transbay Joint Powers Authority).

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

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

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
5	TJPA	Transbay Transit Center - Electrical, Communications, Security & Integrated Networks	$5,449,859		Requested Prop K funds will support the $117.6 million Electrical, Communications, Security & Integrated Networks construction trade package for the Transbay Transit Center. Major scope elements of the contract include systems for power distribution, lighting, communications infrastructure, emergency power and communications, fire and life-safety, security, public information, building controls and energy management. The award amount for this construction trade package contract when it was certified in 2015 was $93.4 million. Change orders totaling $24.2 million have been issued to-date, primarily for work that was included in the Phase 1 Program budget but not included in a trade package when bid such as the Rooftop Park electrical at $19.8 million. Work will be substantially complete by March 2018 when the new terminal is open for use. There is $1.9 million in Prop K funds that remains programmed (available for allocation) for Phase 1.
17M	SFMTA	Replace 100 40-ft Trolley Coaches	$28,915,153		Prop K funds will provide the local match to $115.66 million in federal funds for the procurement of 100 40-foot New Flyer Inc. electric trolley coaches, replacing 40-foot trolley coaches that have reached the end of their useful lives. These new vehicles constitute the first of two tranches to replace the SFMTA's fleet of 185 40-foot trolleys to be procured from New Flyer under Contract Amendment 2 at a total cost of $245 million. Prop K funding for the 40-foot trolley coach replacement will total $53.1 million or about 21.6% of the cost, including this request and a future request for additional local match when Fiscal Year (FY) 2017/18 federal funds are programmed by the Metropolitan Transportation Commission (anticipated in early 2018). SFMTA expects delivery of the 100th 40-foot trolley coach by January 2019.
17M	SFMTA	Replace 19 60-ft Trolley Coaches	$6,637,580		The SFMTA has requested Prop K funds to provide the local match to federal, state, and regional funds for the procurement of 19 60-foot articulated New Flyer electric trolley coaches, replacing 60-foot trolley coaches that have reached the end of their useful lives. The trolley coaches constitute the third and final tranche of 93 60-foot trolleys that the SFMTA is procuring from New Flyer at a total cost of $163.4 million. Prop K funding for 60-foot trolley coach fleet replacement, including this request, totals $31.9 million or about 20% of the cost. The SFMTA expects delivery of the last vehicle by February 2018.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
20M	SFMTA	1570 Burke Avenue Facility Renovation	$902,200		Prop K funds will leverage $34.6 million in Prop A General Obligation (GO) Bond funds to renovate the 45 year old, SFMTA-owned 103,231 square-foot Central Warehouse at 1570-1580 Burke Avenue. The project includes seismic and structural work, tenant improvements to house the SFMTA overhead lines maintenance division, and to modernize and optimize the facility as the central store and distribution center for parts and supplies for the bus and trolley maintenance divisions. Previous Prop K allocations totaling almost $5 million supported the original purchase of the building as well as planning and design phases for this project. Prop K is needed for the construction phase to cover costs that are ineligible for GO bonds, including the short-term storage of materials during construction ($634,000), two new forklifts ($80,000) to assist in moving materials during construction, and contingency ($188,200). The SFMTA expects that construction will be complete by September 2018.
23	SFMTA	Paratransit	$10,193,010		Prop K funds will provide approximately 37% of the budget to support contract costs associated with the $27.5 million FY 2017/18 Paratransit program. The SFMTA provides paratransit services to persons with disabilities via a broker contract. The contract includes procuring and managing subcontracts with paratransit service providers, monitoring service quality and client interface, administering client eligibility, managing the sale of fare instruments, and acting as the principal customer service representative on behalf of the SFMTA.
34, Ped	SFPW	Haight Street Resurfacing and Pedestrian Lighting	$1,248,251	$ 2,052,000	SFPW is requesting Prop K and Prop AA funds for the street resurfacing and pedestrian lighting elements of the multi-agency Upper Haight Transit Improvement and Pedestrian Realm project. Prop K funds would support resurfacing on Haight Street from Stanyan to Central, as well as one block of Masonic from Haight to Waller. Prop AA funds would be used to install pedestrian-scale lighting between Stanyan and Clayton. The overall complete streets project also includes 14 pedestrian and/or transit bulbs, lane configurations, curb ramps, signal improvements and sewer replacement. The project is expected to begin construction in early 2018 and be open for use by March 2020.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
37	SFPW	Public Sidewalk and Curb Repair	$561,682		Prop K funds will leverage $247,790 in state funds to repair approximately 80 sidewalk locations and 5,616 linear feet of curb damaged by trucks, old age, vehicular accidents, and poor original construction. In past years, SFPW has used Prop K funds to repair sidewalks around City street trees. With the passage of Prop E in November 2016, SFPW now has $19 million from an annual General Fund setaside to maintain all street trees in the public right-of-way, with nearly $4 million of the funding to be used for repairs of sidewalk damage and buckling caused by the roots of mature City-maintained trees. SFPW has a backlog of more than 640 requested sidewalk repair locations not related to street tree damage. Additional locations will be determined by SFPW inspections, public complaints, and reports of trip-and-fall accidents. All work will be performed in FY 2017/18.
38	SFMTA	Application-Based Residential Street Traffic Calming (Implementation)	$727,325		Requested Prop K funds will fund the design and construction of approximately 75 traffic calming devices on 42 blocks around the city, including 66 speed humps, 4 speed cushions, 1 traffic circle, 2 raised crosswalks, and 2 areas with striping/signage. Locations were identified through evaluation of the 87 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2016. Acceptance into the program and prioritization for implementation is based on rankings of speeds, traffic counts, collision data, and land use types within a short proximity to the street (e.g. schools, transit stops, bike lanes, and parks). Construction will begin before the end of the calendar year and be done by June 2018. See page 107 of the enclosure for list of locations.
38	SFMTA	Application-Based Residential Street Traffic Calming (Planning)	$213,525		Funds will support citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures for approximately 50 site-specific locations. Application materials are available in English, Spanish and Chinese at www.sfmta.com, and must be submitted to SFMTA or before June 30, 2017. SFMTA staff will evaluate whether the street is eligible for acceptance into the program (i.e. on a residential street with a demonstrated speeding program). Eligible applications will then be ranked to determine the locations most in need of traffic calming, with the highest ranked locations getting prioritized based on funding availability. See the Implementation phase request (above) for more information about how locations are prioritized.

Attachment 2: Brief Project Descriptions [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
42	SFPW	Tree Planting and Establishment	$1,141,166		With these funds, SFPW crews will plant approximately 762 trees and water them regularly for three years to ensure successful establishment. This is an increase of 100% over FY 2016/17 planting levels. Previously, SFPW used Prop K funds for both street tree planting and maintenance of mature trees. With the passage of Prop E, SFPW now has sufficient funding from an annual General Fund setaside for tree maintenance, and will now use Prop K funds exclusively for tree planting. Priority planting sites will focus on neighborhoods with the greatest number of existing empty tree wells and lowest canopy coverage, such as Bayview Hunters Point, the Excelsior and Portola.
44	SFCTA	NTIP Program Support	$75,000		Prop K funds will enable Transportation Authority staff to support commissioners' efforts to identify potential Neighborhood Transportation Improvement Program (NTIP) planning and capital projects; to develop proposed scope, schedule, and budget information to support allocation of NTIP grants; and to provide ongoing NTIP support as projects are implemented.
		TOTAL	**$56,064,751**	**$ 2,052,000**	

[1] See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations [1]

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
5	TJPA	Transbay Transit Center - Electrical, Communications, Security & Integrated Networks	$ 5,449,859		**Prop K Strategic Plan Amendment:** The recommended allocation is contingent on an administrative amendment to the Prop K Strategic Plan to re-program unneeded funds from prior allocations to the subject project.
17M	SFMTA	Replace 100 40-ft Trolley Coaches	$ 28,915,153		
17M	SFMTA	Replace 19 60-ft Trolley Coaches	$ 6,637,580		
20M	SFMTA	1570 Burke Avenue Facility Renovation	$ 902,200		**5-Year Prioritization Program (5YPP) Amendment:** The recommended allocation is contingent on a concurrent Facilities - Muni 5YPP amendment to transfer cost savings of $902,200 in design phase to items related to the temporary storage of material currently stored in the Burke facility during the construction phase. See attached 5YPP amendment for details. **Special Condition:** The Transportation Authority will not release the funds for temporary storage ($634,000) or contingency ($188,200) until the SFMTA has confirmed the cost of the lease of storage space, and a budget and rationale for release of all or a portion of the contingency.
23	SFMTA	Paratransit	$ 10,193,010		
34, Ped	SFPW	Haight Street Resurfacing and Pedestrian Lighting	$ 1,248,251	$ 2,052,000	**5YPP Amendment:** The recommended allocation is contingent upon a concurrent amendment to the Street Resurfacing, Rehabilitation and Maintenance 5YPP to add the subject project with funds from the Pavement Renovation Placeholder and unprogrammed capacity. See the enclosed 5YPP amendment for details. **Special Condition:** Allocation of Prop AA funds is contingent upon Transportation Authority Board approval of the 2017 Prop AA Strategic Plan. Approval is anticipated on May 23, 2017.
37	SFPW	Public Sidewalk and Curb Repair	$ 561,682		
38	SFMTA	Application-Based Residential Street Traffic Calming (Implementation)	$ 727,325		
38	SFMTA	Application-Based Residential Street Traffic Calming (Planning)	$ 213,525		
38	SFMTA	Tree Planting and Establishment	$ 1,141,166		**5YPP Amendment:** The recommended allocation is contingent upon a concurrent amendment to the Tree Planting and Maintenance 5YPP to reprogram $581,995 from Tree Maintenance to Tree Planting and Establishment. With the passage of Prop E, SFPW will receive $19 million in FY 2017/18 for tree maintenance, which is sufficient funding to maintain the trees in the public right-of-way. See enclosed 5YPP amendment for details.
42	SFPW	NTIP Program Support	$ 75,000		
		TOTAL	**$ 56,064,751**	**$ 2,052,000**	

[1] See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY 2017/18

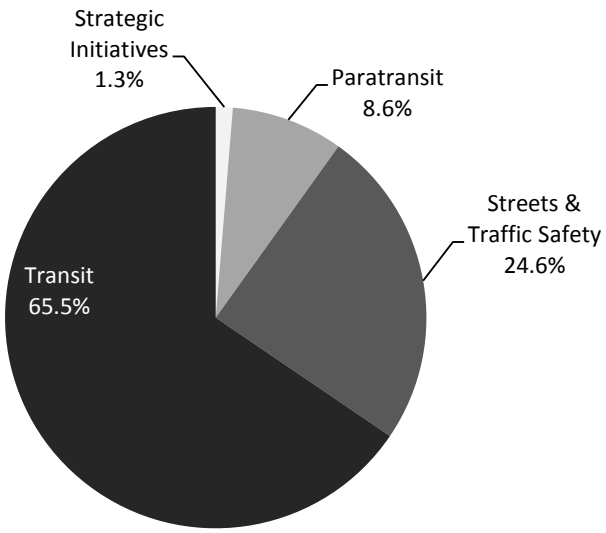
PROP K SALES TAX

	Total	CASH FLOW				
		FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	$ -	$ -	$ -	$ -	$ -	$ -
Current Request(s)	$ 56,064,751	$ 27,492,079	$ 27,439,282	$ 645,389	$ 97,600	$ 97,600
New Total Allocations	$ 56,064,751	$ 27,492,079	$ 27,439,282	$ 645,389	$ 97,600	$ 97,600

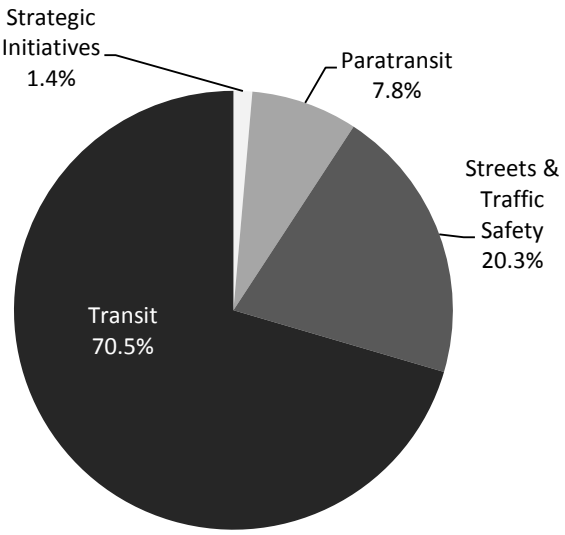
The above table shows maximum annual cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

With these funds, SFPW anticipates will pl

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

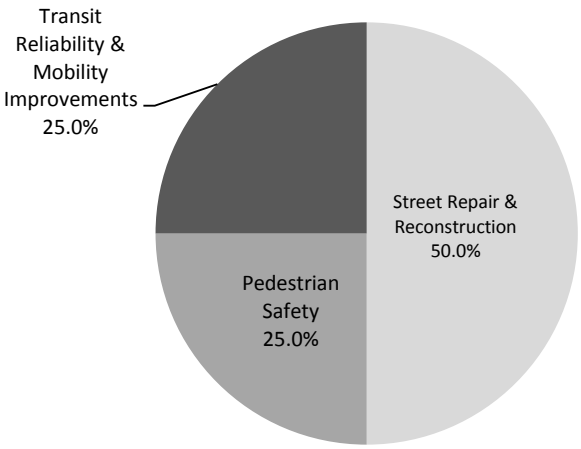


PROP AA VEHICLE REGISTRATION FEE

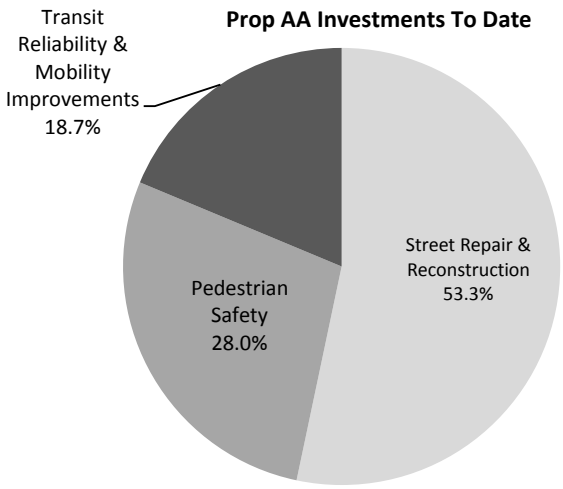
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations						
Current Request(s)	$ 2,052,000	$ 500,000	$ 1,050,000	$ 502,000	$ -	$ -
New Total Allocations	$ 2,052,000	$ 500,000	$ 1,050,000	$ 502,000	$ -	$ -

The above table shows total cash flow for all FY 2017/18 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



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Agenda Item 8

San Francisco County Transportation Authority
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Memorandum

Date: May 24, 2017

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 06/13/17 Board Meeting: Approval of the Fiscal Year 2017/18 Transportation Fund for Clean Air Program of Projects

RECOMMENDATION ☐ Information ☒ Action

Approve the Fiscal Year 2017/18 Transportation Fund for Clean Air (TFCA) Program of Projects

SUMMARY

Program $726,760 in TFCA County Program Manager funds for five projects:

- Emergency Ride Home ($41,832 to San Francisco Environment)
- Bike Share Phase 4 Expansion ($255,000 to the SFMTA)
- Alternative Fuel Taxicab Incentive Program ($79,964 to the SFMTA)
- Paratransit Sedans ($270,000 to the SFMTA)
- Short Term Bicycle Parking ($79,964 to the SFMTA)

As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco's share of TFCA funds. Projects come from a portion of a $4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. With $726,760 available for projects, we are recommending fully funding three requests (Bike Share Phase 4 Expansion, Emergency Ride Home, and Paratransit Sedans) and partially funding two requests (Short-Term Bike Parking and the Alternative Fuel Taxicab Incentive Program) as shown in Attachments 2 and 3.

☐ Fund Allocation
☒ Fund Programming
☐ Policy/Legislation
☐ Plan/Study
☐ Capital Project Oversight/Delivery
☐ Budget/Finance
☐ Contracts
☐ Procurement
☐ Other:

DISCUSSION

Background.

The Transportation Fund for Clean Air (TFCA) Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a $4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60%

of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

On March 7, 2017 we issued the Fiscal Year (FY) 2017/18 TFCA San Francisco County Program Manager call for projects. We received five project applications by the April 28, 2017 deadline, requesting $1,116,832 in TFCA funds compared to $726,760 available.

Available Funds.

As shown in the table below, the amount of available funds is comprised of estimated FY 2017/18 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

Estimated TFCA Funds Available for Projects FY 2017/18	
Estimated TFCA Revenues (FY 2017/18)	$736,049
Interest Income	$1,882
De-obligated Funds from Prior Cycles	$34,832
Total Funds	$772,763
6.25% Administrative Expense	($46,003)
Total Available for Projects	**$726,760**

Unused funds from earlier projects were de-obligated and made available for the 2017/18 call for projects. These funds came from four projects that were completed under budget over the past year and one project that was cancelled without any expenses having been reimbursed. The cancelled project, the San Francisco Environment sponsored University of San Francisco (USF) Bike Chalet, could not move forward because the revised project cost estimate exceeded funds available. We will remain in contact with USF as they develop alternate bike parking concepts. After netting out 6.25% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is $726,760.

Prioritization Process.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits vary by project type: for 2017/18 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is $150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Light-Duty Vehicles categories is $250,000 per ton of emissions reduced and the limit for Bike Share projects is $500,000 per ton of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than

default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO2) emissions reduced by each project. CO2 emissions are estimated in the Air District's CE worksheets, but are not a factor in the CE calculations.

Staff Recommendation.

Attachment 2 shows the five candidate projects and other information including a brief project description, total project cost, and the amount of TFCA funds requested. We are recommending fully funding three of the five candidate projects and partially funding the other two. Three of the five projects recommended for funding are zero emissions non-vehicles projects, which is the top priority project type in the Transportation Authority's prioritization criteria.

We are recommending full funding for Bike Share Phase 4 Expansion, Emergency Ride Home and Paratransit Sedans. We are recommending partial funding for Short Term Bike Parking, which is scalable and the least cost effective application, and for Alternative Fuel Taxicab Incentive Program, which is also scalable, a lower priority project type, and because a recent rule change has increased the maximum age and mileage of taxis, resulting in a temporary decline in demand for new vehicles.

TFCA Policy Waiver Required: The Paratransit Sedans project application for $270,000 from the San Francisco Municipal Transportation Agency (SFMTA) requires the Air District to waive certain TFCA policies so that the cost effectiveness of the project can reflect the air quality benefits of replacing existing medium-duty "cutaway" paratransit vehicles with light-duty hybrid vehicles. As written, the TFCA policies only provide for counting the emissions benefits of purchasing an alternative fuel vehicle in the same weight class as a gasoline vehicle that could hypothetically have been purchased instead, which would show a much smaller emissions reduction than the proposed project. We expect the Air District Board to decide whether to waive TFCA policy as requested sometime this fall. Should the Air District not grant the TFCA policy waiver, the SFMTA would not be able to move forward with the project. For this reason, we are recommending a contingency list to provide funds to fully fund Short Term Bike Parking and provide additional funds for the Alternative Fuel Taxicab Incentive Program, should the waiver not be granted.

Schedule for Funds Availability.

We expect to enter into a master funding agreement with the Air District by July 2017 after which we will issue grant agreements for the recommended FY 2017/18 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in August or September 2017.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2017/18 TFCA program is $772,763. This includes $726,760 for the five proposed projects and $46,003 for administrative expenses. The latter is consistent with Air District rules, which allow the Transportation Authority to set aside up to 6.25% of each year's annual income to use for administrative expenses. Revenues and expenditures for the

TFCA program are included in the proposed Transportation Authority's FY 2017/18 budget, which will be considered for adoption by the Transportation Authority Board in June 2017.

CAC POSITION

The CAC will consider this item at its May 24, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 - FY 2017/18 TFCA Local Expenditure Criteria
Attachment 2 - FY 2017/18 TFCA Program of Projects – Detailed Staff Recommendation
Attachment 3 - FY 2017/18 TFCA Program of Projects – Summary of Staff Recommendation

San Francisco County Transportation Authority

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Attachment 1

Fiscal Year 2017/18 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA (Adopted 2/28/17)

The following are the Fiscal Year 2017/18 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2017/18. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO_2) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2017/18 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 – TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2017/18 funds are not programmed by November 2017, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all of the TFCA

eligibility requirements, and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

Project Type – In order of priority:

1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
2) Shuttle services that reduce vehicle miles traveled (VMT);
3) Alternative fuel vehicles and alternative fuel infrastructure; and
4) Any other eligible project.

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NOx, PM, and CO_2 emissions. However, the Air District's calculation only includes the reductions in ROG, NOx, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO_2 emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO_2 emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Delivery – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2018 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2015/16 or 2016/17:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2017/18 TFCA Program of Projects – Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor [1]	Project Description	District	Project Type [2]	Prop K Eligible	CE Ratio [3]	CO_2 Tons Reduced [4]	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	**Emergency Ride Home -** Provides a free or low cost ride home in cases of emergency for employees who use alternative modes to get to work. The ride comes in the form of taxi, carshare or rental car reimbursement to employees of businesses participating in the program when a supervisor-approved unscheduled overtime or an emergency situation occurs. This program provides one year of funding for processing employer registrations and reimbursements.	Citywide	1	Yes	$13,604	1656.4	$41,832	$41,832	$ 41,832
2	SFMTA	**Bike Share Phase 4 Expansion** - The SFMTA will review station sites and designs, legislate curb and parking changes if needed, and issue bike share station and special traffic permits for an additional 96 stations/1,350 bikes in San Francisco as part of the Ford GoBike.	1, 2, 4, 5, 7, 11	1	Yes	$36,202	3708.1	$318,000	$255,000	$ 255,000
3	SFMTA	**Alternative Fuel Taxicab Incentive Program -** This project is an Alternative Fuel Rebate/Incentive Program for new vehicles. Under this program, taxicab companies will have the opportunity to purchase new alternative fuel vehicles (hybrid, CNG, or electric) and will be able to submit proof of purchase materials to receive a rebate of up to $3,900. Our recommendation is to partially fund this request. A recent rule change has increased the maximum allowed age and mileage of taxis, resulting in a temporary decrease in demand for new vehicles. The SFMTA has an existing TFCA grant for this program that it is spending down more slowly than anticipated.	Citywide	3	No	$66,539	973.16188	$250,000	$250,000	$ 79,964
4	SFMTA	**Paratransit Sedans -** Replace ten (10) aging SF Paratransit diesel and gasoline cutaway vehicles (22' vans) with hybrid sedans. SFMTA's paratransit fleet is currently 100% the larger, wheelchair accessible vehicles; however, approximately 70% of SF Access riders are ambulatory riders who do not require a wheelchair lift, and may actually be more comfortable riding in a sedan. **Requires TFCA Policy Waiver** - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the cost-effectiveness ratio to reflect the emissions reductions of replacing the actual, existing cutaway vans, rather than hypothetical gasoline vehicles in the same weight class as the proposed hybrid sedans. A decision on the waiver is expected in Fall 2017.	Citywide	3	Yes	$108,400	347.3	$300,000	$270,000	$ 270,000
5	SFMTA	**Short Term Bicycle Parking** - Bicycle parking spaces provide end-of-trip facilities for new bicycle trips thereby replacing vehicle trips and reducing motor vehicle emissions. This project would plan, design, and install 600 previously purchased bicycle parking racks in San Francisco, providing an additional 1200 bicycle parking spaces. Our recommendation is to partially fund this project due to the limited funds available. This would result in 160 racks or 320 parking spaces being installed.	Citywide	1	Yes	$249,053	130.0	$511,866	$300,000	$ 79,964
							TOTAL	**$1,421,698**	**$1,116,832**	**$726,760**
									Total TFCA Funding Available for Projects:	$726,760
									Surplus/(Shortfall)	$ -

No.	Sponsor [1]	Project Description	District	Project Type[2]	Prop K Eligible	CE Ratio[3]	CO_2 Tons Reduced[4]	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
TABLE B. PROJECTS RECOMMENDED FOR TFCA FUNDS CONTINGENT ON AVAILABILITY OF ADDITIONAL FUNDS										
Funding for these projects is contingent upon the Air District rejecting the requested TFCA policy waiver for the Paratransit Sedans project, which would then not be funded.										
1	SFMTA	**Short Term Bicycle Parking (Additional Funds)** - Fully fund the Short Term Bicycle Parking request (see above). Additional funds would fund the installation of an additional 440 racks, for a grand total of 600 racks/1200 parking spaces.	Citywide	1	Yes	$249,053	357.6	See above.	See above.	$ 220,036
2	SFMTA	**Alternative Fuel Taxicab Incentive Program (Additional Funds)** - Provide additional funds (for a total of up to $130,000 of the $300,000 requested) for the Alternative Fuel Rebate/Incentive Program (see above).	Citywide	3	No	$66,539	608.1	See above.	See above.	$ 49,964
									Total:	**$ 270,000**

[1] Sponsor acronyms include Department of the Environment (SFE) and San Francisco Municipal Transportation Agency (SFMTA).

[2]Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

[3]The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. CE ratio limits vary by project type: for FY 2017/18, the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, including Emergency Ride Home, is $150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Light-Duty Vehicles categories is $250,000 per ton of emissions reduced and the limit for Bike Share projects is $500,000 per ton of emissions reduced.

[4] CO_2 Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3

San Francisco County Transportation Authority
Fiscal Year 2017/18 Transportation Fund for Clean Air County Program Manager Fund
Summary of Draft Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor[1]	**Project**	**Total Project Cost**	**TFCA Requested**	**TFCA Recommended**
SFE	Emergency Ride Home	$41,832	$41,832	$41,832
SFMTA	Bike Share Phase 4 Expansion	$318,000	$255,000	$255,000
SFMTA	Alternative Fuel Taxicab Incentive Program	$250,000	$250,000	$79,964
SFMTA	Paratransit Sedans	$300,000	$270,000	$270,000
SFMTA	Short Term Bicycle Parking	$511,866	$300,000	$79,964
	Totals:	**$1,421,698**	**$1,116,832**	**$726,760**

Total TFCA Funding Available for Projects: **$726,760**

[1]See Attachment 2 for acronyms and other notes.

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Agenda Item 9

San Francisco County Transportation Authority
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Memorandum

Date: May 17, 2017

To: Transportation Authority Board

From: Cynthia Fong – Deputy Director for Finance and Administration

Subject: 06/13/17 Board Meeting: Adoption of the Proposed Fiscal Year 2017/18 Budget and Work Program

RECOMMENDATION ☐ **Information** ☒ **Action** Adopt the proposed Fiscal Year 2017/18 Budget and Work Program **SUMMARY** The purpose of this memorandum is to present the Transportation Authority's proposed Fiscal Year (FY) 2017/18 annual budget and work program and seek its adoption. The June 13 Board meeting will serve as the official public hearing prior to final consideration of the Annual Budget and Work Program at the June 27 Board meeting.	☐ Fund Allocation ☐ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☒ Budget/Finance ☐ Contracts ☐ Procurement ☐ Other:

DISCUSSION

Update. Since the presentation of the preliminary FY 2017/18 annual budget at the April CAC meeting and based on continued discussions with project sponsors, we have increased the Prop K capital projects budget by $25 million. This change is primarily due to the delay in what were anticipated to be FY 2016/17 expenditures for the San Francisco Municipal Transportation Agency's (SFMTA) Radio Communications System & Computer-Aided Dispatch Replacement ($18.8 million) and Central, Control and Communications ($4.7 million) projects. The SFMTA is using other funding sources first, therefore pushing these expenditures into FY 2017/18. The impact of this change will increase our total capital projects cost to $273.4 and decrease our fund balance to $59.4 million. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports, and conversations with project sponsors, particularly for our largest grant recipient, the SFMTA.

Background. Pursuant to State statutes (California Public Utilities Code Sections 131000 et seq.) the Transportation Authority must adopt an annual budget by June 30 of each year. As called for in the Transportation Authority's Fiscal Policy (Resolution 16-56) and Administrative Code (Ordinance 16-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, as well as adopt the budget prior to June 30 of each year.

Organization. The Transportation Authority's proposed FY 2017/18 Work Program includes activities in five major functional areas that are overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects delivery support and oversight, 3) Planning, 4) Technology, Data

and Analysis and 5) Finance and Administration. These categories of activities are organized to efficiently address the Transportation Authority's designated mandates, including overseeing the Prop K Sales Tax Expenditure Plan, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the $10 Prop AA vehicle registration fee. Our organizational approach also reflects the principle that all activities at the Transportation Authority contribute to the efficient delivery of transportation plans and projects, even though many activities are funded with a combination of revenue sources and in coordination with a number of San Francisco agencies as well as federal, state and regional agencies.

The Transportation Authority is segregating its functions as the Treasure Island Mobility Management Agency (TIMMA) as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2017/18 Budget and Work Program will be presented to the TIMMA Board as a separate item at its June 20 meeting.

Attachment 1 contains a description of the Transportation Authority's proposed work program for FY 2017/18. Attachment 2 displays the proposed budget in a format described in the Transportation Authority's Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program and Prop AA program in Attachment 2 reflects the four distinct Transportation Authority responsibilities and mandates. Attachment 3 shows a more detailed version of the proposed budget and Attachment 4 provides additional descriptions of line items in the budget.

Revenues. Total revenues are projected to be $130.8 million and are budgeted to decrease by an estimated $6.6 million from the FY 2016/17 Amended Budget, or 4.8%, which is primarily due to the substantial completion of the I-80/Yerba Buena Island Interchange Improvement construction project in October 2016, funded by federal and state grant funds.

Sales tax revenues, net of interest earnings, are projected to be $106.5 million, or 81.5% of revenues, is a decrease of $1.7 million from the sales tax revenues expected to be received by the Transportation Authority in FY 2016/17. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco's economy, as well as across the state and nation.

Expenditures. Total expenditures are projected to be about $360.6 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the SFMTA are $273.4 million. Capital projects costs are 75.8% of total projected expenditures, with 2.7% of expenditures budgeted for administrative operating costs, and 21.5% for debt service and interest costs. Capital expenditures in FY 2017/18 of $273.4 million are budgeted to increase by $39.9 million, or 17.1%, from the FY 2016/17 Amended Budget, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall.

Debt service costs of $77.6 million are for costs related to the continuation of the Revolving Credit Agreement and for a proposed $300 million sales tax revenue bond that includes re-financing $46 million of the $140 million Revolving Credit Agreement with a sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

Other Sources and Uses. The Other Financing Sources (Uses) section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal grants

such as the Surface Transportation Program and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps). In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate sales tax revenue bond up to a maximum of $300 million in the beginning of FY 2017/18. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed $300 million sales tax revenue bond in the next few months.

Fund Balance. The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of $59.4 million in total fund balances, as a result of the anticipated bond issuance.

Next Steps. A public hearing will precede consideration of the FY 2017/18 Annual Budget and Work Program at the Transportation Authority's June 13 Board meeting. The Board will consider final adoption of the Annual Budget and Work Program at its June 27 meeting.

FINANCIAL IMPACT

As described above.

CAC POSITION

The CAC will consider this item at its May 24, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Work Program
Attachment 2 – Proposed Budget
Attachment 3 – Proposed Budget – Line Item Detail
Attachment 4 – Line Item Descriptions

Attachment 1
Proposed Fiscal Year 2017/18 Annual Work Program

The Transportation Authority's proposed Fiscal Year (FY) 2017/18 Work Program includes activities in five major divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the $10 Prop AA vehicle registration fee. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2017/18 Work Program will be presented to the TIMMA Board as a separate item. Our work program also reflects the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In FY 2017/18, we will continue to implement recommendations from the 2013 San Francisco Transportation Plan (SFTP), while we advance Connect SF (previously known as the Long-Range Transportation Planning Project) as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), Planning Department, and others. This will include transit and freeway modal studies, as well as a continued emphasis on demand management policies. We will also continue to further corridor, neighborhood and community-based transportation plans under our lead, while supporting efforts led by others.

We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas (e.g. transportation network companies and autonomous vehicles). This strategic area of focus for our planning work includes planning for mobility as a service (MaaS) and "active congestion management," such as the mobility management work on Treasure Island. Active congestion management encompasses the planning, design, implementation, and potentially regulation or operation of infrastructure or operational tools to optimize travel demand across modes for a given area in real time.

Most of the FY 2017/18 activities listed below are strong multi-divisional efforts, often lead by the Planning Division in close coordination with Transportation, Data and Analysis; Capital Projects; and the Policy and Programming Divisions. Proposed activities include:

Active Congestion Management:

- Freeway Corridor Management Study (FCMS) Phase 2: Complete Phase 2 corridor planning study in close coordination with city, regional and state agencies to advance a feasible set of near-term freeway management projects for US 101 and I-280 corridors, including potential managed lanes connecting San Francisco to San Mateo and Santa Clara counties along US 101. Advance initial SF corridor through Caltrans project development process and initiate environmental review Participate in the Metropolitan Transportation Commission's (MTC's) Managed Lanes Implementation Study and position SF's corridor for Regional Measure 3 (RM3) and Senate Bill 1 (SB1) funds (e.g. Congested Corridor

Program).

- Bay Area Rapid Transit (BART) Perks: Complete an evaluation of the travel incentives pilot program conducted in partnership with BART. The pilot program tested the use of incentives to shift peak period travel demand into San Francisco on BART, using gamification and technology to generate changes in travel patterns.

SFTP Implementation and Board Support:

- Geary Corridor Bus Rapid Transit (BRT) Environmental Clearance and Design Support: Complete federal environmental review of the Geary Corridor BRT Final Environmental Impact Statement (FEIS), transition project lead to the SFMTA, support the SFMTA's efforts to enter the project into the Federal Transit Administration's Small Starts program to secure federal funds, and provide engineering support and oversight as the SFMTA advances design of the near-term and core BRT projects.
- Neighborhood Transportation Improvement Program: Continue implementation of the sales tax-funded Neighborhood Transportation Improvement Program (NTIP), identified as a new equity initiative in the 2013 SFTP. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and SFMTA's NTIP Coordinator, as well as to monitor and provide support to underway NTIP efforts led by other agencies.
- Vision Zero Ramps Study: Complete Phase 1 and continue Phase 2 of the Freeway Ramp Vision Zero Safety Assessment of pedestrian, bicycle, and vehicle conflicts and road safety on local San Francisco streets associated with I-80 on- and off- ramps, including developing recommendations for 10 ramps. Phase 1 is funded by a District 6 NTIP Planning grant. Phase 2 is funded by a Caltrans Partnership Planning grant.
- Late Night Transportation Study Phase II: In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development (OEWD), we have led several elements of the Late Night Transportation Study Phase II. This year we will advance service recommendations and support transit operators and stakeholders in advocating for funding (RM3, SB1, MTC Lifeline Transportation Program (LTP)) to implement needed services. We will also explore ways to potentially partner with private mobility services to serve late-night needs.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- SFTP Update: In collaboration with San Francisco agencies and regional partners, complete a minor update of the 2013 SFTP in parallel with the completion of Plan Bay Area 2040 and as one of the early deliverables of Connect SF. This work includes, reporting on relevant transportation and demographic trends, progress implementing recommendations since the last update, incorporating new sector work performed by the Transportation Authority and others, and updating project costs and funding.
- Emerging Mobility Services & Technologies: This year we will complete our policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics to evaluate potential impacts and assess whether and how new mobility services and transportation technologies, including autonomous vehicles, are helping San Francisco meet its primary SFTP goals related to healthy environment, livability, economic competitiveness, and state of good repair in addition to other transportation lenses such as equity and affordability. The outputs of this project will serve

as a policy memorandum supporting Connect SF and the next update of the SFTP, as well as shaping current policy initiatives in this area.

- Support Statewide and Regional Planning Efforts: Continue to support studies at the state and regional levels including the California High-Speed Rail Authority's Environmental Impact Report, the California State Transportation Agency's Statewide Rail Plan, Caltrans' Transportation Plan and Statewide Bicycle Plan and Transit Plans.

Transportation Forecasting and Analysis:

- Travel Forecasting and Analysis for Transportation Authority Studies: Provide modeling, data analysis, technical advice and graphics services to support efforts such as SFTP, subsequent phases of FCMS, Treasure Island program, the Congestion Management Program (CMP), Emerging Mobility Services and Technology transit ridership and traffic congestion impact studies, and Travel Demand Management strategy effectiveness research.
- Modeling Service Bureau: Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- Data Warehouse and Research Support: Continue to serve as a data resource for city agencies, consultants, and the public and enhance data management and dissemination capabilities by initiating implementation of a data warehouse and visualization tools to facilitate easy access to travel data, review and querying of datasets, and supporting web-based tools for internal and external use. Analyze and publish important results from the 2012 California Household Travel Survey. Support researchers working on topics that complement and enhance our understanding of travel behavior. Potential topics include: gather and analyze trip data on Transportation Network Companies and acquire or partner with private big data sources; explore the fusion of multiple geographic data sources such as cell phone data with transit fare card, vehicle location, and passenger data; investigate bicycle route choice data before and after the implementation of bicycle infrastructure projects.
- Model Consistency/Land Use Allocation: Complete the requirements for model consistency in coordination with MTC as a part of the CMP update. Participate in Bay Area Model Users Group. Continue supporting the refinement of the Bay Area land use growth allocation model with the Planning Department, the Association of Bay Area Governments (ABAG) and MTC. Coordinate land use analysis activities in cooperation with these same agencies.
- Travel Demand Model Enhancements: Continue to implement SF-CHAMP and Dynamic Traffic Assignment model improvements, with special emphasis on transit reliability and model performance. In conjunction with MTC and the Puget Sound Regional Council, continue development of a dynamic transit assignment model that will enhance our ability to analyze the impacts of service reliability and crowding on transit trip-making. In collaboration of MTC, the San Diego Association of Governments, Puget Sound Regional Council, and ARC, continue development of an open-source activity-based travel demand model platform.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have

subsequently been taken on including acting as the administrator for Prop AA and the TFCA County Program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, and TFCA programs, which the agency directly allocates or prioritizes projects for grant funding; oversee calls for projects and provide project delivery support and oversight for the LTP, One Bay Area Grant (OBAG), and county share State Transportation Improvement Program in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as the new revenues to be generated and distributed under SB1, the State's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for FY 2017/18 include:

- Prop K Strategic Plan Model Update: The Prop K Strategic Plan model is the financial planning tool that guides implementation of the sales tax program. In preparation for the 2018 Strategic Plan and 5-Year Prioritization Program quadrennial updates, we will be exploring the potential to fund another cycle of Neighborhood Transportation Improvement Program grants and administration, as well as upgrading the model to increase functionality and make it more user friendly and easier to maintain for Policy and Programming Division staff.

- Prop K Customer Service and Efficiency Improvements: This ongoing multi-division initiative will continue to improve the Transportation Authority's processes to make them more user friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. Planned improvements include design and implementation of an online allocation request form, upgrades to mystreetsf.com – our interactive project map, and ongoing enhancements to the Portal – our web-based grants management database used by our staff and project sponsors.

- Implement the 2017 Prop AA Strategic Plan: We will work closely with project sponsors and continue to support delivery of projects underway, as well as advance new projects with funds programmed in the 2017 Prop AA Strategic Plan (pending approval by the Board in May)..

- OBAG Cycle 2: In March 2017 we released a call for projects for $42.3 million in OBAG 2 funds. Project applications were due to us in April 2017, and we anticipate our programming recommendations will be submitted to MTC in mid-2017. In the fall, we will work to advance our project priorities through the MTC approval process and work with project sponsors to obligate the FY 2017/18 federal funds.

- LTP and Community Based Transportation Plans (CBTPs): In late summer 2017 we anticipate MTC will approve LTP guidelines enabling us to program an estimated $2.5 million in LTP funds through a competitive call for projects, with project priorities due to MTC by the end of 2017. MTC will also embark upon a new round of CBTP funding, and we anticipate we will receive approximately $175,000 to update some of our existing CBTPs in Communities of Concern or to implement new ones.

- Federal-Aid Sponsor Support and Streamlining Advocacy: Our staff will continue to provide expertise in grants administration for federally funded projects and to play a leadership role in supporting regional

efforts to streamline the current federal-aid grant processes and provide input to new guidelines being promulgated as a result of the federal Fixing America's Surface Transportation (FAST) Act.

Capital Financing Program Management: Jointly led by the Finance and Administration Division and the Policy and Programming Division, and in close coordination with our Financial Advisors, we will continue to provide effective and efficient management of our debt program to enable accelerated delivery of sales-tax funded capital projects at the lowest possible cost to the public. We anticipate issuing a sales tax revenue bond in the first half of the fiscal year, and using the bond to re-finance the recent $46 million Revolver draw and to finance anticipated capital expenditures over the next three years.

Plan Bay Area 2040: As CMA, continue to coordinate San Francisco's input to Plan Bay Area 2040 during the final stage of project approval in summer 2017. After Plan adoption, engage in subsequent implementation efforts around affordable housing, economic vitality, and resilience. This involves close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

SB1: Engage with state and regional agencies to coordinate advocacy as the program guidelines are developed in order to ensure a fair distribution of revenues that is beneficial to San Francisco's interests. Seek discretionary funding for our agency's priorities, particularly with regard to our Treasure Island work and US 101/280 Express Lanes, and support other City and regional agencies' applications. Ensure our Board and MTC Commissioners are engaged in the process of prioritizing funds.

New Revenue Advocacy: Advocate for San Francisco priorities and new local, regional, state and federal funds by providing Board member staffing, issue advocacy at various venues (such as at MTC committees, Bay Area CMA meetings, and SPUR) and ongoing coordination with, and appearances before, the MTC, California Transportation Commission, and federal agencies. Notable efforts planned for FY17/18 include:

- RM3: We will continue to lead efforts to set priorities for an additional bridge toll on state owned bridges to fund projects that alleviate congestion on bridge corridors.
- Task Force 2045: Work closely with our Board members, the Mayor's Office, the SFMTA and key stakeholders to target the 2018 ballot for consideration of a new local revenue measure.

Legislative Advocacy: We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs, and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Working with other toll operators through the California Toll Operations Committee, we will identify and engage in legislative efforts to support our future Treasure Island work and other managed lanes efforts. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

Funding and Financing Strategy: Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, Central Subway, Transbay Transit Center/Downtown Extension and Van Ness Avenue and Geary Corridor BRT. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the Presidio Parkway, the SFMTA's Central Subway, Radio Replacement and facility upgrade projects; the Transbay Transit Center/Caltrain Downtown Extension; and Caltrain Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and I-280/Balboa Park Area Freeway Ramps projects, which typically are multi-jurisdictional in nature and often involve significant coordination with the Caltrans. Key delivery activities for FY 2017/18 include the following:

Transportation Authority – Lead Construction:

- I-80/YBI West Bound (WB) On-Off Ramps Project and YBI Bridge Structures: Continue to lead construction of new I-80/YBI WB on-off ramps on the east side of YBI. Construction activities for the I-80/East Side YBI Ramps Improvement Project began in February 2014 and are anticipated to be complete in late 2017. Work with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on implementation (supplemental environmental analysis, final design and right of way certification) of the YBI west bound on-off ramps (Phase 2) Southgate Road Realignment project. Continue supplemental environmental analysis, final engineering and design of the West Side Bridges and prepare for construction. Prepare for Construction Manager/General Contractor (CM/GC) implementation of the West Side Bridges project. Continue coordination activities with Caltrans, BATA, the OEWD and TIDA.
- Presidio Parkway Project: Continue supporting Caltrans through the final stages of project delivery of the Phase 2 project, including landscaping components. Work with Caltrans to ensure compliance with conditions associated with prior allocations of federal economic stimulus funds; actively assist Caltrans with oversight of the public-private partnership (P3) contract including implementation of various programs outlined in the contract such as the Workforce Development Program and the Underutilized Disadvantaged Business Enterprise Program. In FY 2017/18, we anticipate completing the P3 study that is comparing the effectiveness of delivering Phase 1 of the project using the more traditional design-bid-build model, with Phase 2 which is being delivered as a P3. We anticipate construction close-out for Phase 2 by spring 2018.

Transportation Authority – Lead Project Development:

- Quint-Jerrold Connector Road: Coordinate with city agencies on right of way issues with Union Pacific Railroad and Caltrain and advance design and support the Quint Street Bridge Replacement project.

Transportation Authority – Project Delivery Support:

- Caltrain Early Investment Program and California High-Speed Rail Program: Coordinate with the California High-Speed Rail Authority (CHSRA) and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor's Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Communications Based Overlay Signal System and Electrification projects. Continue to work closely with aforementioned stakeholders to fully fund electrification and support delivery of the blended system to the Peninsula corridor that extends to the new Transbay Transit Center.
- Central Subway: Project management oversight; scope/cost/schedule and funding assessment and strategy.
- Transbay Transit Center/Caltrain Downtown Extension: Project management oversight and provide support for

Board member participation on other oversight bodies (Transbay Joint Powers Authority, Board of Supervisors), assist with funding assessment and strategy and participate on Planning Department-led Railyard Alternatives and I-280 Boulevard Feasibility Study.

- Van Ness Avenue BRT: Oversee SFMTA construction efforts including environmental compliance and general project oversight. Work closely with SFMTA and an inter-agency project team to maintain project integrity and quality while controlling budget and schedule.
- Vision Zero: Continue to support the Vision Zero Committee and agency staff in delivering the program of projects that will enable San Francisco to achieve the goal of Vision Zero.
- Engineering Support: Provide engineering support, as needed, for other Transportation Authority-led planning and programming efforts.

TRANSPARENCY & ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities, and administrative processes to ensure transparency and accountability in the use of taxpayer funds. It includes ongoing efforts lead by the Finance and Administration Division (e.g. accounting, human resources, procurement support), by the Transportation, Data and Analysis Division (e.g. Information Technology and systems integration support), and by the Executive Office (e.g. Board operations and support, budgeting and communications) as listed below:

- Board Operations and Support: Staff Board meetings including standing and ad hoc committees, Vision Zero Committee and Treasure Island Mobility Management Agency meetings.
- Audits: Prepare, procure, and manage fiscal compliance and management audits.
- Budget, Reports and Financial Statements: Develop and administer Transportation Authority budget, including performance monitoring, internal program and project tracking. Monitor internal controls and prepare reports and financial statements.
- Accounting and Grants Management: Maintain payroll functions, general ledger and accounting system, including paying, receiving and recording functions. Manage grants and prepare invoices for reimbursement.
- Debt Management and Oversight: Monitor financial and debt performance, analyze finance options and develop recommendations, issuing and managing debt.
- Systems Integration: Ongoing enhancement and maintenance of the enterprise resource planning system (business management and accounting software) to improve accounting functions, general ledger reconciliations and financial reporting, as well as enabling improved data sharing with the Portal (web-based grants management database used by agency staff and project sponsors).
- Contract Support: Oversee procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreement and Understanding.
- Disadvantaged Business Enterprise and Local Business Enterprise: Administer program, review and update policy for any new state and federal requirements, conduct outreach and review applications and award certifications.
- Communications and Community Relations: Execute the agency's communications strategy with the general

public, the agency's board, various interest groups and other government agencies. This is accomplished through various means, including fostering media and community relations, developing strategic communications plans for projects and policy initiatives, disseminating agency news and updates through 'The Messenger' newsletter, supporting public outreach and helping coordinate events to promote the agency's work. This year the agency plans to develop an agency-wide strategic communications plan to institutionalize best practices. We will also continue participating in racial equity training and multi-agency working groups.

- Website Maintenance: Update content and maintain and enhance interactive project delivery reporting features such as the mystreetsf.com project map.
- Policies: Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.
- Human Resources: Administer recruitment, personnel and benefits management and office procedures. Conduct or provide training for staff. Advance agency workplace excellence initiatives through staff working groups, training and other means.
- Office Management and Administrative Support: Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Board as required with preparation of agenda packets and minutes, updates to website and clerking meetings.
- Legal Issues: Manage routine legal issues, claims and public records requests.
- Information Technology: Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.

San Francisco County Transportation Authority
Attachment 2
Proposed Fiscal Year 2017/18 Annual Budget

Proposed Annual Budget by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	**Proposed Budget Fiscal Year 2017/18**	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
Revenues:							
Sales Tax Revenues	$ 106,530,189	$ -	$ -	$ -	**$ 106,530,189**	$ (1,688,950)	$ 108,219,139
Vehicle Registration Fee	-	-	-	4,834,049	**4,834,049**	-	4,834,049
Interest Income	201,748	-	1,698	84,125	**287,571**	(47,135)	334,706
Federal/State/Regional Revenues	-	18,396,590	737,931	-	**19,134,521**	(4,783,609)	23,918,130
Other Revenues	2,000	-	-	-	**2,000**	(65,207)	67,207
Total Revenues	106,733,937	18,396,590	739,629	4,918,174	**130,788,330**	(6,584,901)	137,373,231
Expenditures:							
Capital Project Costs	250,472,242	16,493,328	645,660	5,757,300	**273,368,530**	39,991,051	233,377,479
Administrative Operating Costs	6,486,127	2,954,049	46,003	197,772	**9,683,951**	691,295	8,992,656
Debt Service	77,590,968	-	-	-	**77,590,968**	55,264,301	22,326,667
Total Expenditures	334,549,337	19,447,377	691,663	5,955,072	**360,643,449**	95,946,647	264,696,802
Other Financing Sources (Uses):	328,888,704	1,050,787	-	-	**329,939,491**	283,603,656	46,335,835
Net Change in Fund Balance	$ 101,073,304	$ -	$ 47,966	$ (1,036,898)	**$ 100,084,372**	$ 181,072,108	$ (80,987,736)
Budgetary Fund Balance, as of July 1	$ (45,667,323)	$ -	$ (47,966)	$ 5,064,419	**$ (40,650,870)**	N/A	$ 40,382,935
Budgetary Fund Balance, as of June 30	$ 55,405,981	$ -	$ -	$ 4,027,521	**$ 59,433,502**	N/A	$ (40,604,801)

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

San Francisco County Transportation Authority
Attachment 3
Proposed Fiscal Year 2017/18 Budget
Line Item Detail

	Proposed Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	**Proposed Budget Fiscal Year 2017/18**	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
Revenues:							
Sales Tax Revenues	$ 106,530,189	$ -	$ -	$ -	**$ 106,530,189**	$ (1,688,950)	$ 108,219,139
Vehicle Registration Fee	-	-	-	4,834,049	**4,834,049**	-	4,834,049
Interest Income	201,748	-	1,698	84,125	**287,571**	(47,135)	334,706
Federal/State/Regional Revenues							
Federal BART Travel Incentives Program	-	27,822	-	-	**27,822**	(191,504)	219,326
Federal CMAQ Program: eFleet Carsharing Electrified Project	-	-	-	-	**-**	(11,530)	11,530
Federal CMAQ Program: Transportation Demand Management Partnership Project	-	28,810			**28,810**	28,810	-
Federal FHWA Transit Reliability Research	-	-	-	-	**-**	(48,500)	48,500
Federal Highway Bridge Program - I-80/Yerba Buena Island Interchange Improvement	-	10,612,249	-	-	**10,612,249**	6,937,908	3,674,341
Federal Highway Bridge Program - Yerba Buena Island Bridge Structures	-	2,932,097	-	-	**2,932,097**	1,725,516	1,206,581
Federal South of Market Freeway Ramp Intersection Safety Improvement Study	-	124,342	-	-	**124,342**	47,170	77,172
Federal Strategic Highway Research Program	-	77,650	-	-	**77,650**	258	77,392
Federal Surface Transportation Program 3% Revenue	-	1,833,272	-	-	**1,833,272**	447,955	1,385,317
State Planning, Programming & Monitoring SB45 Funds	-	667,000	-	-	**667,000**	220,000	447,000
State Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	1,374,929	-	-	**1,374,929**	898,879	476,050
Regional Agency Contributions - Model Service Bureau	-	-	-	-	**-**	(71,257)	71,257
Regional BART - Travel Incentives Program	-	1,800	-	-	**1,800**	(29,032)	30,832
Regional BATA - I-80/Yerba Buena Island Interchange Improvement	-	291,619	-	-	**291,619**	(526,119)	817,738
Regional San Francisco (OEWD) - Late Night Transportation	-	100,000	-	-	**100,000**	100,000	-
Regional San Francisco (Planning, SFMTA) - Travel Demand Modeling Assistance	-	225,000	-	-	**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) - Lombard Crooked Street Congestion Mgmt System Development	-	100,000	-	-	**100,000**	100,000	-
Regional San Francisco (SFMTA) - School Transportation Survey	-	-	-	-	**-**	(45,100)	45,100
Regional Vehicle Registration Fee Revenues (TFCA)	-	-	737,931	-	**737,931**	(13,393)	751,324
Prior Year Program Revenue Carryover	-	-	-	-	**-**	(14,183,973)	14,183,973
Other Revenues							
Local Match: City CarShare eFleet Carsharing Electrified	-	-	-	-	**-**	(195)	195
San Francisco Dept of Environment - Shower Facilities	2,000	-	-	-	**2,000**	-	2,000
SFMTA - Project Management Training	-	-	-	-	**-**	(24,800)	24,800
Sublease of Office Space	-	-	-	-	**-**	(40,212)	40,212
Total Revenues	106,733,937	18,396,590	739,629	4,918,174	**130,788,330**	(6,584,901)	137,373,231

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

San Francisco County Transportation Authority
Attachment 3
Proposed Fiscal Year 2017/18 Budget
Line Item Detail

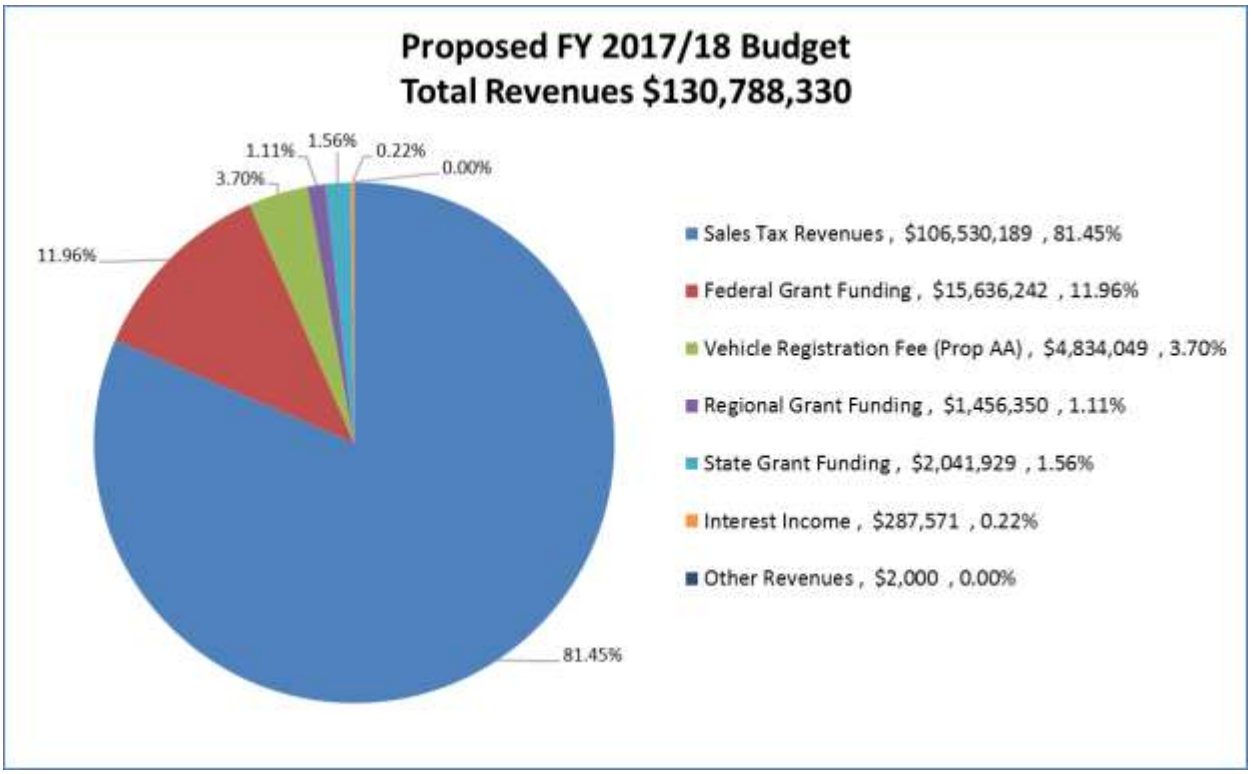
	Proposed Budget by Fund						
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	**Proposed Budget Fiscal Year 2017/18**	Increase/ (Decrease)	Amended Budget Fiscal Year 2016/17
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	250,000,000	-	645,660	5,713,370	**256,359,030**	48,692,191	207,666,839
Technical Professional Services	472,242	16,493,328	-	43,930	**17,009,500**	(8,701,140)	25,710,640
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,324,835	1,897,437	31,282	134,485	**4,388,039**	145,843	4,242,196
Fringe Benefits	1,094,040	892,912	14,721	63,287	**2,064,960**	68,632	1,996,328
Pay for Performance	194,965				**194,965**	-	194,965
Non-personnel Expenditures							
Administrative Operations	2,670,287	163,700	-	-	**2,833,987**	491,320	2,342,667
Equipment, Furniture & Fixtures	150,000	-	-	-	**150,000**	5,300	144,700
Commissioner-Related Expenses	52,000	-	-	-	**52,000**	(19,800)	71,800
Debt Service							
Debt Issuance Costs	2,150,000				**2,150,000**	2,150,000	-
Interest and Fiscal Charges	7,105,133	-	-	-	**7,105,133**	5,778,466	1,326,667
Revolving Credit Agreement Repayment	22,000,000	-	-	-	**22,000,000**	1,000,000	21,000,000
Revolving Credit Agreement Re-finance Repayment	46,335,835				**46,335,835**	46,335,835	-
Total Expenditures	334,549,337	19,447,377	691,663	5,955,072	**360,643,449**	95,946,647	264,696,802
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding	-	1,050,787	-	-	**1,050,787**	(1,231,346)	2,282,133
Transfers out - Prop K Match to Grant Funding	(1,050,787)	-	-	-	**(1,050,787)**	1,231,346	(2,282,133)
Face Value of Debt Issued ($300 million)							
Sales Tax Revenue Bond Proceeds	253,664,165				**253,664,165**	253,664,165	-
Revolving Credit Agreement Re-finance	46,335,835				**46,335,835**	46,335,835	-
Premium on Issuance of Debt	29,939,491	-	-	-	**29,939,491**	29,939,491	-
Draw on Revolving Credit Agreement	-	-	-	-	**-**	(46,335,835)	46,335,835
Total Other Financing Sources (Uses)	328,888,704	1,050,787	-	-	**329,939,491**	283,603,656	46,335,835
Net Change in Fund Balance	$ 101,073,304	$ -	$ 47,966	$ (1,036,898)	**$ 100,084,372**	$ 181,072,108	$ (80,987,736)
Budgetary Fund Balance, as of July 1	$ (45,667,323)	$ -	$ (47,966)	$ 5,064,419	**$ (40,650,870)**	N/A	$ 40,382,935
Budgetary Fund Balance, as of June 30	$ 55,405,981	$ -	$ -	$ 4,027,521	**$ 59,433,502**	N/A	$ (40,604,801)
Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency							
Fund Reserved for Program and Operating Contingency	**$ 10,653,019**	**$ -**	**$ -**	**$ 483,405**	**$ 11,136,424**		

Note: As of July 1, 2017, TIMMA will be a separate legal and financial entity from the Transportation Authority. The TIMMA FY2017/18 Budget will be presented to the TIMMA Board as a separate item at its June 2017 meeting.

Attachment 4
Line Item Descriptions

TOTAL PROJECTED REVENUES $130,788,330

The following chart shows the composition of revenues for the proposed FY 2017/18 budget.



Prop K Sales Tax Revenues: $106,530,189

The budgeted revenues for the Sales Tax program are from a voter-approved levy of 0.5% sales tax in the County of San Francisco for transportation projects and programs included in the voter-approved Expenditure Plan. The 2003 Prop K Sales Tax Revenue's Expenditure Plan includes investments in four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people and 4) Transportation System Management/Strategic Initiatives. Based on Fiscal Year (FY) 2016/17 revenues to date, the Transportation Authority projects FY 2017/18 sales tax revenues to decrease compared to the budgeted revenues for FY 2016/17 by 1.6% or $1.7 million. The sales tax revenue projection is net of the Board of Equalization's charges for the collection of the tax and excludes interest earnings budgeted in Interest Income. Sales tax revenues have recovered from the FY 2009/10 low; however, FY 2017/18 is projecting a slight decrease compared to prior year based on indications of a recent slowdown in San Francisco's economy, as well as across the state and nation.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues: $4,834,049

These revenues (excluding interest earnings budgeted in Interest Income) fund projects that will be delivered under Prop AA's Expenditure Plan. This measure, approved by San Francisco voters in November 2010, collects an additional $10 vehicle registration fee on motor vehicles registered in San Francisco. Revenues must be used to fund projects included in the voter-approved Expenditure Plan, such as local road repairs, pedestrian safety improvements, and transit reliability improvements. This

amount is net of the Department of Motor Vehicle's charges for the collection of these fees. Prop AA Revenues for FY 2017/18 are based on the Prop AA Strategic Plan.

Interest Income: $287,571

Most of the Transportation Authority's investable assets are deposited in the City's Treasury Pool. Based on the average interest income earned over the past year, the deposits in the Pooled Investment Fund are assumed to earn approximately 0.8% for FY 2017/18. The level of Transportation Authority deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. The budget cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. In addition, we are assuming to earn approximately 0.3% interest income on the proposed $300 million sales tax revenue bond in FY 2017/18.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues: $18,396,590

The CMA program revenues (excluding Other Revenues) for FY 2017/18 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in the Transportation Authority's role as CMA. The FY 2017/18 budget includes $15.2 million from federal, state and regional funding for work on the I-80/Yerba Buena Island (YBI) Interchange Improvement Project and YBI Bridge structures (collectively known as YBI Project). CMA revenues are also comprised of federal, state and regional grant funds, including funds received from the Federal Highway Administration, Metropolitan Transportation Commission (MTC), and the California Department of Transportation (Caltrans). Several of these grants are project-specific, such as those for the BART Travel Incentives Program, Strategic Highway Research Program, Transit Reliability Research Project, and South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps project). Other funding sources, such as federal Surface Transportation Program and state Planning, Programming, and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the Freeway Corridor Management Study and San Francisco Transportation Plan update. Regional CMA program revenues include technical and travel demand model services provided to City agencies in support of various projects.

Transportation Fund for Clean Air (TFCA) Program Regional Revenues: $737,931

The TFCA Vehicle Registration Fee Revenues (excluding interest earnings included in Interest Income above) are derived from a $4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. Budgeted revenues are based on a funding estimate provided by the Bay Area Air Quality Management District, which administers these revenues.

Other Revenues: $2,000

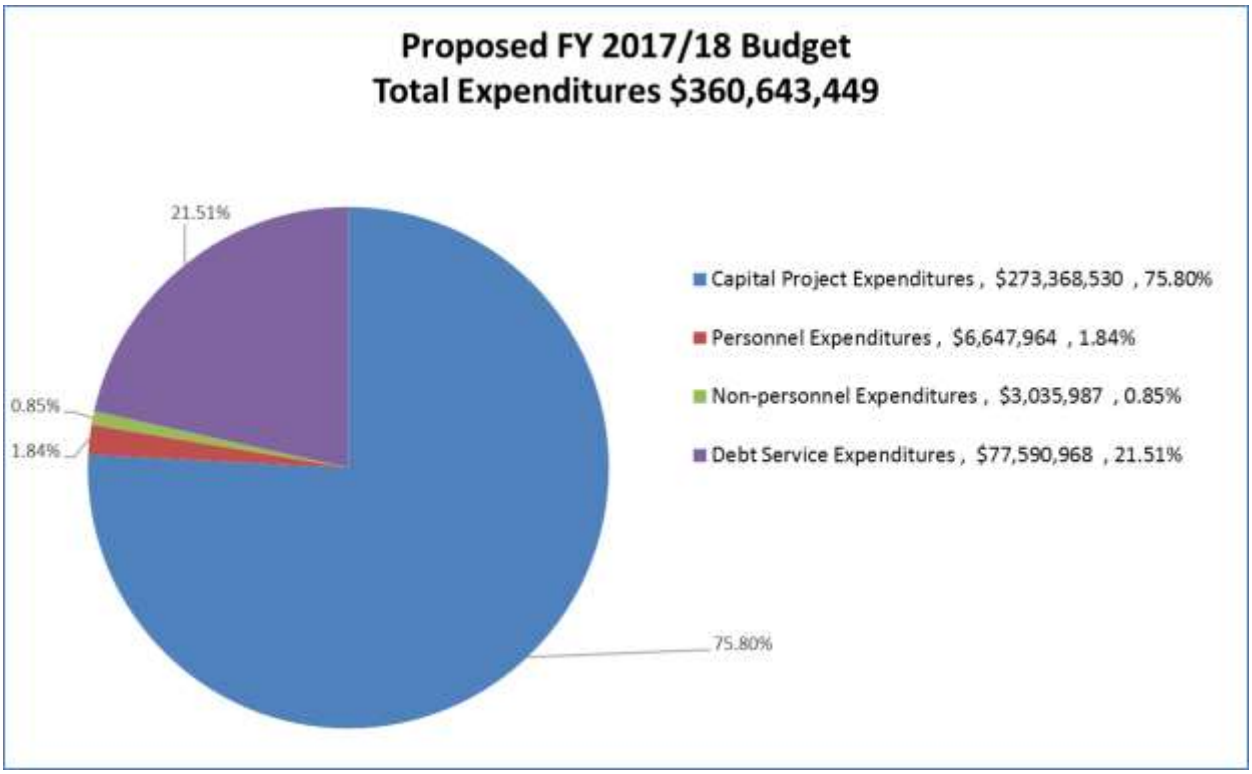
Other revenues budgeted in FY 2017/18 include a nominal contribution from the San Francisco Department of Environment for shared office space.

TOTAL PROJECTED EXPENDITURES $360,643,449

The Transportation Authority's Total Expenditures projected for the budget year are comprised of Capital Expenditures of $273.4 million, Administrative Operating Expenditures of $9.7 million, and Debt Service Expenditures of $77.6 million.

Attachment 4
Line Item Descriptions

The following chart shows the composition of expenditures for the proposed FY 2017/18 budget.



CAPITAL EXPENDITURES.....$273,368,530

Capital expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 17.1%, which is primarily due to an anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA). Project expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:.....$250,472,242

The estimate for sales tax capital expenditures reflects a combination of estimated cash flow needs for existing allocations based on review of reimbursements, project delivery progress reports and conversations with project sponsors, as well as anticipated new allocations estimated for FY 2017/18. The anticipated largest capital project expenditures include the SFMTA's vehicle procurements, Radio Communications System & Computer-Aided Dispatch Replacement and Central, Control and Communications projects.

CMA Programs Expenditures:.....$16,493,328

This line item includes staff time and technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill the Transportation Authority's CMA responsibilities under state law. Included are various planning efforts and projects such as the Geary Corridor Bus Rapid Transit project, Freeway Corridor Management Study, San Francisco Transportation Plan update, Strategic Highway Research Program, South of Market Freeway Ramp Intersection Safety Improvement Study (also known as Vision Zero Ramps),

and travel demand model services. Also included is the additional construction and engineering activities for the YBI Bridge Structures and YBI Southgate Road Realignment Improvement project, which is supported by federal and state funding.

TFCA Program Expenditures: $645,660

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. It also includes an estimate for expenditures for the FY 2017/18 program of projects, which is scheduled to be approved by the Board in June 2017.

Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Expenditures: $5,757,300

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include new FY 2017/18 projects based on the approved Prop AA Strategic Plan, and carryover prior year projects with multi-year schedules as well as projects not anticipated to be completed in FY 2016/17. The largest capital project expenditures include the Brannan Street Pavement Renovation project, the Broadway Chinatown Streetscape Improvement project, and the Muni Metro Station Enhancements project.

ADMINISTRATIVE OPERATING EXPENDITURES $9,683,951

Operating expenditures include personnel expenditures, administrative expenditures, Commissioner-related expenditures, and equipment, furniture and fixtures.

Personnel: $6,647,964

Personnel costs are budgeted at a higher level by 3.3% compared to the FY 2016/17 Amended Budget. In December 2016, through Resolution 17-17, the Board approved a staff reorganization plan to address staff capacity and sustainability issues given the ongoing ambitious work programs, Board interest in expanding and enhancing certain aspects of the work program and are needed to support our agency's role as the Treasure Island Mobility Management Agency. The reorganization plan included adding five new positions, raising the agency's total staff from 41 to 46 full time equivalents, and reclassification of two positions. The FY 2017/18 budget reflects the addition of two of the five approved new positions and two promotions. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Transportation Authority employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel: $3,035,987

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all Transportation Authority activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal

services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment; computer hardware; licensing requirements for computer software; and an allowance for replacement furniture and fixtures. This line item also includes Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures. Non-personnel expenditures in FY 2017/18 are budgeted to increase from the FY 2016/17 Amended Budget by an estimated 18.6%, which is primarily due an increase in office rent, additional legal services related to the Geary Corridor Bus Rapid Transit project, financial advisory services related to the Strategic Plan model update, and independent analysis and oversight services.

DEBT SERVICE EXPENDITURES..... $77,590,968

In June 2015, the Transportation Authority substituted its $200 million commercial paper notes (Limited Tax Bonds), Series A and B with a $140 million tax-exempt revolving credit loan agreement (Revolver Credit Agreement). By 2021, it is expected that the Revolving Credit Loan, which financed past capital expenditures, will be fully repaid. As of April 10, 2017, $140 million of the Revolving Credit Agreement is outstanding. This line item also assumes a continuation of the current Revolving Loan Agreement and a $22 million repayment against the outstanding $140 million balance.

Debt service expenditures in FY 2017/18 are budgeted to increase by $55.3 million from prior year, which is primarily due to re-financing $46 million of Revolving Credit Agreement with a proposed sales tax revenue bond. The intention of re-financing is to preserve our ability to quickly access cash in the Revolving Credit Agreement, if needed. This line item also includes debt issuance costs and related underwriter fees funded from bond proceeds.

OTHER FINANCING SOURCES/USES……..…$329,939,491

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2017/18 budget includes inter-fund transfers (for example between the sales tax and CMA funds). These transfers represent the required local match or appropriation of Prop K to federal and state grants such as the Surface Transportation Program and Vision Zero Ramps. In addition, the estimated level of sales tax capital expenditures for FY 2016/17 and FY 2017/18 will likely trigger the need to issue a fixed rate bond up to a maximum of $300 million in the beginning of FY 2017/18. The proposed $300 million sales tax revenue bond will be paying approximately $254 million of planned capital expenditures, based on the 2013 Strategic Plan, and re-financing the $46 million of Revolving Credit Agreement drawn down in April 2017 per Resolution 17-26. While the 2013 Strategic Plan anticipated the bond, the precise timing of the bond issue will depend on our analyses of Prop K capital project cash needs and our ongoing analysis of credit market conditions. We will continue to monitor and forecast capital spending closely during the upcoming year through a combination of evaluating cash flow needs for allocation reimbursements, project delivery progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA. The size and duration of needed financing will be easier to forecast following receipt of FY 2016/17 third quarter invoices. We will bring a separate request for approval to issue the proposed $300 million sales tax revenue bond in the next few months.

BUDGETARY FUND BALANCE FOR CONTINGENCIES……. $11,136,424

The Transportation Authority's Fiscal Policy directs that the Transportation Authority shall allocate not less than five percent (5%) and up to fifteen percent (15%) of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of $10.7 million, or 10% of annual projected sales tax revenues, is

set aside as a program and operating contingency reserve. The Transportation Authority has also set aside $483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program.

Agenda Item 10

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, California 94103
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Memorandum

Date: May 17, 2017

To: Transportation Authority Board

From: Eric Cordoba – Deputy Director for Capital Projects

Subject: 06/13/17 Board Meeting: Modification of the Geary Corridor Bus Rapid Transit Project Locally Preferred Alternative

RECOMMENDATION ☐ **Information** ☒ **Action**	☐ Fund Allocation
Modify the Geary Corridor Bus Rapid Transit (BRT) Project Locally Preferred Alternative to relocate the westbound transition from center-running to side-running bus-only lanes one block west, to the block between 27th and 28th Avenues.	☐ Fund Programming ☐ Policy/Legislation ☐ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Procurement ☒ Other: Environmental Review
SUMMARY In response to concerns that the design for a westbound bus-only lane transition from the center of the street to the side of the street between 26th and 27th Avenues would compromise parking and loading access in front of the Holy Virgin Cathedral, the Transportation Authority and San Francisco Municipal Transportation Agency now propose to modify the transition design by moving it one block west to between 27th and 28th Avenues. Outreach to other area stakeholders has not identified any concerns with the proposed design modification. Revising the design as proposed requires approval of a modification to the adopted LPA.	

DISCUSSION

Background.

The purpose of the Geary Corridor BRT Project is to improve the speed, reliability, and quality of public transportation service along the Geary corridor while also increasing pedestrian safety, enhancing the streetscape, and maintaining multimodal circulation. It is a signature project in the voter-approved Prop K Expenditure Plan.

The 6.5-mile Geary corridor is served by the Muni 38 Geary Local, Rapid, and Express bus routes and includes Geary Boulevard, Geary Street, O'Farrell Street, and portions of other streets the routes traverse. Physical improvements are proposed along the corridor generally between Market Street and 34th Avenue. The Geary BRT project would add dedicated bus lanes, upgraded bus stops, improved pedestrian safety features, transit and traffic signal upgrades, and other features intended to provide faster, more reliable bus service and a safer pedestrian environment along the Geary corridor.

As lead agency under the California Environmental Quality Act (CEQA), on January 5, 2017 the Transportation Authority certified the Final Environmental Impact Report (EIR) for the Project and adopted the Hybrid Alternative with modifications as the Locally Preferred Alternative (LPA).

Previously, in October 2015, the Transportation Authority and the Federal Transit Administration (FTA) had jointly published a Draft Environmental Impact Statement (EIS)/EIR. Although the Draft EIS/EIR had been prepared as a joint document to meet requirements of both federal and state environmental laws, SFCTA and FTA agreed in December 2016 to prepare separate final documents. A Final EIS and Record of Decision (ROD) for the Geary Corridor BRT Project are expected to be issued by FTA in 2017.

Proposed Design Change.

The adopted LPA for the Geary BRT project includes bus-only lanes along the side of the street between Market Street and Palm Avenue, center-running bus-only lanes between Palm Avenue and 26th Avenue, and side-running bus-only lanes between 27th Avenue and 34th Avenue. At the western end of the center-running segment, the bus-only lanes would transition between the center and the side of the street in the block between 26th Avenue and 27th Avenue. This movement would be accomplished with the assistance of an exclusive bus signal phase, or queue jump.

During public outreach in 2016, after the release of the Draft EIS/EIR and close of the public comment period, neighborhood stakeholders in the block between 26th and 27th Avenues raised concerns about outbound buses transitioning to the side of the street and the potential for compromised access to passenger loading zones on the north side of the street in front of the Holy Virgin Cathedral. In addition, stakeholders have requested that BRT designs be optimized in this area to retain as many parking spaces as possible.

In response, the project team developed and vetted a revised design which moves the outbound bus-only lane transition west to the block between 27th Avenue and 28th Avenue, resulting in one additional block of outbound center-running bus-only lane. There are no loading zones on the north side of this block, so there is less potential for conflicts between transitioning buses and curbside activity. In addition, the revised design preserves two additional parking spaces in this area.

Outreach.

In early 2017, the project team conducted outreach to share the revised design with residents, businesses, and others on the affected blocks. Outreach to the affected blocks included a multilingual mailer sent to all addresses on Geary Boulevard between 26th Avenue and 28th Avenue, door-to-door visits to merchants, and meetings with community institutions such as Holy Virgin Cathedral and the Richmond Senior Center. Although stakeholders' views on the Geary BRT project as a whole varied, the outreach did not identify any concerns with the proposed design modification and many stakeholders were supportive of the change due to the additional parking it would preserve.

Environmental Review.

The Transportation Authority has completed an Addendum to the project EIR under CEQA, finding that the proposed modification would not cause any new significant environmental impacts or increase the severity of any previously identified significant effects. Among other topic areas considered, the proposed change would not substantially change transit or traffic travel times or pedestrian conditions in the corridor.

Refined Construction Phasing.

Separate from the proposed design change, the CEQA Addendum also includes a discussion of refined plans for construction phasing of the Geary BRT project. Although the Draft EIS/EIR and Final EIR anticipated phased construction of the project, the project team has continued to refine the proposed phasing plan. Phase I would entail work east of Stanyan Street, where BRT would operate

in side-running bus-only lanes. Phase II would include work west of Stanyan Street, where BRT operations would be in predominantly center-running bus-only lanes, as well as bicycle improvements between Masonic Avenue and Presidio Avenue.

As noted in the Draft EIS/EIR, phased construction would not increase the intensity of active construction but would break the active construction into smaller phases that would be implemented over a longer period of time. The overall duration of construction in the corridor is still planned to occur within four years, consistent with the higher end of the estimate provided in the Draft EIS/EIR, including both active construction periods and inactive periods. Phase I and Phase II would each be expected to take approximately 100 weeks, including both active and inactive periods and anticipated separate utility work. The Draft EIS/EIR stated that for any given block, the active construction period of the project (not including utility work) was estimated to last between one to five months, depending on construction activities, scheduling, and operations. With more information now available, the duration of construction activities on any given block could take up to 12 months for areas with a larger scope of work, inclusive of active and inactive periods and any utility work. Most blocks would have a shorter anticipated construction duration.

As described in the Draft EIS/EIR, phased construction would not increase the intensity of active construction, as the same project elements would be constructed. The refined construction phasing described in the Addendum would simply spread out the construction of project improvements over time and space. Thus, the refined phasing would not result in any different construction-period environmental effects, other than clarification as to when and where effects would occur.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2016/17 budget, and would not have any significant effect on the project cost.

CAC POSITION

The CAC will consider this item at its May 24, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Addendum to the Geary BRT Environmental Impact Report

Addendum to Environmental Impact Report

Addendum Date: May 19, 2017

Project Title: Geary Corridor Bus Rapid Transit Project

EIS/EIR: Geary Corridor Bus Rapid Transit Project, EIR Certified January 5, 2017

Project Sponsor: San Francisco Municipal Transportation Agency (SFMTA)

Project Sponsor Contact: Liz Brisson, (415) 701-4791

Lead Agency: San Francisco County Transportation Authority (SFCTA)

Staff Contact: Colin Dentel-Post, (415) 522-4836

Background

The Geary Corridor Bus Rapid Transit (BRT) Project comprises a package of transit and pedestrian improvements along 6.5 miles of City streets referred to herein as "the Geary corridor." The Geary corridor encompasses the entirety of Geary Boulevard/Geary Street from Market Street west to 48th Avenue. The corridor also includes portions of Market, Mission, 1st, Fremont, and Beale Streets (to connect to the Transbay Terminal) as well as the one-way portion of O'Farrell Street between Van Ness and Market Street.

The Geary BRT Project would add dedicated bus lanes, upgraded bus stops/shelters, improved pedestrian crossing features, transit and traffic signal upgrades, and other features intended to provide faster, more reliable bus service and a safer pedestrian environment on the Geary corridor as well as on adjacent portions of intersecting side streets.

The purpose of the Geary BRT Project is to:

- Improve transit performance on the corridor as a key link in the City's rapid transit network to improve the passenger experience and promote high transit use
- Improve pedestrian conditions and pedestrian access to transit
- Enhance transit access and the overall passenger experience, while maintaining general vehicular access circulation

Project Description

The Project would implement physical roadway and lane changes between Market and 34th Streets, but would also implement bus service amenities and improvements between the Transbay Transit Center and 48th Avenue. The Project would result in bus-only lanes along the Geary corridor from the Transbay Terminal to 34th Avenue. Bus-only lanes, currently installed on Geary and O'Farrell Streets between Market and Gough Streets enhance transit service by separating bus traffic from regular (mixed-flow) traffic. This separation would reduce bus delays and improve reliability. In addition to bus-only lanes, the Project includes numerous transit and pedestrian supportive elements, including but not limited to bus and pedestrian bulb outs and pedestrian safety zones to help expedite access and loading, traffic signal upgrades, upgraded station amenities, and resurfacing of mixed-flow traffic lanes.

Approval Actions

On January 5, 2017, SFCTA certified a Final Environmental Impact Report (EIR) for the Geary Corridor BRT Project. In addition to certifying the EIR, SFCTA approved the Geary BRT project and selected a locally preferred alternative (LPA), hereafter referred to as the "BRT Project" or "Project." SFCTA filed a Notice of Determination on January 6, 2017.

Previously, in October 2015, SFCTA and the Federal Transit Administration (FTA) had jointly published a Draft Environmental Impact Statement (EIS)/EIR. The certified Final EIR responded to several hundred public comments on the Draft EIS/EIR.

Although the Draft EIS/EIR had been prepared as a joint document to meet requirements of both federal and state environmental laws, SFCTA and FTA agreed in December 2016 to prepare separate final documents. A Final EIS and Record of Decision (ROD) for the Geary Corridor BRT Project are expected to be issued by FTA in 2017.

Since certification of the Final EIR and selection of the LPA, one project modification related to the location of the transition from center-running to side running bus-only lanes, and one project refinement related to construction phasing have been identified. The remainder of this document describes these changes, and evaluates their potential for environmental impacts not previously addressed in the Draft or Final EIR.

Proposed Modification: Outer Richmond Transition Area

The Project as described in the Draft EIS/EIR and Final EIR assumed a transition from center- to side-running bus lanes in the Outer Richmond neighborhood between 26th and 27th Avenues (see Figure 1). As shown in Figure 1, both eastbound and westbound buses were proposed to transition to or from center/side-running lanes between 26th and 27th Avenues.

As proposed in the Draft EIS/EIR and Final EIR, this design would eliminate nine of the 18 existing angled on-street parking spaces on the north side of Geary between 26th and 27th Avenues due to a combination of the conversion of existing angled spaces to parallel spaces and installation of buffer areas between spaces. On the north side of Geary between 27th and 28th Avenues, the design as proposed in the Draft EIS/EIR would add one parallel parking space to the existing seven parallel parking spaces (eight parallel spaces would result).

The northern side of the block between 26th and 27th Avenues is occupied by the Holy Virgin Cathedral (6210 Geary Boulevard), a religious and community facility. To better accommodate the parking and loading concerns of the facility, the agencies have proposed to modify the transition, as shown below in Figure 2.

As shown in Figure 2, the *westbound* transition would shift one block to the west, to the block between 27th and 28th Avenues. In other words, the center running bus lane would continue for one additional block west. Buses would therefore transition from center running to side running lanes between 27th and 28th Avenues.

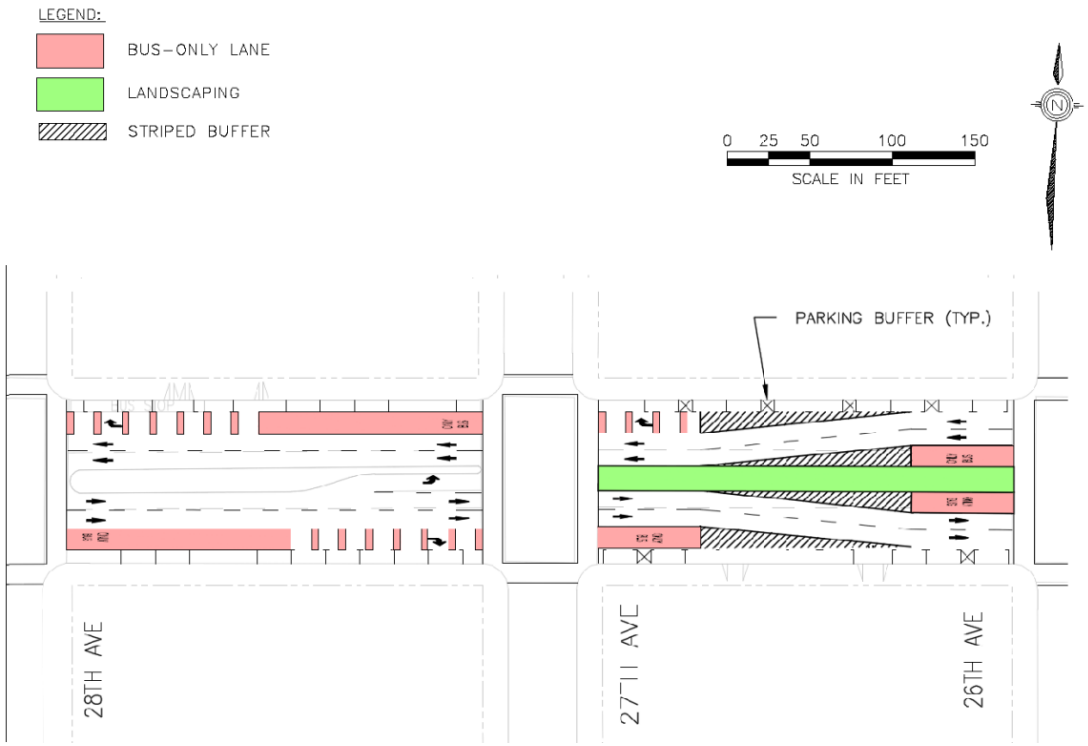


Figure 1. Hybrid Alternative Bus Lane Configuration between 26th and 28th Avenues Proposed in the Draft EIS/EIR and Final EIR

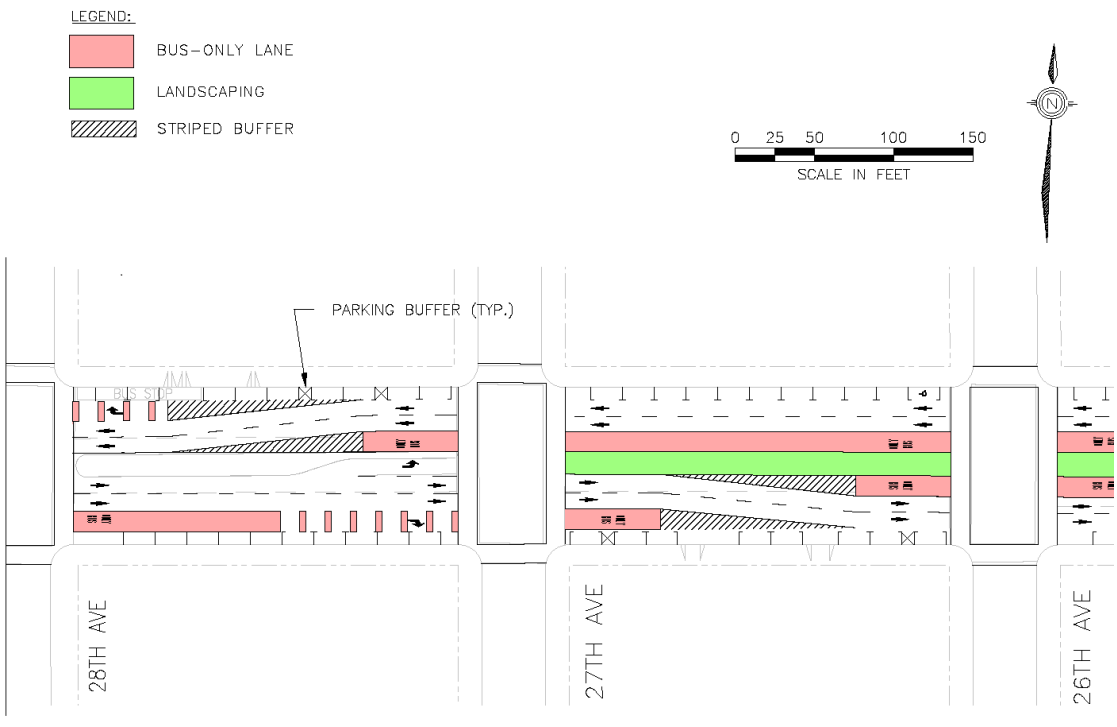


Figure 2. Hybrid Alternative Bus Lane Configuration Change between 26th and 28th Avenues Proposed in the Final EIS

No parking buffer areas would be installed on the north side of Geary (immediately adjacent to the Cathedral) between 26th and 27th Avenues, thus preserving two additional parking spaces (retaining 11 of the existing 18 spaces). With this design, the number of parking spaces remaining on the north side of Geary between 27th and 28th Avenues would not change relative to the project as proposed in the Draft EIS/EIR and the Final EIR: a total of eight parallel spaces, an increase of one space over existing conditions.

See the discussion of Parking and Loading conditions below for a complete accounting of parking changes between the original and revised proposed designs.

The *eastbound* transition would remain as proposed in the Draft EIS/EIR and Final EIR, between 26th and 27th Avenues on the south side of Geary Boulevard. No modification to the eastbound transition is proposed.

To achieve the proposed modification depicted in Figure 2, the following changes to roadway striping aspects of the approved project would be necessary.

- Additional red roadway coloring (denoting a bus-only lane) in the westbound innermost (closest to center) lane for approximately one third of Geary between 27th and 28th Avenues.
- Striping of parking buffers on the north side of Geary between 27th and 28th Avenues, instead of between 26th and 27th Avenues as previously proposed, resulting in the provision of two additional parking spaces between 26th and 27th Avenues.

The proposed modification would retain the existing planted median between 27th and 28th Avenues. The proposed modification would not increase the need for excavation or median removal relative to what was disclosed in the Draft EIS/EIR and Final EIR.

In addition to the proposed physical shift in bus-only lanes, the proposed modification shown in Figure 2 would require operational changes to transit signal timing/queue jumps.

A queue jump is the term used to describe the efficient transition of buses from dedicated, bus-only lanes to mixed-flow traffic lanes. The intent of a queue jump is to use traffic signal timing to allow a bus to enter mixed traffic flow in a priority position so as to reduce delay and improve reliability.

Prior to the proposed modification, the westbound transit signal queue jump was to have been located at 26th Avenue; eastbound, the queue jump was to have been at 27th Avenue. With the proposed modification, both transit signal queue jumps would be located at 27th Avenue. Based on analysis conducted by SFMTA, this change in queue jumps would not require any change to pedestrian signal timing at either 26th or 27th Avenues. Indeed, the consolidation of both queue jumps to one intersection would allow for more efficient signal coordination.

Analysis of Potential Environmental Effects of Project Modification

CEQA Guidelines Section 15164 provides for the use of an addendum to document the basis of a lead agency's decision to not require a Subsequent or Supplemental EIR for a project that is already adequately covered in an existing certified EIR but where one of the conditions listed in CEQA Section 21166 (CEQA Guidelines Section 15162) arises—namely project changes, new information, or changed circumstances. The lead agency's decision to use an addendum must be supported by substantial evidence that the conditions that would trigger the preparation of a Subsequent EIR, as provided in CEQA Guidelines Section 15162, are not present.

This addendum provides analysis to determine whether the modified project would result in any new significant environmental impacts, result in substantial increases in the severity of previously identified effects, or necessitate implementation of additional or considerably different mitigation measures than those identified in the Final EIR.

Transit Conditions: The transition from center- to side-running bus-only lanes would remain operationally the same as described in the Draft EIS/EIR and Final EIR, except that transit vehicles in the westbound direction would change from the center-running transit-only lane to the side-running transit-only lane one block further west. This change would not result in delays to transit operations; westbound transit would have the benefit of one additional block of center bus-only lane, potentially enhancing transit performance beyond what was identified in the Draft EIS/EIR and Final EIR for the Hybrid Alternative/LPA.

Transit travel time variability is a measure of how well buses adhere to their schedule. Factors that affect transit delay also affect transit reliability, including dwell time. The Draft EIS/EIR and Final EIR determined that travel time reliability would improve with all build alternatives as compared to the No Build Alternative. The proposed revision would not substantially change transit travel time variability from what was disclosed in the Draft EIS/EIR and Final EIR for the Hybrid Alternative/LPA, such that a new or worsened transit impact would occur.

Automobile Traffic: The Draft EIS/EIR and Final EIR used several evaluation metrics to measure the performance of the Hybrid Alternative/LPA in future year conditions in order to identify whether any adverse effects related to automobile traffic would occur. These metrics included: auto travel time, intersection delay/level of service (LOS), system-wide multi-modal delay, and vehicle miles traveled (VMT)/vehicle hours traveled (VHT). The methodology, which utilized several analysis tools, is detailed in Section 3.4.3 of the Draft EIS/EIR.

The analysis in the Draft EIS/EIR and Final EIR concluded that none of the build alternatives, including the Hybrid Alternative/LPA, would adversely affect overall circulation or travel times for automobiles in the Geary corridor in 2020 or 2035. In terms of intersection LOS, the Draft EIS/EIR and Final EIR found that the Hybrid Alternative/LPA would result in adverse effects at four study intersections on Geary Boulevard, and four additional locations off the Geary corridor. No feasible mitigation measures were identified to reduce these adverse impacts. All of these intersections were east of Park Presidio Boulevard.

The proposed modification would not inhibit multimodal access in the corridor. Roadway capacity would not change with the shift of the transition point one block west. As such, the proposed modification would not result in worsened LOS at any of the study intersections relative to what was disclosed in the Draft EIS/EIR and Final EIR.

Pedestrian and Bicycle Transportation: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to result in adverse impacts to pedestrian and bicycle modes of transportation. The analysis in the Draft EIS/EIR and Final EIR was based on technical reports prepared for the Geary BRT Project, including a Pedestrian Safety Analysis and Recommendations report (Appendix D8 of the Draft EIS/EIR). The Draft EIS/EIR and Final EIR examined the potential for the alternatives to affect pedestrians and persons bicycling in terms of pedestrian delay, sidewalk conditions, pedestrian safety, access for seniors and persons with disabilities, and bicycle delay.

The Draft EIS/EIR determined there would be no adverse effects to pedestrian and bicycle conditions along the Geary corridor as a result of the build alternatives and thus no avoidance, minimization or mitigation measures related to pedestrians or bicycles were identified.

The revised transition point relocation would not change conditions for pedestrians as no change to pedestrian facilities or pedestrian crossing signals would be included.

Bicyclists along the corridor would experience the bus moving from the center- to the side-running lane one block further west when traveling in the westbound direction. This change would not result in any new hazardous conditions for bicyclists. In sum, the proposed modification would not result in additional adverse effects on pedestrian delay, sidewalk conditions, pedestrian safety, access for seniors and persons with disabilities, or bicycle delay.

Parking and Loading Conditions: The Draft EIS/EIR and Final EIR analyzed the potential for the build alternatives to result in adverse parking impacts. The analysis in the Draft EIS/EIR and Final EIR was based on detailed parking studies prepared for the Geary BRT Project. The Draft EIS/EIR and Final EIR examined the potential for the build alternatives to affect parking supply in the project area. The Draft EIS/EIR and Final EIR found no adverse parking effects as a result of the build alternatives and thus did not identify avoidance, minimization or mitigation measures related to parking.

At present, on the block of Geary between 26th and 27th Avenues, immediately fronting Holy Virgin Cathedral (the northern curb face), there are 18 on-street angled parking spaces. Of the 18 on-street angled spaces, six are marked as a white zone for use of passenger loading during certain days/times and one is a parking space for people with disabilities.

On the block of Geary between 27th and 28th Avenues, one block west of the Cathedral, the north side of Geary currently has seven parallel parking spaces and a 38 local bus stop at the corner of Geary and 28th Avenue.

As set forth in the Draft EIS/EIR and Final EIR, the design as originally proposed would have required removal of nine of the 18 on-street spaces on the north face of Geary between 26th and 27th Avenues due to conversion of the spaces from angled to parallel and to accommodate parking buffers. The removed spaces would have been parking spaces, so there would be no change in the number of passenger loading spaces.

The proposed transition relocation would retain 11 of the existing on-street parking spaces and white zones on the north face of Geary between 26th and 27th Avenues. Between 27th and 28th Avenues, the transition relocation would not affect parking from what was assumed in the Draft EIS/EIR: a total of eight parallel spaces, an increase of one space over existing conditions. In other words, the proposed relocation of the transition would result in a gain of two on-street parking spaces relative to what was disclosed in the Draft EIS/EIR and Final EIR. The white zone would remain on the block face in front of the cathedral, leaving loading conditions there the same as the previous design proposal. Therefore, the proposed modification would not result in any adverse parking effects.

Construction-Period Transportation Conditions: The Draft EIS/EIR and Final EIR analyzed the potential for construction impacts, including impacts to traffic, transit, parking, pedestrians, and cyclists, that could result during construction of the build alternatives. The proposed modification would not result in any substantially different or additional construction activities than what was already disclosed in the Draft EIS/EIR and Final EIR. The changes to the westbound transition would generally entail the same type of construction activities as previously described and disclosed in the Draft EIS/EIR and Final

EIR for this area. Construction of the westbound bus only-lane would be extended one block and activities previously anticipated to occur between 26th and 27th avenues would shift to between 27th and 28th Avenues. This would not substantially change any of the construction period transportation conditions described in the Draft EIS/EIR and Final EIR.

Visual Resources: The Draft EIS/EIR and Final EIR analyzed the potential for the build alternatives to result in adverse visual impacts. The Draft EIS/EIR and Final EIR found that construction of the build alternatives would result in temporary declines in visual quality, while operation of the build alternatives would not have adverse visual effects.

The proposed relocation of the transition point would not result in any substantial changes regarding visual resources than what was already disclosed in the Draft EIS/EIR and Final EIR. The only change would be a difference in the color and striping of paint between 26th and 28th Avenues. The 27th Avenue transition shift would not require removal of the median or its landscaping between 27th and 28th Avenues and would have similar visual effects to those described in the Draft EIS/EIR and Final EIR. Therefore, the proposed modification would not result in any new or worsened visual effects relative to what was described in the Draft EIS/EIR.

Cultural Resources: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to result in adverse impacts to archaeological resources and historic architecture. The analysis was based on technical reports prepared for the Geary BRT Project, including an Archaeological Sensitivity Assessment and a Historic Resources Inventory and Evaluation Report. The Draft EIS/EIR and Final EIR found that the build alternatives had the potential to encounter previously unrecorded archaeological resources but would have no adverse effects on historic architectural resources.

The westward shift of the westbound bus-only lane center- to side-running transition to the block between 27th and 28th Avenues would not require median removal on that block and, hence, would not require associated excavation which would have the potential to encounter unknown archaeological resources. No historic architectural resources are present at the location of the 27th Avenue center- to side-running bus-only lane transition shift. Therefore, the proposed modification would not result in any new or worsened effects to cultural resources relative to what was described in the Draft EIS/EIR and Final EIR.

Utilities: The Draft EIS/EIR and Final EIR analyzed the potential for the alternatives to affect utilities and service systems, including utility relocations and modifications, stormwater management system capacity, potable and emergency service water supply capacities, solid waste collection capacity, and electricity demand and capacity.

The changes to the westbound transition from center- to side-running bus-only lanes would not require any additional utility relocations, would not change the amount of impervious surfaces, would not change any plans for landscaping or irrigation, and would not substantially affect BRT ridership (and thereby solid waste generation). Therefore, the proposed modification would not result in any new or worsened effects to utilities relative to what was described in the Draft EIS/EIR and Final EIR.

Air Quality and Greenhouse Gases: The Draft EIS/EIR and Final EIR considered the potential for the alternatives to result in increased emissions of air pollutants during both construction and operation (including greenhouse gases [GHGs]) and to conform to pertinent requirements of the Clean Air Act. The Draft EIS/EIR and Final EIR found that construction of any of the build alternatives would generate short-term criteria pollutant emissions; however, these construction-period emissions would not exceed the Bay Area Air Quality Management District (BAAQMD) thresholds for health risk significance.

Project operation was found to result in decreased regional vehicle miles traveled (VMT) and, hence, an associated decrease in air pollutant emissions.

The changes to the westbound transition at 27th Avenue would entail the same construction activities as previously described in the Draft EIS/EIR and Final EIR; construction for the westbound lane would simply be shifted one block further west. The proposed modification would not have any substantial effect on bus operations and would, thus, retain anticipated benefits to air quality over the No Build Alternative. Therefore, no new or worsened effects to air quality relative to what was disclosed in the Draft EIS/EIR and Final EIR would occur.

Noise and Vibration: The Draft EIS/EIR and Final EIR evaluated the potential for construction and operation of the alternatives to result in substantial increases in noise and/or vibration. Use of heavy equipment during construction and demolition and changes in noise from bus activity would have the potential to affect noise and vibration along the Geary corridor. While project construction would temporarily and intermittently increase ambient noise levels over the approximate 90- to 130-week construction schedule, the Draft EIS/EIR and Final EIR found that temporary construction noise effects would not be adverse for the build alternatives with adherence to the San Francisco Noise Ordinance, equipping impact tools with intake and exhaust mufflers, and obtaining a noise permit for nighttime work from Public Works.

The 27th Avenue bus lane transition shift would alter roadway striping and the location of the transit signal queue jump, but would not require additional median removal or other intensive construction activities beyond what was described in the Draft EIS/EIR and Final EIR and, thus, would not create new or worsened noise and vibration effects. Therefore, the proposed modification would not result in any new or worsened effects of noise and vibration relative to what was described in the Draft EIS/EIR and Final EIR.

Energy: The Draft EIS/EIR and Final EIR assessed the direct and indirect effects of the project alternatives on energy consumption. Construction of the build alternatives would require indirect consumption of fossil fuels, labor, and construction materials; while these expenditures would be irrecoverable, they are not in short supply. The build alternatives were found to result in a slight reduction in direct transportation energy use. Thus, the project was found not to have any adverse energy effects.

The proposed modification would involve the same level of construction-period energy consumption as previously analyzed; the location of the transition would simply shift one block west. As this change would not substantially affect bus operations, the same benefits of reduced transportation energy use would still occur. Therefore, no new or worsened effects related to energy use would occur relative to what was described in the Draft EIS/EIR and Final EIR.

Biological Resources: The Draft EIS/EIR and Final EIR analyzed potential effects of the alternatives to biological resources. Construction-period effects to biological resources were found to be limited to trees protected under the Urban Forestry Ordinance, birds, nests, and eggs protected under the Migratory Bird Treaty Act (MBTA), and potential for introduction or increases in noxious weeds associated with ground disturbance. Project operation would not affect biological resources, as the Geary corridor is urbanized with little to no indigenous vegetation and no known special-status species.

The proposed modification would not require removal of any additional trees; the median and trees between 27th and 28th Avenues would remain. The shift would entail the same construction activities, which would be shifted one block further west. Therefore, no new or worsened effects to biological resources would occur relative to what was described in the Draft EIS/EIR and Final EIR.

Cumulative Scenario: Since the proposed modification would not have any additional impacts as described above, this change would not have impacts that would be cumulatively considerable for any of the topics described above.

Other Environmental Topics: The Draft EIS/EIR and Final EIR analyzed the potential for significant impacts in the areas listed below. Under all of these topics, the analysis concluded that there was a less than significant impact or mitigation measures were identified to reduce such impacts to less than significant levels.

Since the proposed modification would be limited to a one-block extension in the length of westbound bus-only lanes and the minor physical and operational changes described herein, the modified project would not result in additional impacts beyond those identified in the Draft EIS/EIR and Final EIR in the following areas.

- Land Use/Population and Housing
- Geology/Soils/Seismic/Topography
- Hazards/Hazardous Materials
- Hydrology and Water Quality
- Public Services and Recreation
- Mineral Resources
- Agriculture/Forest Resources

Further, Section 7.6 of the Draft EIS/EIR noted that the Project would not have any foreseeable capacity to alter wind patterns or result in shadowing effects on public park areas or open spaces. None of the proposed modifications change the nature of the project such that effects to wind patterns or shadowing of public parks/open space might occur.

Conclusion

Based on the foregoing, it is concluded that the analyses conducted and the conclusions reached in the Final EIR, certified on January 5th, 2017, remain valid and unchanged. The proposed modification to the 27th Avenue bus lane transition would not cause new significant impacts not identified in the Final EIR or an increase in the severity of previously identified significant effects. Further, no substantial changes have occurred with respect to circumstances surrounding the Project that will cause significant environmental impacts or a substantial increase in the severity of previously identified significant effects. Finally, no new information has become available that shows that (1) the Project will cause significant environmental impacts not discussed in the previous Final EIS/EIR, (2) significant effects will be substantially more severe, or (3) new or different feasible mitigation measures or alternatives from those adopted will substantially reduce one or more significant effects of the project. Therefore, no supplemental environmental review is required beyond this addendum.

Proposed Refinement: Construction Phasing

In Section 4.15 of the Draft EIS/EIR, SFCTA and SFMTA disclosed that any of the build alternatives would be of such a scale that some type of phased implementation was anticipated. The Draft EIS/EIR noted that "phased implementation would allow service improvements to be implemented more quickly and over time based on funding availability."

The Draft EIS/EIR identified elements of a potential phased approach, specifically noting that an initial phase of construction could include traffic signal modifications, construction of bus bulbs, implementation of side-running bus lanes, changes to right-turn pockets, and bus stop relocations.

The Draft EIS/EIR (p. 4.15-10) noted that "construction phasing would depend on the Build Alternative selected, the availability of funding, and other factors. Therefore a detailed phasing plan is unavailable at this stage and would thus be too speculative to analyze." Since certification of the Final EIR and selection of the Hybrid Alternative as the LPA, SFCTA and SFMTA have refined their plans for construction phasing, and have divided the project into two primary construction phases (Phase I and Phase II) that would occur in succession. The refined construction phasing plans also include anticipated separate utility modifications.

As illustrated in Figure 3 below, Phase I would entail work east of Stanyan Street where BRT would operate in side-running bus-only lanes. Phase II would include work west of Stanyan Street, where BRT operations would be in predominantly center-running bus-only lanes.[1] The project would still be constructed using the Staggered Multiple Block Segment Approach described in Section 4.15 of the Draft EIS/EIR.

The Draft EIS/EIR provided several types of timeframe estimations for the build alternatives.

Table 4.15-3 in the Draft EIS/EIR estimated the total duration of *active* construction periods, assuming continuous construction proceeding along both sides of the corridor in multiple segments simultaneously, to be 100 weeks (approximately 2 years) for the Hybrid Alternative (and now LPA), exclusive of any coordinated separate utility work. ("Coordinated" utility work was assumed to be performed with construction of any of the build alternatives, consistent with the City of San Francisco's policy to consolidate projects that would require tearing up/replacing streets).

The Draft EIS/EIR also estimated that the total construction duration, including inactive periods, would extend from two to four years, depending on the alternative selected. Alternative 2, featuring side-running bus-only lanes, was assumed to be on the lower end of that schedule, with Alternatives 3 and 3-Consolidated, entailing substantial street reconstruction through the Fillmore area, assumed on the higher end.

The Draft EIS/EIR further noted that for any given block, active construction of the project (not including utility work) was estimated to last between one to five months, depending on construction activities, scheduling, and operations.

[1] Proposed bicycle improvements on Geary between Masonic and Presidio Avenues (construction of Class I bicycle lanes in both directions on this block) would be the one exception to the geographic limits separating the Phase I and Phase II limits. These bicycle improvements include reconfiguring the center median island to accommodate a new dedicated bicycle facility. Due to the longer design schedule for these improvements, they would be implemented through the contracting mechanism used to deliver the Phase II improvements west of Stanyan Street. All transit improvements in this area, including bus-only lanes, bus stop consolidation and a transit signal queue jump, would still be part of Phase I.

As noted in Section 4.15.2.1 of the Draft EIS/EIR, the possibility of construction phasing (which was not specifically determined at the time) would not increase the *intensity* of active construction but would break the active construction into smaller phases that would be implemented over a longer period of time.

The more detailed construction phasing plan that has been developed by SFMTA for the Hybrid Alternative/LPA would still be expected to result in a total construction duration (both active and inactive) of about four years, which is consistent with the higher end of the overall estimate provided in the Draft EIS/EIR.

Phase I and Phase II would *each* be expected to take approximately 100 weeks, including both active and inactive periods and anticipated separate utility work. With more information now available with regard to specific phasing activities and SFMTA's recent experience with similar projects, the duration of construction activities on any given block could take up to 12 months for areas with a larger scope of work inclusive of active and inactive periods, depending on construction scheduling, construction operations, and the extent of the utility work involved. The majority of blocks would have a shorter anticipated construction duration.

As described in the Draft EIS/EIR, this discrete phasing would not increase the intensity of active construction, as the same project elements (e.g., side- and center-running bus-only lanes, BRT stops) would be constructed. In fact, the modifications to the Hybrid Alternative/LPA described in the Final EIR have removed some of the previously proposed construction activities that would have been more intensive—specifically, no longer demolishing the Webster Street bridge and no longer constructing block-long BRT bus bulbs between Spruce and Cook Streets. As a result of these changes to the Hybrid Alternative/LPA, localized construction impacts anticipated in the Draft EIS/EIR, such as noise associated with bridge demolition and temporary lane modifications to construct bus bulbs, would not occur in these areas.

Overall, the refined construction phasing for the Hybrid Alternative/LPA would not result in any different construction-period environmental effects, other than clarification as to when and where such effects would occur. In general, construction activities during Phase I would be less intensive than those in Phase II—Phase I primarily would involve roadway restriping for side-running bus-only lanes and construction of pedestrian improvements, while Phase II would entail median removal to accommodate center-running bus-only lanes. Accordingly, air quality effects would be localized, first occurring in the geographic area of Phase I (i.e., east of Stanyan), and later in Phase II (i.e., west of Stanyan).

Overall air pollutant emissions from construction activities would be similar to those described in the Draft EIS/EIR. Construction emissions thresholds are based on daily emissions. In the Draft EIS/EIR, it was noted that the Hybrid's emissions of criteria pollutants would fall well below the thresholds. Given that the scope of improvements is similar to what was described in the Draft EIS/EIR and Final EIR, no exceedance of daily emissions thresholds would be anticipated. Estimated daily construction emissions described in Table 4.15-6 of the Draft EIS/EIR represented anticipated upper limits. With the phasing and project changes, actual emissions would be expected to be similar or lower on a daily basis but could occur over a longer period of time—from five months to 12 months at select locations with coordinated utility work. The project would still adhere to the City's Clean Construction Ordinance (Section 6.25 of the San Francisco Administrative Code) as described in the Draft EIS/EIR.

Similarly, temporary and intermittent construction-period noise and vibration effects would also be localized to the geographic areas where active construction was occurring, as described in the Draft EIS/EIR. Demolition of the Steiner Street bridge, which would occur during Phase I, would be the

EIS/EIR. Demolition of the Steiner Street bridge, which would occur during Phase I, would be the noisiest project element due to the use of jack hammers and similar impact equipment. Median removal in Phase II would also generate temporary noise and vibration effects, though these would be at a greater distance from sensitive receptors as they would occur in the center of Geary.

With the refined phasing for the Hybrid Alternative/LPA, construction-period transportation impacts described in the Draft EIS/EIR for the corridor as a whole would first be concentrated in Phase I (Market to Stanyan). During Phase II, all construction work, with the exception of bicycle improvements between Masonic and Presidio, would occur west of Stanyan. The Transportation Management Plan (TMP) described in Section 4.15.5 of the Draft EIS/EIR would include consideration of the refined construction phasing for the Hybrid Alternative/LPA to manage transportation impacts resulting from construction activities.

In sum, overall construction impacts of the Hybrid Alternative/LPA would be the same as those described in the Draft EIS/EIR. The project would still include similar construction activities as described in the Draft EIS/EIR, with the project modifications to retain the Webster Street bridge and to not construct block-long bus bulbs on the block of Geary between Spruce and Cook Streets resulting in a slightly lower overall level of construction activity. The refined construction phasing plans would simply spread out the construction of project improvements over time and space. No new avoidance, minimization, or mitigation measures would be required.

Notification

This addendum shall be made available on the SFCTA website through substantial completion of project construction. The SFCTA shall send an email to the Project list notifying interested parties of the addendum.

Determination

I do hereby certify that the above determination has been made pursuant to State and Local requirements.

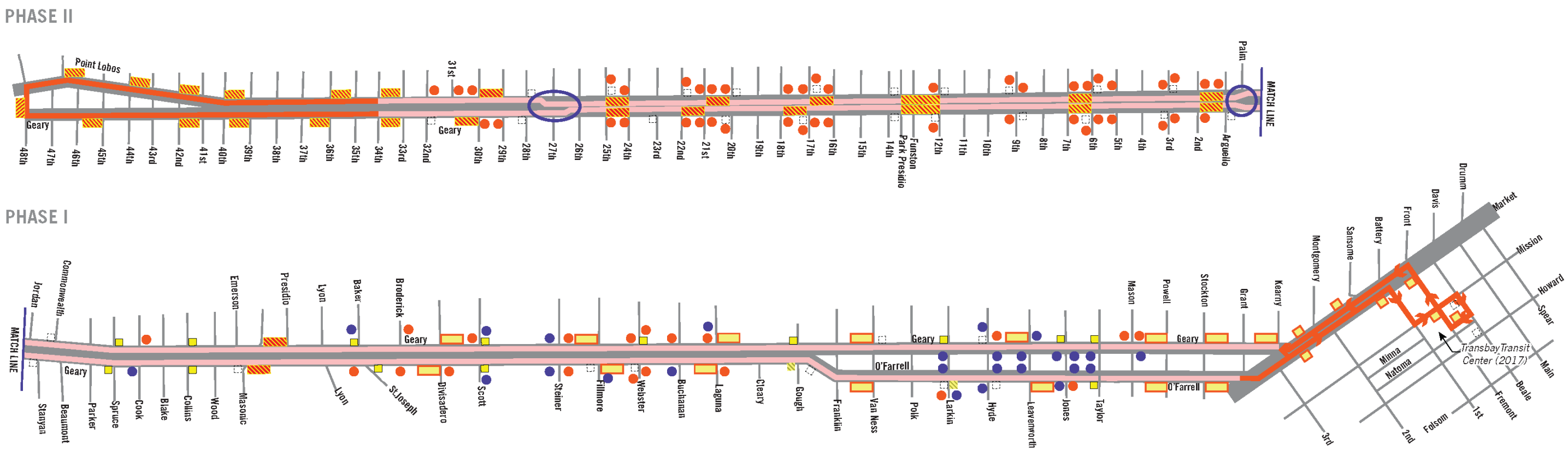
Tilly Chang
Executive Director

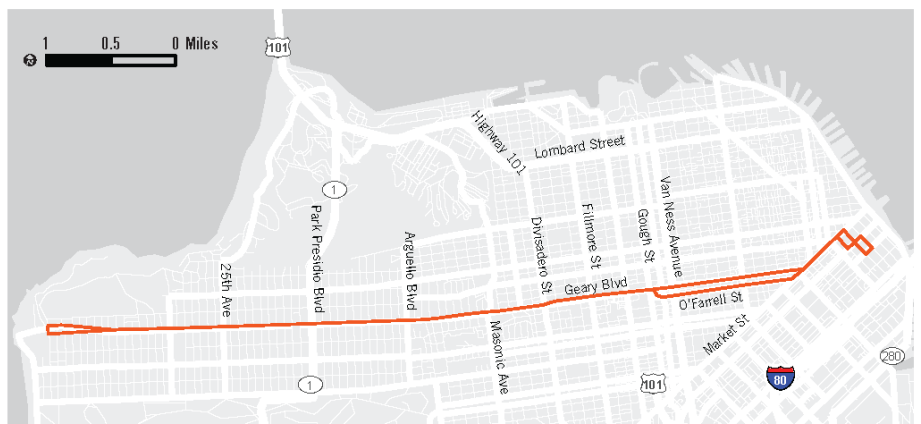
5/19/17

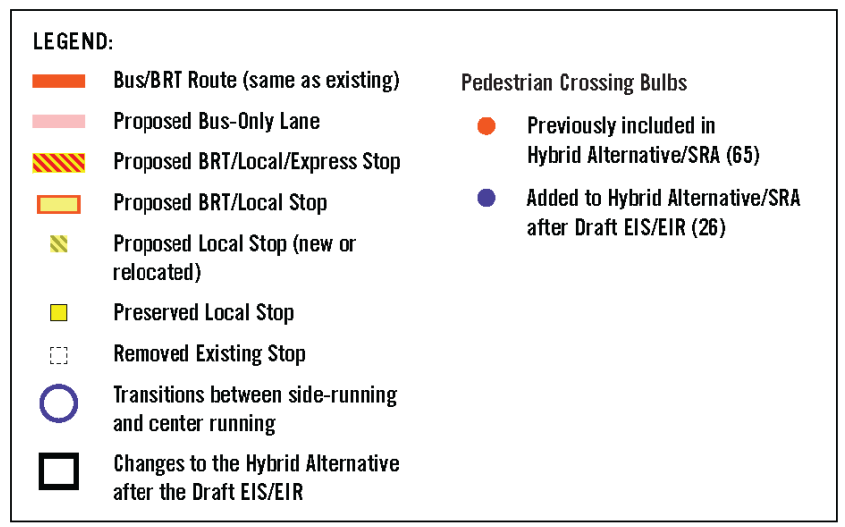
Date

cc: E. Reiskin, L. Brisson – SFMTA
A. Pearson – City Attorney's Office
EC, CDP

Figure 3: Proposed Construction Phasing







Note: Construction of Class I bicycle lanes between Masonic and Presidio would be part of Phase II
(not to scale)

Agenda Item 11

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

Memorandum

Date: May 19, 2017

To: Transportation Authority Citizens Advisory Committee

From: Jeff Hobson – Deputy Director of Planning

Subject: 05/24/17 CAC Meeting: Update on Emerging Mobility Services & Technologies, Including Transportation Network Companies

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

This memo provides an update on the range of activities we are conducting relevant to Emerging Mobility Services and Technologies. We seek input on draft Guiding Principles that will shape upcoming evaluation activities as well as policy and program responses. The draft Principles were collaboratively developed by the Transportation Authority and the San Francisco Municipal Transportation Authority (SFMTA) and are based on existing local policies. The memo also provides updates on a definition of this sector, existing conditions, legislative developments at the local and state levels, and recent research by others on Transportation Network Companies.

- ☐ Fund Allocation
- ☐ Fund Programming
- ☒ Policy/Legislation
- ☒ Plan/Study
- ☐ Capital Project Oversight/Delivery
- ☐ Budget/Finance
- ☐ Contracts
- ☐ Procurement
- ☐ Other:

DISCUSSION

Background.

The San Francisco Charter mandates Transit First – charging the City and County of San Francisco with providing for the safe and efficient movement of people and goods in San Francisco. In the last decade, San Francisco has seen dramatic growth of many emerging mobility services and technologies that present opportunities while also challenging that core policy. These services and technologies include everything from mobile applications that connect passengers with demand-responsive transportation vehicles to self-driving and connected vehicles. While they each provide new conveniences, access, and mobility options, their impacts remain unclear with respect to our established policies and goals.

Definition and Inventory of Emerging Mobility Services.

We have developed the following proposed definition for this field: An "emerging mobility service or technology" is any private or nonprofit transportation services that automates at least three of the following characteristics: driving, routing, reservations/orders, vehicle tracking, billing, customer feedback, matching/sharing, crowd-sourced routing, and/or (un)locking. This definition includes a wide range of services.

For each of the different types of service, we have developed a draft description of the existing services, including a description of the sub-types of services, the services' background and approach, and examples of usage in San Francisco (see Attachment 1). This description is based entirely on existing data. As such, the data are spotty, often only including gross numbers for the services/company as a whole. The existing conditions largely point to the need for additional research in order to evaluate these services and technologies.

Draft Guiding Principles - Request for CAC Feedback.

New mobility services and technology are developing at a rapid pace. Transportation Authority and SFMTA staff have established a set of draft Guiding Principles for Emerging Mobility Services and Technologies (see Attachment 2). These draft principles are based on the city's adopted goals of providing for safe, reliable, sustainable and equitable transportation choices now and in the future. These goals reflect the major policy themes and priorities contained in myriad city and countywide plans and policies including our Transit First Policy, San Francisco Transportation Plan, San Francisco Congestion Management Program, SFMTA Strategic Plan, Climate Action Strategy, and Vision Zero Strategy among many others.

The joint agency study team will use these principles as a framework to evaluate these services and technologies; identify areas for improvement or policy intervention; identify outstanding questions to shape future areas of research and study; and proactively develop pilots and programs to address research questions.

Recent Legislative and Regulatory Activities.

As these services have grown, there have been an increasing number of legislative and regulatory activities at the local and state levels.

- SFTMA/Transportation Authority Joint Letter on Department of Motor Vehicles (DMV) Autonomous Vehicle Regulations: On April 20, Transportation Authority Executive Director Tilly Chang and SFMTA Director Ed Reiskin sent a joint letter to the California Department of Motor Vehicles, commenting on DMV's Proposed Autonomous Vehicle (AV) Driverless Testing and Deployment Regulations (see Attachment 3). This letter provides detailed comments on how to ensure AVs complement our city's efforts to provide streets that are safe for all.
- Senate Bill (SB) 182 on Transportation Network Company (TNC) Business Licenses: Following passage of a position of Oppose earlier in the month at the Board of Supervisors, last week Chair Peskin sent a letter opposing SB 182, which would allow TNC drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business (see Attachment 4). SFMTA Director Reskin also sent a letter in opposition to SB 182. The Transportation Authority Board meeting on May 23 will consider SB 182 among other state legislative positions.
- Board of Supervisors Resolution on TNC Data-sharing: On April 4, 2017, the Board of Supervisors unanimously adopted a resolution urging the state legislature to amend relevant codes to allow local jurisdictions to access trip data for TNCs and to permit and conduct enforcement of TNCs as warranted to ensure safety and disability access, and to manage congestion (see Attachment 5).

Research on TNCs.

- We have also been tracking several threads of research on TNCs. Of particular interest are the following two studies: Schaller Consulting's release of Unsustainable? The Growth of App-Based Ride Services and Traffic, Travel and the Future of New York City. New York is unique in the nation in requiring public reporting of TNC data on trips provided in New York City. Schaller's report finds that TNC ridership initially grew by attracting passengers away from taxis. As TNC ridership continued to grow, however, TNCs have attracted more riders from transit, walking, and biking. The report estimates that between 2013 and 2016, TNCs increased vehicle miles traveled by 7% in the most congested parts of the city. The report concludes with several recommendations, including improving public transit and implement road pricing. The detailed report, and a briefer overview, is available at http://schallerconsult.com/rideservices/unsustainable.htm.
- For several reasons, these data may not be directly representative of San Francisco's experience. The transit system is the largest in the U.S. and the TNC industry is governed in a very different way in New York than in any other part of the country. Further, some in the TNC industry have questioned some of the methodology and data in the report. Nonetheless, we look forward to learning more from the New York experience.
- Natural Resources Defense Council (NRDC)/UC Berkeley study: In fall 2015, UC Berkeley and the NRDC embarked on a study to assess the climate impacts of TNCs and convened a technical advisory committee on which our Executive Director participates. The study will use passenger and driver surveys to try to understand how people are using TNCs: what portion of TNC riders were previously driving, using transit, walking, or biking? Crucially, the study will also use data from Uber and Lyft in several major metropolitan areas, including San Francisco, to validate survey data against actual ridership data. When complete, we expect the analysis will provide a significant advance in our understanding of the TNC phenomenon.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft Technical Memorandum: Definition of Emerging Mobility Services
Attachment 2 – Proposed Guiding Principles for Emerging Mobility Services & Technology
Attachment 3 – SFMTA/Transportation Authority Joint Letter to California Department of Motor Vehicles, on DMV's Proposed Autonomous Vehicle (AV) Driverless Testing and Deployment Regulations
Attachment 4 – Letter from Transportation Authority Chair Peskin stating opposition to SB 182
Attachment 5 – San Francisco Board of Supervisors Resolution 114-17

WSP | Parsons Brinckerhoff
425 Market Street, 17th Floor
San Francisco, CA 94105

To: Warren Logan, San Francisco County Transportation Authority
From: Rachel Zack, WSP | Parsons Brinckerhoff
Date: 4/20/17
Re: Emerging Mobility Services, their respective approach and background, ridership and usage statistics

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Introduction

Innovations in transportation technology are leading new transportation service types. The nomenclature around these services varies from the broad "on-demand transportation services" to more precise "shared-use mobility." This memo focuses on Emerging Mobility Services. As defined in this report, an "Emerging Mobility Service" is a private or nonprofit transportation service that automates at least three of the following characteristics:

- Driving
- Routing
- Reservations/orders
- Vehicle tracking
- Billing
- Customer feedback
- Matching/sharing
- Crowd-sourced routing
- (Un)locking

These services are typically linked to the "Mobility as a Service" movement, as well as advances in autonomous technologies, such as autonomous vehicles and/or drones.

The purpose of this memo is to categorize service types, their background, approach, current service offerings and usage in San Francisco. This memo will serve as the foundation for additional areas of study in this arena including 1) a legislative landscape study that investigates the legal questions related to these identified services and technology; and 2) a scenario modeling exercise that examines potential short-term and long-term futures of the various services and technologies identified. The table below defines the nomenclature of Emerging Mobility Services types discussed in this memo.

Type of Service	Examples of service	Role of Technology

	providers	
Car sharing	Zipcar, Car2go, Getaround	Reservations, vehicle tracking, (un)locking, billing, customer feedback
Bike sharing	Bay Area Bike Share, Motivate, Bluegogo, Zagster	Reservations, vehicle tracking, (un)locking, billing, customer feedback
Ridesourcing & Ride-splitting	TNCs: Lyft/LyftLine, Uber/UberPool, Flywheel	Reservations, routing, vehicle tracking, billing, customer feedback
Ridesharing	Waze Carpool, Scoop, Blablacar, Tripda	Reservations, routing, vehicle tracking, billing, customer feedback
Microtransit	Chariot, Leap, Night School, LyftShuttle	Tracking, crowd sourcing routes, billing, customer feedback
E-Bike/Scooter Sharing	Scoot, Renault's Twizy, Toyota's iRoad	Reservations, routing, vehicle tracking, billing
Courier Network Services	Amazon's PrimeNow, Good Eggs, Caviar, Instacart, Grub Hub, Postmates, Omni	Reservations/ordering, vehicle tracking, billing, customer feedback
Autonomous Vehicles	Uber, Lyft/GM, Ford, EasyMile, Renault/Nissan, Mercedes, Tesla	Driving, reservations, vehicle tracking, driving, routing
Drones	Amazon Prime Air	Reservations/ordering, vehicle tracking, billing, customer feedback

Table 1: Catalogue of Emerging Mobility Services, adapted from *"Between Public and Private Mobility"*, National Academies of Sciences, page 9.

Car sharing

Car sharing is the shared use of a privately-owned vehicle. These vehicles are typically priced for short-term use in order to encourage their return to the fleet of available vehicles, and are managed by a third party.

Types

There are several types of car sharing models, though membership is typically a one-time fee and hour/half-hour fee structure:

Point-to-point/One-way - Users can pick-up and drop off cars anywhere within a defined geographic region. The cars are stored on the street. This is the fastest growing model of car sharing. Point-to-point car sharing is typically managed by a third party who owns the fleet. Unlike other models of car sharing, point-to-point fares can be charged by the minute. At present, there are no point-to-point car sharing models in San Francisco.

Round-trip – Users reserve a vehicle from the same pick-up spot they return the vehicle to. Vehicles are stored in parking lots and garages, though some cities have explored designated on-street parking spaces, where car sharing vehicles are not subject to typical street parking violations, such as street cleaning. Round-trip car sharing is typically managed by a third party who owns the fleet and the fares are usually by the half-hour.

Peer-to-peer - This type of car sharing model enables existing vehicle owners who want to share their car through a third party platform that handles the reservations, payment and (un)locking of the vehicle. The trips are typically round-trip, though parking doesn't have to be in the exact same location and is subject to street parking violations.

Niche car sharing services - This type of car sharing service is developed for niche markets, such as round-trip car share for a group of residents, a campus, or tourists.

Background and Approach

Car sharing started to gain momentum in the United States in the late 1990s. Early car-sharing companies began as nonprofits or cooperatives with significant grassroots support. In their current iterations, companies frequently partner with government agencies who are interested in the environmental and social benefits of car sharing, as well as the potential increased transit ridership and revenue. Studies confirm that car share services lead to car-shedding and increased use of shared modes.[1] However, when car sharing first started in San Francisco, vehicle miles increased, presumably because the early clientele were mostly non-car owners. This induced demand was reduced in the second year of membership as novelty wore off.[2] As of 2015, there were 45 car share operators and 1.5 million members in the United States.[3]

Car share in San Francisco began in 2001 through a partnering effort between San Francisco Planning and the Urban Research Association, which provided the start-up capital for what became the nonprofit, City Car Share. Zipcar joined the San Francisco market in 2005. Nationally, car share membership saw a growth rate of 65% between 2012 and 2014[4]. Zipcar

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[1] A. Millard-Ball et al., (2005). "Car-Sharing: Where and How It Succeeds", *TCRP Report 108.* https://books.google.com/books?id=DDxB61imYzkC&lpg=PP1&dq=carsharing%20%20Millard-Bal1&pg=PP1#v=onepage&q=carsharing%20%20Millard-Bal1&f=false [2017, April].

[2] R. Cervero and Y. Tsai, (2003). "San Francisco City CarShare: Second-Year Travel Demand and Car Ownership Impacts". https://goo.gl/2Ae0lE [2017, April].

[3] National Academies of Sciences, Engineering, Medicine, (2016). "Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services", *Special Report 319.* https://www.nap.edu/read/21875/chapter/1 [2017, April].

[4] W. Goodall et al, (2017). "The rise of mobility as a service: reshaping how urbanites get around". *Deloitte University Press*. https://dupress.deloitte.com/dup-us-en/deloitte-review/issue-20/smart-

grew to be an international company and was bought by Avis in 2013. Avis was not the only rental company interested in the car share model as Hertz developed Hertz On-Demand and Enterprise similarly launched Enterprise Car Share. Nonprofit car sharing is also seeing rapid changes. City Car Share was bought by the nonprofit Carma, and later merged with the peer-to-peer San Francisco car sharing platform Getaround in 2016.

Round-trip car sharing continues to have a strong working relationship with San Francisco government. In July of 2013, San Francisco Municipal Transportation Agency's Car Sharing Policy and Pilot Project set up a framework for the implementation and evaluation of on-street parking spots for round-trip car share vehicles. The Pilot's evaluation showed successful results and recommendations are being prepared for SFMTA's Board of Directors. The City of San Francisco is hesitant to work with point-to-point providers until more studies show their impact.[5]

The future of car sharing may be connected to autonomous vehicle development, where personal autonomous vehicles are shared through a network when not in use by the primary owner, as described in Tesla's Master Plan Part Duex or as one option of many on an integrated platform, as demonstrated by Mobility as a Service (MaaS) offerings like General Motor's Maven app, Ford's "Ford Pass" app, and MaaS aggregators, such as the Whim app in Helsinki.[6]

Usage in San Francisco

For publicly available usage statistics on San Francisco car share services providers, see Appendix A.

transportation-technology-mobility-as-a-service.html [2017, April].

[5] San Francisco Municipal Transportation Agency (SFMTA), (2013). "Car Sharing Policy and Pilot Project". https://www.sfmta.com/sites/default/files/projects/SFMTA Car Sharing Policy_MTAB_20130716.pdf [2017, April].

[6] E, Musk, (2016). "Master Plan, Part Deux", *Tesla.* https://www.tesla.com/blog/master-plan-part-deux [2017, April].

Bike Sharing

Bike sharing is a system of bicycles that is available to users to access as needed for point-to-point or round-trip trips, traditionally to station kiosks. They are generally unattended and established in dense urban areas. Advances in bike share locking technology have allowed for free-floating bikes within a geographic region. The majority of bike sharing operators cover the costs of bicycle maintenance, storage and parts. Membership varies on an annually, monthly, daily or per-trip basis and different companies offer different incentives.[7]

Types

Bike sharing can be privately owned, public, or, most commonly, offered through a public-private partnership. Public-private partnerships are common due to aligned sustainability goals: bike sharing has proven ability to increase mobility while avoiding fossil fuel usage.[8].

Dock and dockless - Ownership models vary, as do bicycle technologies. Some systems require docking the bike in designated docking stations which allow locking/unlocking through a local ticketing station, while others can be locked on any bike rack, and are reserved through a smartphone. San Francisco is home to both kinds technology, however, the free standing bike operator does not hold a permit.

Peer-to-peer - Lastly, peer-to-peer bike sharing technology is available, though still in the early stages of adoption. Bitlock is a keyless bike lock app and hardware system that uses phones to lock and unlock bicycles, allowing peers to share their bikes with one another. Bitlock takes care of payment processing; allows the client to adjust their "access policy"; and provides real-time alerts, geolocation (enabling geofences and penalized out-of-hub returns), and data on daily/total income, number of rides, miles traveled, calories burned, and CO2 saved versus driving. There are currently 5,000 downloads of the Bitlock app, and most riders use it for personal use, though the company is positioned to work with agencies and companies as well.[9]

Background & Approach

The public-private partnership model was the first model to gain traction in San Francisco. The Metropolitan Transportation Commission and the Bay Area Air Quality Management District partnered with Motivate to create the Bay Area Bike Share program in 2013. These agencies,

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[7] S. Shaheen, A. Cohen, and I. Zohdy, (2016). "Shared Mobility: Current Practices and Guiding Principles", *FHWA-HOP-16-022*. https://ops.fhwa.dot.gov/publications/fhwahop16022/ [2017, April].

[8] T. Gaegauf and C. Gardner, (2014). "The Impact of Bikesharing: White Paper on the Social, Environmental, and Economic Effects of Bikesharing". http://www.academia.edu/7934411/Bikeshare_Funding_White_Paper_A_Guide_to_the_Different_Bikeshare_Business_Models_and_Funding_Process [2017, April].

[9] BitLock, *GooglePlay Store.* https://play.google.com/store/apps/details?id=co.bitlock&hl=en [2017, April].

along with other municipalities across the Bay Area, helped fund the program which is operated by Motivate (formerly Alta Bicycle Share), a bike share operator with systems in the United States, Canada and Australia.

The business of bike share is challenging. Communities and cities want to build and expand bike share programs, but aren't able to promise continued public funding. Private bike share companies take on larger and larger projects without knowing where the future funding will come from.[10] Bringing bike share to more people and lower-income riders involves government investment, but the metrics used for public transit investment do not apply well to the scale of bike share nor evaluate the benefits of bike share.[11] To close the funding gap, bike share companies like Motivate have limited opportunities: choose between raising fees, finding more sponsors, or seeking out private philanthropy.

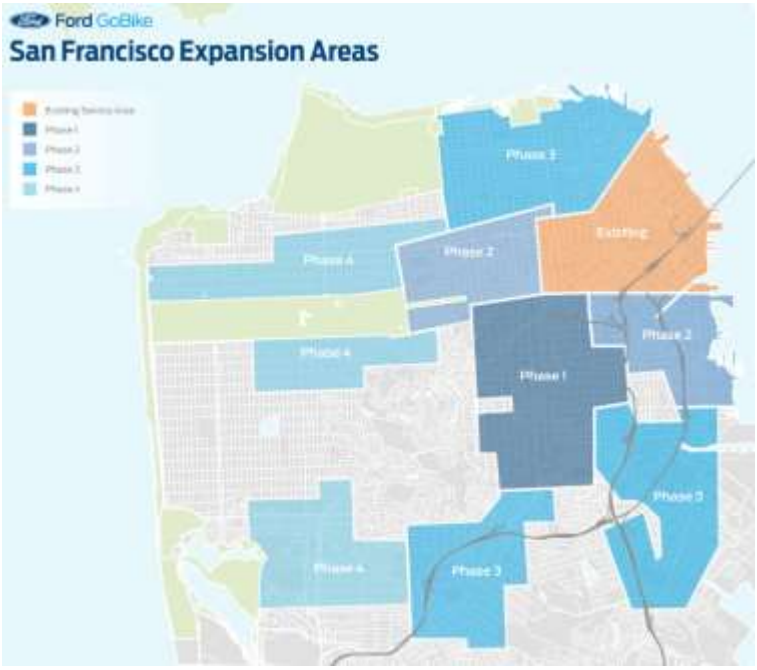

Image 1: Ford is sponsoring an additional seventy-two new bike share stations that will expand the geographic area of San Francisco's bikeshare program to the areas in blue. Source: Bay Area Bike Share

In San Francisco, sponsorship was the chosen route to expansion. In 2016, Ford Motor Company partnered with Motivate and agreed to sponsor a $50 million expansion to the Bay Area Bike Share system in early 2017, increasing the regional program's 700 bikes to 7,000, making it the second largest system in the United States. Seventy-two of the stations will be in

[10] M. Gunther, (2014). "Bike sharing is pricey: can startup Zagster make it profitable?" *The Guardian*. https://www.theguardian.com/sustainable-business/2014/aug/28/bike-sharing-is-pricey-can-startup-zagster-make-it-profitable [2017, April].
[11] Z. Stone, (2014). "The Business of Bike-Share", *Next City*. https://nextcity.org/features/view/bike-share-make-money-start-up-citi-bike-business-sharing-economy [2017, April].

San Francisco.[12] The system will be renamed "Ford GoBike" and the new bicycles will be produced by Social Bicycles (SoBi). The SoBi bikes are equipped with an on-board lock and can be parked outside of the existing docking stations.[13] The bikes require less infrastructure than traditional dock-oriented bike sharing systems, and the tech-enabled bikes can provide data on miles traveled, calories burned, CO2 reduced and more, making them valuable to mobility providers interested in data.[14]

Due to the public-private partnership aspect of the Bay Area Bike Share system, there are unique programs that help integrate the system with transportation planning goals. Bay Area Bike Share's data is available for public use, making anonymous each trip's bike number, trip start day and time, trip end day and time, trip start station, trip end station, rider type and annual member's home zip code. Additionally, the Metropolitan Transportation Commission, Ford and Motivate committed funds to a new outreach plan to low-income communities with a reduced annual membership of $5, as opposed to $88. The outreach effort will be led by TransForm, a local San Francisco transportation advocacy nonprofit.

The presence of dockless, private-market bikes in San Francisco is just emerging, threatening to disrupt order on the city streets, as well as current public-private Bay Area Bikeshare model. In early 2017, bike share company Bluegogo announced plans to bring 20,000 of its dockless, GPS, solar technology bikes to San Francisco's streets. While the company's plans were halted by the San Francisco Board of Supervisors who called the bikes a "public nuisance," the bikes are currently available in small batches in on-street parking spaces rented by the company. The bikes do not require a membership to use and it is $1 for one half hour.

Alongside public bikeshare, private bikeshare is also in San Francisco. In this model, the operator provides both the hardware and support to integrate with the company acquiring the service. In San Francisco, private companies, such as Salesforce, offer bike share through Zagster.

Usage in San Francisco

For publicly available usage statistics on San Francisco bike share services providers, see Appendix A.

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[12] R. Rudick, (2016). "Milestone Reached in Bay Area Bike Share Expansion", *StreetsBlogSF*. http://sf.streetsblog.org/2016/03/23/milestone-reached-in-bay-area-bike-share-expansion/ [2017, April].
[13] I. Dawid, (2016). "Bay Area Bike Share Renamed for New Sponsor: An Auto Company", *Planetizen*. https://www.planetizen.com/node/89277/bay-area-bike-share-renamed-new-sponsor-auto-company [2017, April].
[14] I. Dawid, (2016). "Bay Area Bike Share Renamed for New Sponsor: An Auto Company", *Planetizen*. https://www.planetizen.com/node/89277/bay-area-bike-share-renamed-new-sponsor-auto-company [2017, April].

E-Bike & Scooter Sharing

E-bike and scooter sharing are the shared-use of a fleet of scooters, typically managed by a third-party. The scooters are often electric.

Types

Systems usually allow for both point-to-point and round trips. Members can rent the scooters by the minute, and in exchange, they have a private scooter without the cost of owning, parking or maintaining one.

Background & Approach

Scooter sharing is slowly gaining in popularity around the globe. The service is popular in European cities, but, as of September 2015, was only available in two United States cities.[15] Zapp is a company offering scooter sharing services in Columbia, South Carolina, and Scoot is offering shared electric scooter service in San Francisco, California.

Scoot launched in San Francisco in 2012. Membership is currently free, though there is some discussion that that might change. Scoot vehicles are priced to encourage short trips and off-peak travel: $3 for half hour and dime per minute thereafter, $5 for rush-hour service. Scoot also includes a 2-day pass for $79, targeting tourists who then receive 48 hours of unlimited access. Scoot's vehicles include "quads" which are mini-electric cars with a top speed of 25 miles per hour, a range of 40 miles, can carry two people and do not require a

[15] Shared Use Mobility Center, (2015). "Share-Use Mobility: Reference Guide". https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=2&cad=rja&uact=8&ved=0ahUKEwi557irjLTTAhXI5oMKHX3LDCMQFggpMAE&url=http%3A%2F%2Fsharedusemobilitycenter.org%2Fwp-content%2Fuploads%2F2015%2F09%2FSharedUseMobility_ReferenceGuide_09.25.2015.pdf&usg=AFQjCNGoE7hRM87ez4X_Lj9X8pXfY8qm8Q&sig2=GmjgG0xINPqHaA78mZHi-w [2017, April].

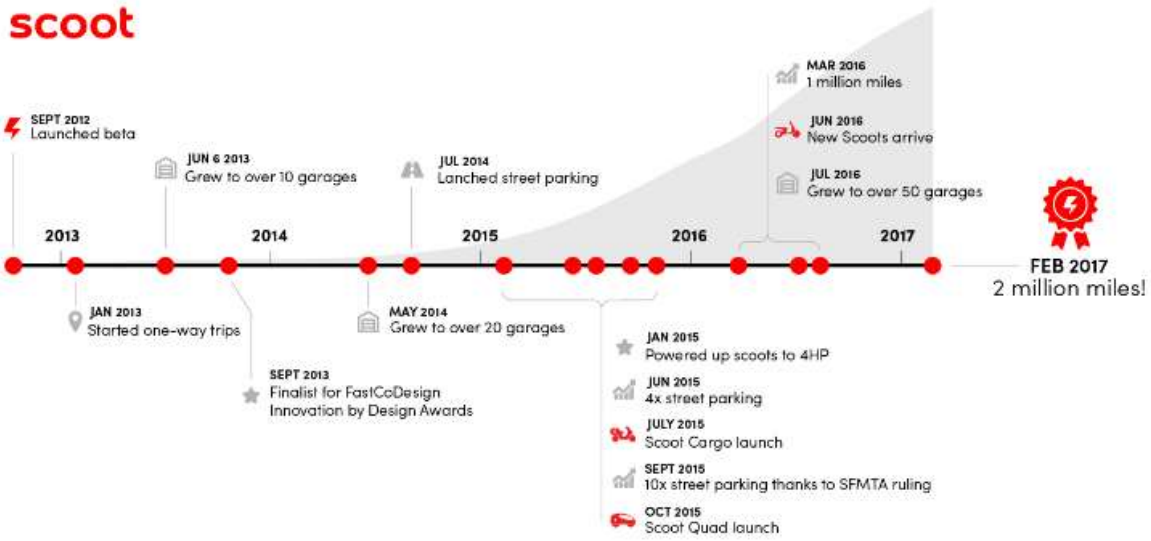

Image 2: Scoot's ridership started growing exponentially when they partnered with SFMTA for street parking. Source: Scoot's Blog

license. The cars are similar to Renault's "Twizy" vehicles offered in their "Twizy Way" pilot in Saint-Quentin-en-Yvelines, France.

Usage in San Francisco

For publicly available usage statistics on San Francisco's scooter sharing services provider, see Appendix A.

Ridesourcing & Splitting

Ridesourcing services match riders with drivers, on-demand. Ridesourcing is often referred to as "ridesharing"; however, we have chosen the term "Ridesourcing" to distinguish the fact that these drivers do not share a destination with their fares. Ridesourcing companies are distinguished from taxi services by the ability to street hail (ridesourcing companies can only pick up pre-arranged rides). The companies are known in California as Transportation Network Companies (TNCs) and are regulated by the California Public Utilities Commission.

Types

There are three types of ridesourcing services: on-demand professional driver services, peer-to-peer and ridesplitting. On-demand professional driver services are essentially hailing a fleet operator's taxi over the phone. Peer-to-peer includes both riding with people driving their own vehicles as well as driving for a fleet owner, such as a taxi or limousine company.[16] Finally, ridesplitting was introduced through service providers[17]. Ridesplitting is the assigning of fares traveling along similar routes to one car, and enabling the splitting of the fare. Split rides are offered on peer-to-peer TNC services only, and their rides are typically 60% less than regular service rides.[18]

Background and Approach

[16] Ibid.
[17] Ibid.
[18] Lyft, https://www.lyft.com/ [2017, April].

Ridesourcing has quickly become a popular form of transportation in San Francisco and across the nation.[19] In New York City, since 2014, "after accounting for declines in yellow cab, black car and car service ridership, TNCs have generated net increases of 31 million trips and 52 million passengers" because their users are former transit riders, pedestrians and cyclists.[20] The largest ridesourcing company, Uber, founded in San Francisco in 2009, reported $500 million in revenue in 2015 (three times that of the taxi market) and ridership was on track to triple annually.[21]

> "These organizations need to start talking, rather than dictating how it's going to be. It's part of the wide-spread discontent, which is the arrogance of some of these billion-dollar tech company owners." - Aaron Peskin, San Francisco Supervisor, District 3

Ridesourcing companies have not integrated easily with transportation, regulatory and enforcement agencies in California. Despite being close in taxonomy to a taxi, ridesourcing was established as another permit class, regulated by the California Public Utilities Commission, with looser TNC's regulations than the taxi industry. The change in permit class caused San Francisco Municipal Transportation Authority's to lose authority over the number of for-hire vehicles on the City's roadways, and no local data collection mechanism was established to allow for the monitoring of the new services' impacts. Enforcement of cease and desist letters has been difficult, and company-issued obstructions of justice have come to light. Investigations are currently underway in the San Francisco District Attorney's Office to explore the potential use of Uber's "Greyball" tool, an evasion tool used to identify and block accounts that were tagged to have police activity.[22]

Ridesourcing companies typically use surge pricing as part of their fare payment calculation. Surge pricing increases the fare when demand is high in order to entice more drivers to join the network, thereby bringing prices back down for users. It is unclear if the drivers see the dividends from this, however, after reports surfaced that Uber shows customers one higher price and the driver a lower fare.[23]

Ridesourcing's future is linked to autonomous vehicles. Uber and Lyft, the biggest ridesourcing companies on the market, are explicit about this shared-autonomous future, where vehicles are

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[19] H. Blodget, (2015). "Uber CEO Reveals Mind-Boggling New Statistic That Skeptics Will Hate", *Business Insider.* http://www.businessinsider.com/uber-revenue-san-francisco-2015-1 [2017, April].
[20] B. Schaller, (2017). "Unsustainable? The Growth of App-Based Ride Services and Traffic, Travel and the Future of New York City", *Schaller Consulting.* http://www.businessinsider.com/uber-revenue-san-francisco-2015-1 [2017, April].
[21] H. Blodget, (2015). "Uber CEO Reveals Mind-Boggling New Statistic That Skeptics Will Hate", *Business Insider.* http://www.businessinsider.com/uber-revenue-san-francisco-2015-1 [2017, April].

[22] J. Fitzgerald, (2017). "SF district attorney investigating Uber for evading authorities with secret app", *SF Examiner.* http://www.sfexaminer.com/sf-district-attorney-investigating-uber-evading-authorities-secret-app/ [2017, April].
[23] K. Kokalitcheva, (2016). "Here's Why Uber Sometimes Pockets Extra Money From Rides", *Fortune.* http://fortune.com/2016/10/05/uber-upfront-pricing-higher/ [2017, April].

linked in a network that customers access on-demand with their cell phones[24]. Lyft is working with minority stakeholder General Motors to begin testing autonomous vehicles in 2018 and, in a controversial move, Uber rolled out its autonomous vehicles on the streets of San Francisco without a permit in December of 2016.[25] [26] The move was determined "illegal" by the California DMV and Uber removed the vehicles from city streets. Before removing the vehicles, however, one of Uber's fleet ran a red light near City Hall, raising questions about public safety. At this time, Uber has paid for the $100 permit and is operating autonomous vehicles on San Francisco's streets.

Usage in San Francisco

For publicly available usage statistics on San Francisco's ridesourcing services, see Appendix A.

Ridesharing

Ridesharing is the third-party service of matching of riders and drivers with similar shared destinations, enabling them to split the cost of the ride. Unlike ridesourcing and ridesplitting, the driver is not fare-motivated.

Types

There are two types of emerging mobility ridesharing services: dynamic matching, which is the matching of riders to drivers on-demand, and the batching of matches, where travelers enter their desired pickup and drop-off schedule and all of the inputs are matched at a certain hour every day, alerting the users of their upcoming schedule. Ridesharing is generally peer-to-peer, though there are some new services emerging that blend ridesharing and car sharing. The services can be nonprofit or for-profit entities, and often work closely with government agencies who value ridesharing for its congestion and emergency management benefits.

Background and Approach

The Metropolitan Transportation Commission (MTC) has taken a leadership role in supporting ridesharing services in the Bay Area. MTC's Climate Initiatives Grant Program provided $1.76 million of initial funding to Avego Inc. to develop the carpooling app "Carma" in 2009. Carma

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[24] J. Zimmer, (2016). "The Road Ahead", *Medium.* https://medium.com/@johnzimmer/the-third-transportation-revolution-27860f05fa91 [2017, April].
[25] Reuters, (2017). "GM and Lyft Plan to Deploy Thousands of Self-Driving Chevy Bolts", *Fortune.* http://fortune.com/2017/02/17/gm-lyft-chevy-bolt-fleet/ [2017, April].
[26] A. Davies, (2016). "As Uber Launches Self-Driving in SF, Regulators Shut it Down", *Wired*. https://www.wired.com/2016/12/ubers-self-driving-car-ran-red-light-san-francisco/ [2017, April].

was a nonprofit dynamic ridesharing app that connected users to commuters with similar origin and destinations. The users were able to contact one another, schedule trips and pay for their rides within the app. Carma Carpool was unable to keep up with development demand of the app, as well as overcome the most critical component for ridesharing: critical mass.[27] Despite recruiting 50k-100k users, Avego Inc. shut down the Carma Carpooling app in October of 2016.[28]

Fare structure for ridesharing is standardized. Drivers are reimbursed at or below the federal mileage rate of $.54 per mile to ensure the driver is not fare-motivated, and the activity fits the statutory definition of carpooling and not the definition of a TNC.[29] However, carpoolers can be incentivized by third parties, such as government agencies or employers, who wish to motivate people to share rides. The third-party service provider either takes a cut of the exchange, or charges an additional fee for matching.

Several ridesharing apps have come and gone from 2015 through 2017. LyftCarpool briefly entered the carpool market in March of 2016, recruiting people who were commuters to utilize their platform to find riders. They shut down the project within six months. MTC's 511 Carpool Team, who worked closely with LyftCarpool, reported this was mainly due to challenges getting non-professional drivers to understand they weren't applying to drive for Lyft's other professional services. MüV, a small provider out of Santa Cruz shut down their carpool in March of 2017.

Lyft is not the only ridesourcing/splitting company interested in carpooling. Uber also attempted a carpool service in Seattle and is currently offering "digital slug lines" in Washington D.C.[30] Uber sees high market potential in the area because people are already carpooling (a.k.a. slugging) along another busy route in the area with HOV-3 restrictions, and no pickup or drop off hubs established on the busy routes that have HOV-2 restrictions during rush hour.[31] Thus, if there are certain market drivers, such as high congestion, HOV lanes increasing carpool demand, ridesourcing companies are likely to (re)enter the ridesharing service world.

Some ridematching services are starting to gain traction. Scoop Technologies' carpooling app, "Scoop," founded in 2015, has over 50,000 Bay Area users, and has partnered with several Bay

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[27] Metropolitan Transportation Commission, (2015). "Climate Initiatives Program: Evaluation Summary Report", *OneBayArea.* http://mtc.ca.gov/sites/default/files/CIP Evaluation Summary Report_7-13-15_FINAL.pdf [2017, April].

[28] Carma Carpooling. *Crunchbase*. https://www.crunchbase.com/product/carma-carpooling-2#/entity [2017, April].

[29] Association for Commuter Transportation, (2014). "Defining 'Ridesharing:' A Guide for Reporters, Legislators, and Regulators". http://actweb.org/wp-content/uploads/2014/11/Ridesharing-Definition-Release_091714v2.pdf [2017, April].

[30] F. Siddiqui, (2017). "Uber is betting D.C. commuters are willing to pay to slug", *The Washington Post*. https://www.washingtonpost.com/local/trafficandcommuting/uber-is-betting-dc-commuters-are-willing-to-pay-to-slug/2017/03/27/112f56c2-10b7-11e7-9d5a-a83e627dc120_story.html?utm_term=.574965dd9a31 [2017, April].

[31] Ibid.

Area businesses and government agencies.[32] Scoop batches the matches, and decouples the morning and afternoon commutes to optimize the customer's matching experience. Matches are run at 9pm and 3pm, letting users know their schedule 15 minutes later. Scoop makes 3-person carpools for bridge commuters only. Additionally, Scoop tackles the critical mass issue by rolling out their service route by route. The result has been match rates of over 95% on some corridors. Scoop also provides a guaranteed ride home, leveraging local government guaranteed ride home programs where possible, or covering the costs on their own.

Waze Carpool launched a pilot in the Bay Area in May of 2016. Leveraging its driver platform of 75 million users, Waze Carpool allows riders to download a "Waze Rider" app, set their origin and destination, what time they would like to be picked up, and then send that request out to drivers on the Waze platform. There are currently more than 100,000 downloads of Waze Rider noted in GooglePlay. MTC's 511 Carpool Program reports that Waze Carpool has recently partnered with Bishop Ranch, and is beginning to work more closely with government agencies.

Duet and Carzac are two other ridesharing apps available in the Bay Area, though their Google app store downloads are in the hundreds. Carzac's model varies from the other origin and destination models in that it sets popular neighborhood locations, such as a coffee shop or cafe, as origins.

Ridesharing services often tout their purpose as reducing traffic congestion, however, they are also focused on an autonomous vehicle future. These are platforms that, similar to ridesourcing services, could operate autonomous vehicles.[33] Waze is an acquisition of Google, who has spearheaded driverless car development with its former self-driving car project, now its own company, Waymo. Scoop is venture-funded by BMW i Ventures, focused on BMW's future business in the technology and customer service space.

Usage in San Francisco

For publicly available usage statistics on San Francisco's ridesharing services, see Appendix A.

[32] L. Kolodny, (2016). "Scoop gets Bay Area cities to pick up the tab for carpooling to alleviate traffic jams", *TechCrunch*. https://techcrunch.com/2016/10/04/scoop-gets-bay-area-cities-to-pick-up-the-tab-for-carpooling-to-allevia

[33] A.J. Hawkins, (2016). "Google's Waze jumps on the carpool bandwagon with new Bay Area pilot", The Verge. http://www.theverge.com/2016/5/16/11685396/google-waze-carpool-pilot-san-francisco-uber-lyft [2017, April].

Microtransit

Microtransit is an unsubsidized, privately operated shuttle service, enabled by technology that usually operates along a dynamically generated route. Microtransit operates in areas where public transit is reaching capacity, not always available where demand is for an alternative option to public transit. As such, microtransit services usually focus on commuters' experience and offer bus-stop similar service to individuals willing to pay the additional price above public transit.[34]

Types

Microtransit companies can vary by fleet (buses or vans), route structure (fixed or dynamic), and, more recently, fleet ownership.

Background and Approach

Chariot, founded in 2013, is currently the most successful microtransit provider in San Francisco. Chariot owns and operates a fleet of vans throughout San Francisco and neighboring counties. They offer 35 routes, 27 of which are members-only, similar to charter buses, serving private partners such as GoPro in Oakland, Glassdoor in Mill Valley, and San Francisco Bay Club. The other eight routes are generally crowd-sourced Muni routes.

Essential to Chariot's success is their crowdfunding model.[35] Users subscribe to routes before they open. "Chariot Credit" passes start at $10 for two or three rides, $50 for 10-11 rides, $95 for 20-26 rides. It costs $119 for an unlimited monthly pass that can be used both off and on-peak. Chariot charges members less than $3 per ride if they choose to purchase a $119 unlimited pass, a dollar more than public transit in the City of San Francisco. Unlike public transit, Chariot is able to vary the cost of the trip by pick-up time, charging more for riding during peak times and less for riding off-peak.

San Francisco, and beyond, saw several microtransit attempts before watching Chariot swiftly rise to the 35 route provider it is today. Before Chariot, Leap (a luxury transit service line) went out of business in 2015, after the California Public Utilities Commission issued a cease and desist letter because the company had not completed its original approval notice. Nightschool, a microtransit company trying to serve late night rides between Oakland, shut down before

[34] National Academies of Sciences, Engineering, Medicine, (2016). "Between Public and Private Mobility: Examining the Rise of Technology-Enabled Transportation Services", *Special Report 319.* https://www.nap.edu/read/21875/chapter/1 [2017, April].
[35] L. Waxmann, (2016). "Can New Shuttle Service Curb San Francisco's Transportation Trouble?", *Mission Local*. https://missionlocal.org/2016/02/can-new-shuttle-service-curb-san-franciscos-transportation-trouble/ [2017, April].

opening its doors, claiming that the California Public Utilities Commission was making it too difficult for their business to be a properly licensed as a passenger carrier.[36] Bridj, a commuter shuttle service based out of Boston failed in Washington, DC and Kansas City, was only able to gain 1,480 riders during its operation.[37] Despite all of these microtransit failures, Chariot was acquired by Ford in September of 2016 and as of 2017 Chariot has begun searching for a General Manager to expand the service in New York City.

Ridesourcing companies move in and out of the microtransit space, trying out the operation of fixed-route service, without owning a fleet or limiting the vehicles on the platform to a route. In 2015, Uber launched "SmartRoutes," a service made available to UberPool users. UberPool riders could request a ride on a "SmartRoutes" route, or a well-traveled roadway identified in the app, and catch a ride for a price less than that of transit.[38] Similarly, Lyft, launched "LyftShuttle" in 2017. Users receive a discounted ride for hailing a Lyft from a designated stop along a route. It is only available during weekday commute hours, from 6:30-10AM and 4-8PM and fares are fixed.[39]

Usage in San Francisco

For publicly available usage statistics on San Francisco's microtransit provider, see Appendix A.

[36] S. Cagle, (2015). "How a Start-Up That Wouldn't Break the Rules was Forced to Fail", *Pacific Standard.* https://psmag.com/how-a-start-up-that-wouldn-t-break-the-rules-was-forced-to-fail-657d60b71ef0 [2017, April].
[37] A. Marshall, (2017). "How a Failed Experiment Could Still be the Future of Public Transit", *Wired.* https://www.wired.com/2017/03/failed-experiment-still-future-public-transit/ [2017, April].
[38] R. McCormick, (2015). "Uber is turning San Francisco cabs into buses", *The Verge.* http://www.theverge.com/2015/8/25/9204349/uber-smart-routes-san-francisco-cab-bus [2017, April].
[39] A.J. Hawkins, (2017). "Lyft Shuttle mimics mass transit with fixed routes and fares", *The Verge.* http://www.theverge.com/2017/3/29/15111492/lyft-shuttle-fixed-route-fare-sf-chicago [2017, April].

Courier Network Services

Courier Network Services (CNS) are companies that develop a platform to connect orders to delivery drivers utilizing their app network. These on-demand delivery platforms connect thousands of part-time local delivery folks with customers requesting products to be delivered immediately.[40]

Types

There are several types of app-enabled ordering services, such as aggregators, catered/custom meal delivery and recipe delivery. CNS are ordering portals that also offer the logistics of delivery, or service providers who only offer a delivery network to order aggregators.

CNS' take on many forms. Some have contractual agreements with restaurants while others do not have contracts, sending the courier to make the purchase on behalf of the customer with company issued cards. Postmates, Instacart, Google Express, Amazon PrimeNow, DoorDash, and Caviar are all examples of CNS. And while courier services offer delivery of just about anything, the majority of deliveries are food products.[41]

Background and Approach

On-demand courier services are very popular. In a study conducted in 2015 by the National Technology Readiness Survey, on-demand food/grocery delivery was the third largest category at 5.5 million monthly consumers and $4.6 billion annual spending, with Ridesourcing services in second with 7.3 million monthly consumers and $5.6 billion in annual spending.[42] The survey also showed that over half of the consumers of on-demand projects were millennials.

By easing the link between customers and products, CNS have made themselves very valuable. In March of 2017, Instacart's valuation reached $3.4 billion. Google Express, Amazon PrimeNow and Instacart are have been able to raise a lot of capital in 2017's series D funding round. While that fundraising makes it clear that customers enjoy the convenience of delivery, it will also likely make it harder for smaller companies such as GoodEggs and Postmates to

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[40] D. Asper, (2017). "The Timely Guide to On-Demand Delivery". https://www.shopify.com/guides/on-demand-delivery/definition [2017, April].
[41] S. Buhr, (2015). "Uber Takes On Postmates with UberRUSH, an On-Demand Delivery Service", *TechCrunch.* https://techcrunch.com/2015/10/14/uber-takes-on-postmates-with-uberrush-to-deliver-all-the-retail-things-to-you/ [2017, April].
[42] C. Colby and K. Bell, (2016). "The On-Demand Economy is Growing, and Not Just for the Young and Wealthy", *Harvard Business Review*. https://hbr.org/2016/04/the-on-demand-economy-is-growing-and-not-just-for-the-young-and-wealthy [2017, April].

compete.[43]

The impact on City streets as a result of this induced demand for delivery of goods remains largely unexplored. On-demand ridesourcing has been shown to induce demand due to cheap prices and convenience.[44] CNS charge a premium currently, and people continue to pay for the convenience of delivery. If these services become autonomous, their costs will likely drop. Technical memo Technical memorandum on potential outcomes and effects of EMS a in the short term and long term will take a deeper dive into this future scenario.

Usage in San Francisco

For publicly available usage statistics on San Francisco's courier network services providers, see Appendix A.

[43] L. Kolodny and R. Lawler, (2017). "Instacart raises $400 million at a $3.4 billion valuation to deliver groceries on demand", *TechCrunch*. https://techcrunch.com/2017/03/07/instacart-raises-400-million-at-a-3-4-billion-valuation-to-deliver-groceries-on-demand/ [2017, April].
[44] B. Schaller, (2017).

Technology

Drones and autonomous vehicles are not necessarily “Emerging Mobility Services.” However, many EMS companies have announced a future that is intertwined with these advances in vehicle technology. As such, they are included in this study.

Autonomous Vehicle Services

According to the UK Department of Transport “a fully autonomous vehicle (AV) is capable of completing journeys safely and efficiently, without a driver, in all normally encountered traffic, road and weather conditions.[45] In other words, AVs need to operate on par or better than human-driven vehicles in all conditions. AVs have the potential to drastically change our infrastructure, traffic and parking needs, insurance policies, and much more.

Types

AVs are continually growing in a number of markets, including car share and ridesourcing fleets (TNCs), shuttle services and personal vehicles. This paper looks at two types: shared autonomous fleets and privately owned autonomous vehicles.

Shared Autonomous Fleets

Ridesourcing companies like Uber and Lyft see that future of mobility as a shared-autonomous one. James McBride, a technical leader at Ford supported that viewpoint by stating, “The prohibitive cost of self-driving cars is a huge part of the reason why AVs are likely to be shared”[46]. However, Ford believes it will have more direct control over AV technology if they are created as commercial fleets.

Shuttle services (like EasyMile and Ollie) also provide interesting market options for AV technology, especially for the “last mile” connection to and from transit services. EasyMile’s shuttles have three modes: metro - where shuttles stop at predefined stations; bus - where the shuttle stops as requested; and on demand - where the shuttle acts as a taxi. The shuttle itself is called an “electric people mover” and can transport up to 12 people with no steering wheel or dedicated front/back.

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[45] R. Skinner and N. Bidwell, (2016). “Making Better Places: Autonomous vehicles and future opportunities”. http://www.wsp-pb.com/Globaln/UK/WSPPB-Farrells-AV-whitepaper.pdf [2017, April].
[46] L. Bliss, (2017). “The Future of Autonomous Vehicles is Shared”, *City Lab.* http://www.citylab.com/tech/2017/01/the-future-of-autonomous-vehicles-is-shared/512417/ [2017, April].

Privately-Owned Autonomous Vehicles

Personal use of AVs has continued to gain traction, with most new cars having some portion of autonomous technology. As the technology becomes more advanced and less cost-prohibitive, additional AV technologies will be integrated.

As of October 2016, all Tesla models "have the hardware needed for full self-driving capability at a safety level substantially greater than a human driver."[47] In early 2017, Tesla began testing its autonomous vehicles on public roads in California, with all legal permits in place. However, Tesla's Model S was involved in the first self-driving fatality in 2016 - a setback for the company but determined not to be the fault of their AV technology, "Autopilot"[48].

Background & Approach

As of spring 2017, leaders in the AV world include Ford, General Motors, the Renault-Nissan Alliance, and Daimler.[49] "Contenders" in the AV space include Tesla, VW Group, Toyota, BMW and more. Lastly, "Challengers" include Honda, Uber and a few others. The AV market has pushed automakers and technology companies to become partners, leading companies like Daimler and Uber, General Motors and Lyft, and Waymo and Google, and others to partner up to combine the technology with automobiles. For example, Ford Motor says it plans to invest about $1 billion over five years in Argo AI to develop AV technology of its own and will begin production of a fully automated car by 2021. Audi, BMW, and other car companies have made similar claims.[50]

All companies are still in the testing phase of their autonomous vehicles. As of April 2017, 30 companies have received permits to test their AV on California roads:

- Volkswagen Group of America
- Mercedes Benz
- Google
- Delphi Automotive
- Tesla Motors
- Bosch
- Nissan
- GM Cruise LLC
- BMW
- Honda
- Ford
- Zoox, Inc.
- Drive.ai, Inc.
- Faraday & Future Inc.
- Baidu USA LLC
- Wheego Electric Cars Inc.
- Valeo North America, Inc.
- NextEV USA, Inc.
- Telenav, Inc.
- NVIDIA Corporation
- AutoX Technologies Inc.
- Subaru

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[47] The Tesla Team, (2016). "All Tesla Cars Being Produced Now Have Full Self-Driving Hardware", *Tesla.* https://www.tesla.com/blog/all-tesla-cars-being-produced-now-have-full-self-driving-hardware [2017, April].

[48] A. Singhvi and K. Russell, (2016). "Inside the Self-Driving Tesla Fatal Accident", *The New York Times.* https://www.nytimes.com/interactive/2016/07/01/business/inside-tesla-accident.html [2017, April].

[49] Navigant, (2017). "Assessment of Strategy and Execution for 18 Companies Developing Automated Driving Systems", *Navigant Research*. https://www.navigantresearch.com/research/navigant-research-leaderboard-report-automated-driving [2017, April].

[50] N.E. Boudette, (2017). "G.M. Expands Self-Driving Car Operations in Silicon Valley", *The New York Times.* https://www.nytimes.com/2017/04/13/business/gm-expands-self-driving-car-operations-to-silicon-valley.html?_r=0 [2017, April].

As one of the most publicized technologies coming to market, rollouts of AV have been highly monitored and have had mixed success in the public eye. In February of 2017, 11 automakers and tech companies released a series of reports documenting their advancement of the technology. Waymo was the most advanced, logging almost 650,000 miles on public roads in 2016, up 49% from previous years and reducing it's "disengagements" (when the driver has to take control of the car) by 64% (341 in 2015 to 124 in 2016). General Motors acquired Cruise Automation in 2016, who, at the time of writing this, has 20 licensed vehicles filed with the California DMV.

Not all companies with permits tested vehicles, and not all vehicle testers held permits. Uber has been pushing rollout of their AVs without the attainment of permits, leading to legal issues and regulatory backlash. In late 2016, Uber launched their AV fleet in San Francisco. Not long after, the DMV's Chief Council called the rollout "illegal" and issued a cease-and-desist order, but not before one of the vehicles was involved in a minor traffic violation (running a red light)[51]. However, as of late March 2017, Uber has begun operating again in San Francisco - this time with the proper permits.

Several other companies are eager to roll out on Bay Area streets. It is expected that Waymo will begin testing their cars in the Bay Area sometime in 2017 and GM and Cruise Automation have been testing their electric, AV cars in San Francisco for about a year.[52] GM has plans with Lyft to deploy thousands of self-driving cars in 2018.[53] In mid April 2017, it was also announced that Apple would now be able to test its AVs on public streets in California. Many companies are choosing to conduct testing at GoMetnum Station, an AV testing ground in Contra Costa County, where there are fewer regulations.

Drones, Unmanned Aerial Vehicles, and Unmanned Aircraft Systems

Drones are flying robots. Users control the drone's flight path remotely via GPS and onboard sensors. Drones can also fly autonomously along software directed flight paths are embedded in their system, working with GPS and sensors.

Types

[51] M. della Cava, (2016). "Calif. DMV tells Uber to stop self-
https://www.usatoday.com/story/tech/news/2016/12/14/ube
riders/95395838/ [2017, April].
[52] A.J. Hawkins, (2017). "Google's new self-driving minivan
2017," *The Verge.* http://www.theverge.com/2017/1/8/1420
pacifica-minivan-detroit-2017 [2017, April].
[53] Reuters, (2017). "GM and Lyft Plan to Deploy Thousands
http://fortune.com/2017/02/17/gm-lyft-chevy-bolt-fleet/ [201

ary

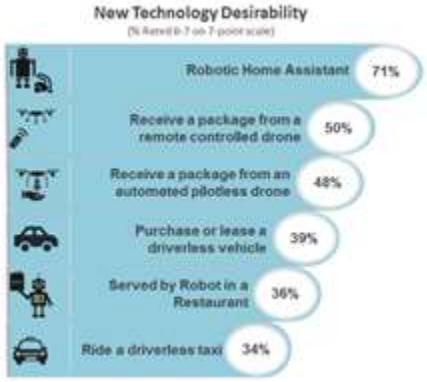

Image 3: Survey participants were more excited about drone delivery than riding in autonomous taxis. Source: National Technology Readiness Survey

Use cases for drones vary widely and include insurance claim validation, wind turbine inspection, construction site management, agriculture, live gas flare inspection, first aid, security, flash flood, organ transplant delivery, and more. Transportation and logistics companies also see a prime use case: get people out of traffic and get goods to them more easily. Consumers are interested as well. In a study conducted in 2015 by the National Technology Readiness Survey, 50% of the almost 1000 survey participants desired receiving packages from remote-controlled drones and 48% said pilotless autonomous drones (Image 2). Both were almost 10% more desirable than owning or ridesourcing an autonomous vehicle. This section covers the use case of transporting goods and people.

Background and Approach

A few companies are in the early stages of exploring the potential of drones. Some are working on convincing authorities that drone delivery is safe, while others are developing the operations necessary to implement drone delivery.

Airbus

Airbus is exploring three different technologies: urban travel, drone parcel delivery, and flying taxis. These models encompass self-piloted flying vehicles for individual passenger and cargo transport, the testing of parcel delivery to prove to the public and authorities that drone parcel delivery is safe, and to bring a flying taxi service to consumers within 10 years.

Amazon

Amazon has developed a concept for drone delivery called “Amazon Prime Air,” which allows delivery by drone within 30 minutes or less. Users can watch the drone travel on their phone screen, where they placed their order. They are waiting on regulatory support to continue exploring this possibility.

Ford

Shanghai-based Ford designers Euishik Bang, James Kuo and Chelsia Lau developed the concept of “Autolivery” for the company's Last Mile Mobility Challenge. Automating the final stretch of the goods delivery process, from curb to door, is difficult, and many companies are working to solve the problem. Ford believes the pressure to develop mobility solutions in urban areas will grow in the near future due to the rise in local deliveries from online sales, and that ideas like Autolivery can potentially reduce gridlock and air pollution, and allow people to move about more easily.

Conclusion

The nature of Emerging Mobility Services is largely technological with limited infrastructure, which allows for rapid evolution of service models. Many share a future with autonomous vehicles, building the intellectual property and user base to become the platform to operate a lucrative, no-labor-cost, fleet. As a result, many of the most highly valued models on the roads today are fueled by venture capital and are not currently profitable.[54] Those that are not, like bike share, struggle to find the funding necessary to remain open.

Emerging Mobility Services vary in their approaches, however, they are more similar than not. Ultimately, the services are optimized for the user to make mobility convenient and cheap. The service providers generally work to be perceived as enabling platforms only, though exceptions exist in some forms of bike share and car share services. In all cases, they are a transportation service that automates at least three of the following characteristics:

- Routing
- Reservations/orders
- Vehicle tracking
- Billing
- Customer feedback
- Matching/sharing
- Crowd-sourced routing
- (Un)locking

This understanding of EMS will serve as the foundation for additional areas of inquiry, such as a legislative landscape study that investigates the legal questions related to these identified services and technology; and a scenario modeling exercise that examines potential short-term and long-term futures the services described in this memo.

[54] E. Newcomer, (2016). “Uber Isn’t Profitable in the U.S. and is on Track to Lose $3 Billion in 2016”, *Skift.* https://skift.com/2016/12/21/uber-isnt-profitable-in-the-u-s-and-is-on-track-to-lose-3-billion-in-2016/ [2017, April].

Appendix A

Provider	Type	Usage Statistics
Tesla	Autonomous Vehicles	● 500 AV testing miles in 2016
Waymo	Autonomous Vehicles	● 424,331 AV testing miles in 2015 ● 635,868 AV testing miles in 2016 ● 341 disengagements in 2015 ● 124 disengagements in 2016
Bluegogo	Bike Sharing	● Interested in delivering 20,000 bikes to San Francisco
Zagster	Bike Sharing	● Unavailable
Bay Area Bike Share	Bike Sharing	● Across entire system: ● 700 bikes and 70 stations ● 800,000 trips since 2013 ● 12,000+ annual memberships as of 6/2016 ● 70,000+ casual memberships as of 6/2016 ● 300,000+ trips taken in San Francisco in 2015
Getaround	Car Sharing	● Unavailable
Zipcar	Car Sharing	● 950,000 members and 12,000 vehicles across the system ● 30 metro markets, 500 college campuses, 50 airports
Uber Rush	Courier Network Service	● Unavailable
UberEats	Courier Network Service	● 25,000 restaurants on board in 50 cities
Amazon PrimeNow/Flex[55]	Courier Network Service	● Unavailable
Good Eggs	Courier Network Service	● Unavailable
Caviar	Courier Network Service	● Unavailable
Instacart	Courier Network Service	● 15 cities, over 4,000 personal shoppers in 2015[56]
Omni	Courier Network Service	● Average user stores 50 or more possessions

[55] Amazon's delivery employment platform is referred to as Amazon Flex

[56] http://www.forbes.com/sites/briansolomon/2015/01/21/americas-most-promising-company-instacart-the-2-billion-grocery-delivery-app/&refURL=&referrer=#52441f1642dc

Attachment 1

DoorDash	Courier Network Service	• 28 major metropolitan markets across more than 250 cities in 2016
Postmates	Courier Network Service	• 100,000 deliveries in Q1 of 2017 across all markets
Zesty	Courier Network Service	• feeds tens of thousands of people around the Bay Area weekly
Scoot	E-Bike / Scooter sharing	• 500 bikes • 50 garages • 2 million miles from 2013-2017 • 1 million miles from 3/2016-2/17
Chariot Transit	Microtransit	• 150 vans in San Francisco • 1000's of riders a day • 33 San Francisco routes • 90% capacity during peak commute hours
Waze Carpool	Ridesharing	• Unavailable
Scoop	Ridesharing	• 650,000 trips in first 18 months across platform[57] • 50,000+ Bay Area commuters
Uber	Ridesourcing	• 40 million monthly riders[58] • 20% of global rides are shared[59] • 45,000 TNC drivers registered in San Francisco[60]
Lyft	Ridesourcing	Across all markets: • 162.5 million rides in 2016[61] • 12.7 million rides in May 2016[62] • 212,000 drivers worked for Lyft in May 2016[63] • Average of 1 million rides a day[64] • 212,000 drivers worked for Lyft in May 2016

[57] Scoop job posting, 2017
[58] Lynley, 2016 https://techcrunch.com/2016/10/19/travis-kalanick-says-uber-has-40-million-monthly-active-riders/?ncid=rss
[59] Singh, 2016 https://newsroom.uber.com/upfront-fares-no-math-and-no-surprises/
[60] Reiskin, 2016 http://docs.cpuc.ca.gov/PublishedDocs/Efile/G000/M170/K774/170774103.PDF
[61] McDermid, 2016 http://www.bizjournals.com/sanfrancisco/news/2017/01/05/lyft-profitability-ridership.html
[62] Newcomer, 2016 https://www.bloomberg.com/news/articles/2016-06-28/lyft-tells-investors-to-expect-no-growth-in-rides-for-june
[63] ibid
[64] https://www.forbes.com/sites/ellenhuet/2014/12/17/uber-says-its-doing-1-million-rides-per-day-140-million-in-last-year/#12bea96a52cd

		● 45,000 TNC drivers registered in San Francisco
Flywheel	Ridesourcing	● Unavailable

Attachment 2: Proposed Guiding Principles for Emerging Mobility Services & Technology

Safety	Safety for travelers and the general public is a top priority. Emerging Mobility Services must be consistent with the City and County of San Francisco's responsibilities for ensuring **public safety**. Among other safety-related considerations, we will consider how Emerging Mobility Services contribute toward achievement of our **Vision Zero commitment**.
Transit	Public transit is and must continue to be a universally accessible, available, and effective means for movement around San Francisco. Emerging Mobility Services must **complement rather than compete with Muni service**, and must support and account for the operational needs of Muni vehicles and facilities.
Equity	All people, regardless of age, race, color, national origin, income level or any other protected category, should benefit from Emerging Mobility Services, and **no group shall be disadvantaged.**
Disabled Access	Persons with disabilities, including those who require **accessible vehicles**, are entitled to receive the same or comparable level of access as persons without disabilities.
Sustainability	Emerging Mobility Services must be consistent with adopted policies supporting sustainability and climate change mitigation and adaptation, including helping to meet the City's **greenhouse gas (GHG) emissions reduction** goals and supporting efforts to **increase the resiliency of the transportation system**.
Congestion	The **effects on traffic congestion** must be carefully considered with regard to Emerging Mobility Services, especially given the resulting impacts on road safety, modal choices, emergency vehicle response time, transit reliability, and air quality.
Accountability	The ability to **evaluate the effectiveness, benefits, and impacts of Emerging Mobility Services,** relative to City agencies' missions and key goals and objectives. In order to gain funding or other support, Emerging Mobility Services must be accountable and take responsibility for their effects on the transportation system.
Labor and Consumers	Emerging Mobility Services must consider the **needs of their customers and their labor force**. Fairness in pay, labor policies and practices, and equitable access to services will be expected. Supports San Francisco's local hire principles.
Financial Impact	The potential for Emerging Mobility Services to have a negative financial impact on delivery of publicly-provided transportation services must be considered.

SFMTA and SFCTA Use of Guiding Principles: These Guiding Principles are intended to serve as a framework for SFMTA and SFCTA, both for proactive development of policies and programs, and for formulation of sound, consistent responses when warranted. Every Guiding Principle will not be relevant to every consideration associated with Emerging Mobility Services, and in some cases a potential action will not meet all of the principles consistently. SFMTA and SFCTA Directors and staff should consider whether projects are consistent on balance with the relevant Guiding Principles. If a proposal does not generally comply with these Guiding Principles, SFMTA and SFCTA will work with the service provider to better meet the principles if feasible, or may choose not to engage further with the service.

SFMTA
Municipal
Transportation
Agency

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

April 24, 2017

Brian G. Soublet, Deputy Director/Chief Counsel
Department of Motor Vehicles
Legal Affairs Division
P.O. Box 932382, MS C-244
Sacramento, CA 94232-3820

RE: DMV Proposed Autonomous Vehicle Driverless Testing and Deployment Regulations

Dear Mr. Soublet:

The San Francisco Municipal Transportation Agency (SFMTA), on behalf of the City and County of San Francisco, together with the San Francisco County Transportation Authority (SFCTA) appreciates the opportunity to comment on the Department of Motor Vehicles' (DMV) proposed regulations for the testing and deployment of driverless vehicles.

As the manager of ground transportation in San Francisco, the SFMTA is charged by the City Charter to enable a safe, effective, sustainable transportation system. The SFMTA sees the potential for autonomous vehicles in our city to advance the goals for our transportation system, but only if done right. We are currently home to many technology-enabled transportation advances that are not consistently supportive of city policy. We want to ensure that autonomous vehicles (AVs) in San Francisco complement our city's efforts, rather than working against them. That means that AVs need to be able to operate safely in complex environments like San Francisco, where pedestrians, buses, cable cars, bicyclists and trucks are central to the life of the street. It also means their operation should be governed such that it reduces congestion, and is supportive of city policy goals with respect to accessibility, affordability, air quality, and other integral aspects of our transportation system.

San Francisco recognizes the important benefits that AVs may bring to city streets, particularly in the area of safety. If deployed appropriately, AVs can help San Francisco achieve its Vision Zero goal of ending traffic fatalities, by eliminating excessive speeding and other dangerous driving behaviors, and by reducing the number of cars on our streets. A clear, standardized approach to AV regulation will enable San Francisco, other local jurisdictions, and the state of California to guard and advance the public interest while enabling the benefits that AV technology promises. Thus San Francisco supports an approach that allows the private sector to move ahead with the testing and deployment of autonomous vehicles without undue bureaucratic hurdles or procedural requirements, but ensures no adverse outcomes.

We believe that the proposed regulations, in part, rely too heavily on the AV manufacturers' self-certification of safety of technology, and in those cases we suggest strengthening validation requirements and adding safety benchmarks that the technology used must meet. Furthermore, **it is critical that trust in the private sector be paired with maximum transparency,** particularly when it comes to safety and collisions. We therefore make several

suggestions to ensure transparency.

Below are our detailed comments on the proposed regulations for the testing and deployment of fully autonomous vehicles in California. The comments include input from the San Francisco Police Department and San Francisco County Transportation Authority. The comments are organized by section for the proposed regulations, with a few general comments at the end that are not related to any specific section of the regulations.

ARTICLE 3.7 – TESTING OF AUTONOMOUS VEHICLES

Operational Design Domain (227.02(i))

San Francisco recommends that the DMV, working with the industry, develop standard definitions for Operational Design Domains. In addition to the Operational Design Domains identified in the proposed regulations (roadway type, speed range, environmental conditions), we want to ensure that AVs can operate safely in complex environments like San Francisco, where pedestrians, buses, rail transit, bicyclists and trucks all share the same street space and there are countless complex interactions between them on a daily basis. Moreover, the operating environment in San Francisco includes many complex and unique traffic control devices and regulations that AVs must be able to follow. Toward that end, we recommend that one of the Operational Design Domains be an "urban, multimodal environment," and that the definition of this Operational Design Domain refer to design details included in the National Association of City Transportation Officials (NACTO) Urban Street Design Guide (http://nacto.org/publication/urban-street-design-guide/) and Transit Street Design Guide (http://nacto.org/publication/transit-street-design-guide/), while also recognizing that the actual condition and design of city streets comes in infinite varieties. The NACTO Policy Statement on Automated Vehicles also provides useful guidance in this regard such as the recommendation that "maximum operating speed in a city street environment should not exceed 25 miles per hour" (http://nacto.org/wp-content/uploads/2016/06/NACTO-Policy-Automated-Vehicles-201606.pdf).

MANUFACTURER'S TESTING PERMIT – ALL TEST VEHICLES

Manufacturer's Testing Permit and Manufacturer's Testing Permit – Driverless Vehicles (227.18(b))

San Francisco believes that the proposed threshold for determining whether it is safe to operate an autonomous vehicle on public roads—a "reasonable" determination on the part of the manufacturer—is too subjective and imprecise and inadequate to provide safety assurance and confidence to the public. We therefore strongly recommend that the regulations specify performance benchmarks, and require that those benchmarks be achieved and documented in a controlled test environment that is reviewed by a third party, before a manufacturer can test or deploy their autonomous vehicles on public roads. The starting point for this assessment should be the National Highway Traffic Safety Administration's 15-point Safety Assessment. Such consistent and objective standards will benefit the public, manufacturers, and cities alike.

PROHIBITIONS AND EXCLUSIONS – ALL TEST VEHICLES

Vehicles Excluded from Testing and Deployment (227.28(a))

San Francisco believes that, before an AV vehicle can be deployed on public roads for *any*

commercial use, cities (or other regulatory body as appropriate) should issue additional regulations pertaining specifically to the commercial operation of autonomous vehicles. While some commercial uses will be excluded from AV testing or deployment by nature of the excluded vehicle types identified in 227.28(a), there are some commercial uses that do not require such vehicles (e.g., TNCs, taxis, delivery services), but require additional regulations due to their unique operating conditions. SFMTA and SFO issued a joint letter to the CPUC on this topic, which is included with our comments as Attachment A. SFMTA is pleased to note that the recently issued scoping memo for Phase III B of the CPUC's rulemaking proceedings regarding TNC service includes regulations of AV specific to TNC service. This is a good first step but does not cover the full range of commercial transportation services.

APPLICATION REQUIREMENTS FOR VEHICLES DESIGNED TO OPERATE WITHOUT A DRIVER IN THE VEHICLE

Notifying Local Jurisdictions (227.38(a))

In order for the notification of local jurisdictions to work effectively, San Francisco requests that the DMV maintain a database of autonomous vehicle contact persons for each local jurisdiction in the state. This would ease the administrative burden of the notification process for the manufacturers, and also ensure that the correct person and department for each jurisdiction is notified.

San Francisco further suggests clarifying the statement "testing has been coordinated with those local authorities." Cities should be notified in advance regarding the testing and/or deployment of autonomous vehicles with a driver. Beyond being notified, cities should retain the power to deny testing on city streets, and designate where and when testing can occur. Finally, we suggest that a repository of notifications is maintained online, so that anyone who needs to reference this information has easy access to it. We further suggest that data be made available in a standardized electronic format (MS Excel, csv, etc.) that can be easily summarized and analyzed.

Local Law Enforcement Engagement Plan (227.38(e))

Due to limited local law enforcement resources, San Francisco wants to ensure that, in the event of a collision involving an autonomous vehicle, law enforcement is not required to issue a warrant to gain access to the autonomous technology data and/or video recorder. In a typical collision currently, law enforcement is able to immediately interview the driver(s) involved in the collision, and the process is relatively straightforward. In the absence of a driver, or in cases where the driver was only passively monitoring the automated vehicle, the data and/or video recorder(s) could be the only source of information about the circumstances of the collision. Collisions are one area where San Francisco believes it is going to be especially important to have maximum transparency in order to ensure public safety and earn public trust.

Toward this end, San Francisco suggests incorporating the following requirements to the law enforcement interaction plan:

- The autonomous technology data and/or video recordings must be made immediately available to local law enforcement in the event of a collision.
- The remote operator must be immediately available to engage in post collision conversations with local law enforcement.

- A live person must be available 24 hours a day/seven days per week to provide technical assistance to law enforcement if needed for collision or traffic investigations.
- The owner/manufacturer shall release the local jurisdiction from any liability in the event that the local jurisdiction needs to move the vehicle to clear the roadway.

In addition to addressing interactions following a collision, the requirements need also define how law enforcement officers will interact with vehicles in situations such as parking and traffic violations, and ensure all AV operation enables and supports that interaction. San Francisco also suggests that the requirement for the manufacturer to review and update the law enforcement interaction plan "on a regular basis" is not specific enough. We would recommend this to be on a quarterly basis, but should be no less than on an annual basis. We also recommend that the DMV develop a standard format for the Local Law Enforcement Engagement Plan so that local law enforcement staff can quickly access the information they need from the various vehicle manufacturers.

Similar to the comment above regarding section 227.38(a), San Francisco requests that the DMV maintain a database of local law enforcement contact persons for each local jurisdiction in the state. This would ease the administrative burden of the notification process for the manufacturers, and would also ensure that the correct person has access to the law enforcement interaction plan. We also suggest that a repository of law enforcement interactions plans be maintained online, so that anyone who needs to reference this information has easy access to it.

In addition to the law enforcement interaction plan, it is recommended that the DMV establish a standard for all autonomous vehicles to prominently display the vehicle owner/remote operator, the web address where the law enforcement interaction plan can be viewed, and the phone number to call for remote operator assistance, including standard external visual identification of the vehicle as an autonomous vehicle.

REPORTING OF COLLISIONS AND DISENGAGEMENTS – ALL TEST VEHICLES

Reporting Disengagement of Autonomous Mode (227.50(b))

While we acknowledge that the number of disengagement reports currently is relatively low, with the increase in the number of permits for AV testing, and an increasing number of miles driven in automated mode, it is important for local jurisdictions to receive regular reports on disengagements. We suggest that an annual report is too infrequent and would ask that DMV establish a reporting template that can be accessed by local law enforcement, city/county traffic engineers and others on an ongoing basis. We further suggest that data be made available in a standardized electronic format (MS Excel, csv, etc.) that can be easily summarized and analyzed. In addition to the items already included in 227.50(b)(3)(B), we recommend that these reports include:

- Date and time of disengagement
- *Specific* location of the disengagement (i.e., address), not just the type of roadway or facility.
- Cause of disengagement should include a list of standardized options to select from such as: "hardware failure," "perception failure," "other road users," special circumstances," "other software failure".

Disengagements and incidents (such as hard stops, abrupt turns, etc.) should be reported in a

consistent manner, with data sufficient to understand the cause of disengagement and the frequency of disengagements. We suggest data be submitted in a consistent, standardized electronic format, and in a data structure similar to the following, with a record for each disengagement or incident:

- VIN
- Date and time
- Incident or disengagement
- Miles since last disengagement by road way type (public freeway, public street, other public facility, and private facilities)
- Severity (collision with vehicle, collision with object, collision with human, collision with animal, lane departure, right-of-way departure)
- Location (latitude/longitude)
- Location (Facility name + mile marker or address)
- Weather conditions
- Pavement conditions
- Presence of construction
- Presence of incident

In addition to this, manufacturers should report, for each vehicle:

- VIN
- Vehicle make, model, year
- Total number of miles driven
- Total number of disengagements
- Total number of incidents

And, for the entire fleet:

- Total number of miles driven
- Total number of disengagements
- Total number of incidents

Autonomous technology data recorder (228.02(a) and 228.06(a)(5))

San Francisco supports the establishment of a standardized autonomous technology data recorder for all AVs. We suggest extending the required timeframe to 90 seconds prior to a collision to better capture weather and other factors that may not be available 30 seconds prior to the collision.

Furthermore, San Francisco recommends that the regulations clearly state that the manufacturer will be required to make the autonomous technology data recorder immediately available to law enforcement after any collision involving the vehicle. (See previous comments on the law enforcement interaction plan for additional details.)

Deployment of AVs for passenger services (228.02(c)(2))

As noted previously, San Francisco believes that, before an AV vehicle can be deployed on public roads for *any* commercial use, cities (or other regulatory body as appropriate) should issue additional regulations pertaining specifically to the commercial operation of the autonomous vehicles. We believe this is especially necessary when the vehicles are being deployed to serve members of the public as passengers, because in those scenarios there will be unique safety, accessibility, and other considerations that are not adequately addressed by these regulations. At the same time, potential detriments to AV deployment may be best addressed through commercial (e.g., shared) operation; thus, cities have great interest in guiding how commercial use can be deployed in cities.

ARTICLE 3.8 – DEPLOYMENT OF AUTONOMOUS VEHICLES

Manufacturer Self Certification (228.06(a)(10))

As noted previously in our comments on Section 227.18(b), San Francisco strongly suggests that, rather than relying on manufacturer self-certification, the regulations specify robust performance benchmarks, and require that those benchmarks be achieved and documented in a controlled test environment that is reviewed by a third party, before a manufacturer can deploy their autonomous vehicles on public roads. Again, such consistent and objective standards will benefit the public, manufacturers, and cities alike.

GENERAL COMMENTS

In addition to the comments above that pertain to particular sections of the regulations, San Francisco would like to make the following general comments:

- Data Sharing requirements should be based upon the NACTO City Data Sharing Principles (http://nacto.org/wp-content/uploads/2017/01/NACTO-Policy-Data-Sharing-Principles.pdf).

Data Category	For all AVs	For AVs deployed for commercial purposes
Better Data for Transportation Planning	• Speed • Volume • Travel time	• Pick-up location and time • Drop-off location and time • Vehicle occupancy • Non-revenue vehicle miles traveled • Vehicle dwell times
New Tools for Safety	• Collision occurrence • Collision severity • Rapid acceleration • Rapid deceleration • Disengagements	
Equity in Mobility Options		Number, date and time of: • Unfulfilled rides • Declined rides • Cancelled rides

- These regulations should explicitly permit any local regulations that are not inconsistent with the DMV regulations, as cities may have need to apply or develop additional regulations tailored to specific local jurisdictional needs, including the ability to price access to city streets.
- California DMV should convene regular (e.g., quarterly) public meetings which include local jurisdictions and AV companies to discuss upcoming activities and address issues.
- Testing or deployment of AVs shall not interfere with the operations of any public transit routes, impact schedules, or cause delays. Driving and stopping behaviors that have the potential to interfere with public transit service include double parking, parking in bus only zones, and picking up/dropping off passengers in travel lanes and/or bus loading zones should be prohibited.
- The vehicles need to operate in a manner that is consistent with the California Vehicle Code (CVC), not just with National Highway Traffic Safety Administration standards. For example, the CVC has a unique definition for jaywalking, and the vehicle needs to be programmed to understand that definition as well as other unique state regulations.
- Provisions should be added that allow local jurisdictions to formally appeal to the DMV to revoke a manufacturer's testing and/or deployment permit expeditiously if the local jurisdiction believes that additional steps are needed to ensure the safety of the public.

Thank you again for the opportunity to submit comments. If you have any questions, please contact Darton Ito (darton.ito@sfmta.com). We look forward to working with DMV and other stakeholders to ensure the safe and effective testing and deployment of AVs in San Francisco and in California.

Sincerely,

Edward D. Reiskin
Director of Transportation
City and County of San Francisco

Tilly Chang
Executive Director
San Francisco County Transportation Authority

cc: Mayor Edwin M. Lee
SFMTA Board of Directors
Ivar Satero, SFIA Airport Director
William Scott, SF Police Department
Tom Maguire, SFMTA
Kate Breen, SFMTA
Kate Toran, SFMTA
Jeff Hobson, SFCTA
Darton Ito, SFMTA

Attachment 4

San Francisco County Transportation Authority

1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

May 17, 2017

The Honorable Senator Steven Bradford
State Capitol, Room 2062
Sacramento, CA 95814

Subject: San Francisco County Transportation Authority Opposition to Senate Bill 182

Dear Senator Bradford,

On behalf of the San Francisco County Transportation Authority (Transportation Authority), I am writing to express our opposition to Senate Bill 182, which would allow Transportation Network Company (TNC) drivers to obtain only a single business license to operate in all local jurisdictions statewide, irrespective of where they operate their business. As the Congestion Management Agency for San Francisco, the Transportation Authority has a vested interest in ensuring San Francisco's transportation network operates as safely, efficiently, and equitably as possible. If implemented, SB 182 would make it more difficult to meet that mandate by limiting the City's ability to mitigate TNC's impacts on its transportation system and to provide consumer and labor protections regarding TNCs the way it does for other businesses operating in our jurisdiction.

Currently, the City requires registration for anyone "engaging in business" in San Francisco, including TNC drivers and others driving on San Francisco streets for profit. There are approximately 20,000 TNC drivers currently registered in San Francisco, of a total of estimated 45,000 total drivers operating commercially. TNCs have a significant impact on existing transportation infrastructure and resources adding wear and tear on city streets (estimated at $2-4 million/year) and placing an increased burden on traffic enforcement resources. Additional concerns include TNC's growing impact on congestion and the safe operation of our streets.

Unfortunately, the City and Transportation Authority's requests to TNCs and the California PUC for TNC trip data have been unsuccessful to date. Therefore, it is critical for San Francisco to have the ability to regulate TNCs through a local business licensing process in order to understand the nature of TNC operations in our city and manage the sector appropriately. Business license fees collected would also help offset maintenance required due to the additional local road wear and tear, and fund additional on-street law enforcement staff to maintain public safety.

We strongly support maintaining the City's ability to register TNC drivers as local businesses and oppose SB 182.

Sincerely,

Aaron Peskin
Chair, San Francisco County Transportation Authority

cc: Sen. Wiener, Asm. Chiu, Asm. Ting
Mayor Ed Lee, G. Gillett, City and County of San Francisco
E. Reiskin, K. Breen, K. Toran– SFMTA
TC, MEL, JC, JH

Plan, Fund, Deliver

FILE NO. 170306 RESOLUTION NO. 114-17

[Urging the California State Legislature to Amend the California Vehicle and Public Utilities Codes Related to Regulation of Transportation Network Companies]

Resolution urging the California state legislature to amend the California Vehicle and Public Utilities Codes to enable local jurisdictions to access trip data for Transportation Network Companies (TNCs) and to permit and conduct enforcement of TNCs as warranted to ensure safety and disability access, and manage congestion.

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) is responsible for the operation and management of San Francisco city streets under the City's Transit First policy and is leading the city's Vision Zero initiative and implementation of the City's Transit First Policy, in an effort to combat traffic congestion and carbon emissions; and

WHEREAS, The San Francisco County Transportation Authority (SFCTA) is the county congestion management agency and its adopted long-range countywide transportation plan calls for study of the ridesharing sector leading to recommendations for management of this rapidly growing sector; and

WHEREAS, Pursuant to these roles, both agencies have made repeated requests to the CA PUC for annual reports submitted by each TNC detailing the number of rides requested by customers and accepted/not accepted by TNC drivers within each zip code where the TNC operates and provision of trips in accessible vehicles, and the CA PUC has consistently denied these requests; and

WHEREAS, In denying local requests for TNC data, CA PUC cited the current Commission Decision (D. 13-09-045) that requires TNCs to provide verified reports to the it's Safety and Enforcement Division (SED) documenting operational data and requires TNCs to file these reports confidentially unless in Phase II the Commission requires public reporting

from Transportation Charter Party (TCP) companies, and therefore D. 13-09-045 prohibits SED from releasing the information SFMTA and SFCTA requested; and

WHEREAS, The CA PUC further cited provisions of the California Evidence Code Section 1040(b)(2) that authorize the Commission to refuse to disclose official information if disclosure is against the public interest, and stated that "...the Commission has determined that preserving confidentiality outweighs disclosure in the interests of justice at least until Phase II of this rulemaking;" and

WHEREAS, San Francisco Board of Supervisors seeks a public hearing on the basis of the public interest claims of the CA PUC in favor of TNCs over local jurisdictions and on the status of the Phase II Rulemaking; and

WHEREAS, There is growing concern and evidence that the large number of TNCs operating in San Francisco is having a negative effect on congestion, safety and equitable access based on 1) the City Treasurer's estimate that up to 50,000 TNC drivers are required to apply for business permits in order to drive for TNC companies, 2) corridor-level data from San Francisco International Airport which shows that the rate of TNC use more than tripled during January 2015 to October 2016, while BART SFO extension ridership declined over the same period; 3) news reports of TNC drivers operating for excessive hours potentially jeopardizing passenger and traffic safety; and 4) the average number of monthly paratransit trips provided by wheelchair accessible ramp taxis has declined markedly over the past three years, a decline SFMTA attributes to the rise of TNCs and decreasing availability in on-demand service for people with disabilities; and

WHEREAS, Given the scale of TNC services in California and given the small number of CA PUC transportation enforcement staff who are expected to conduct statewide enforcement of TNCs, a recent independent audit of the CA PUC's Transportation Enforcement Branch (TEB) indicated that TEB is not meeting its mandated activities; and

WHEREAS, The impact of TNC service is experienced at the local level and SFMTA has expertise in regulating private transportation modes and could enhance the public safety by conducting enforcement; and

WHEREAS, A recent study of New York City TNC activity estimated that TNCs added 600 million miles of vehicular traffic and account for 3.5% of vehicle miles driven by all vehicles and its author advises cities experiencing similar conflicts with TNCs to seek regulatory authorities to manage TNCs, among other strategies; now, therefore, be it

RESOLVED, That the San Francisco Board of Supervisors urges the California State Legislature to amend the Vehicle and Public Utilities Code to permit CA PUC to share TNC trip data with local California jurisdictions; and, be it

FURTHER RESOLVED, That the San Francisco Board of Supervisors urges the California State Legislature to allow local jurisdictions to Permit TNC operations and conduct Enforcement as warranted to ensure safety and access, and manage congestion; and, be it

FURTHER RESOLVED, That the City Lobbyist for the City and County of San Francisco shall advocate for this policy; and, be it

FURTHER RESOLVED, That the San Francisco Board of Supervisors hereby directs the Clerk of the Board to transmit copies to the members of San Francisco State Legislative Delegation with a request to take any and all action necessary to achieve the objectives of this resolution.

City and County of San Francisco
Tails
Resolution

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

File Number: 170306 **Date Passed:** April 04, 2017

Resolution urging the California state legislature to amend the California Vehicle and Public Utilities Codes to enable local jurisdictions to access trip data for Transportation Network Companies (TNCs) and to permit and conduct enforcement of TNCs as warranted to ensure safety and disability access, and manage congestion.

April 04, 2017 Board of Supervisors - ADOPTED

Ayes: 11 - Breed, Cohen, Farrell, Fewer, Kim, Peskin, Ronen, Safai, Sheehy, Tang and Yee

File No. 170306

I hereby certify that the foregoing Resolution was ADOPTED on 4/4/2017 by the Board of Supervisors of the City and County of San Francisco.

Peggy Nevin
for **Angela Calvillo**
Clerk of the Board

Unsigned
Mayor

4/14/2017
Date Approved

I hereby certify that the foregoing resolution, not being signed by the Mayor within the time limit as set forth in Section 3.103 of the Charter, or time waived pursuant to Board Rule 2.14.2, became effective without his approval in accordance with the provision of said Section 3.103 of the Charter or Board Rule 2.14.2.

Angela Calvillo
Clerk of the Board

4/14/17
Date

Agenda Item 12

San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, California 94103
415.522.4800 FAX 415.522.4829
info@sfcta.org www.sfcta.org

Memorandum

Date: May 19, 2017

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy & Programming

Subject: 06/13/17 Board Meeting: Update on the Kearny Street Multimodal Implementation Plan [NTIP Planning]

RECOMMENDATION ☒ **Information** ☐ **Action**	☐ Fund Allocation
None. This is an information item.	☐ Fund Programming
SUMMARY	☐ Policy/Legislation
The San Francisco Municipal Transportation Agency (SFMTA) has worked with Commissioner Peskin's office to refine the scope of the Kearny Street Multimodal Implementation Plan [NTIP Planning]. This project will engage the community and other relevant stakeholders, and gather input and data to support possible future street designs for Kearny, Montgomery and Stockton Streets that will enhance travel safety and performance for pedestrians, transit customers, and bicyclists. SFMTA staff will present on this item.	☒ Plan/Study ☐ Capital Project Oversight/Delivery ☐ Budget/Finance ☐ Contract/Agreement ☐ Procurement ☐ Other:

DISCUSSION

Background.

The Kearny Street Multimodal Implementation Plan was recommended by former Commissioner Christensen for $100,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) in 2015, and was revised in spring 2016 by Commissioner Peskin. 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).

Kearny Street is a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore and the 8AX and 8BX Bayshore Express), people walking, and people biking. The street has been identified as a Vision Zero High-Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. The Kearny/Montgomery corridor was also flagged as a key corridor for improving facilities for people biking as part of the SFMTA 2013 Bicycle Strategy.

Project Goals & Objectives.

This NTIP project will help to advance comprehensive enhancements along Kearny Street between Market and Broadway, including a potential reduction in the number of travel lanes, traffic signal timing and phasing modifications, bus stop optimization, and examining Kearny, Stockton and Montgomery streets for new bicycle and transit facilities. The goal of the project is to collect information to support future decisions on the scale and shape of transportation improvements in this area.

Specifically, the project goals include:

- Identifying the links between transportation and economic development in Chinatown;
- Evaluating traffic, bicycle, and transit patterns in the north-south corridor centered on Kearny Street;
- Developing a detailed understanding of parking and loading needs in Chinatown that would be affected by future projects; and,
- Evaluating the effects of a scramble phase at the Columbus/Stockton/Green intersection.

Public Outreach.

The SFMTA will participate in Portsmouth Square project workshops occurring over the summer, and will host a public meeting in January 2018 in cooperation with community organizations and the Commissioner's office.

Schedule.

This project will kick off in June 2017, with significant community outreach and engagement occurring in September 2017. The final report will be presented to the Board for adoption in early 2018.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Revised Prop K Allocation Request Form

Attachment 1

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

FY of Allocation Action:	2015/16
Project Name:	Kearny Street Multimodal Implementation Plan [NTIP Planning]
Implementing Agency:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K Category:	D. TSM/Strategic Initiatives
Prop K Subcategory:	ii. Transportation/Land Use Coordination
Prop K EP Project/Program:	b. Transportation/Land Use Coordination
Prop K EP Line Number (Primary):	44
Prop K Other EP Line Numbers:	
Current Prop K Request:	$ 100,000
Prop AA Category:	
Current Prop AA Request:	$ -
Supervisorial District(s):	3

Gray cells will automatically be filled in.

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps, drawings, etc. should be provided on Worksheet 7-Maps.or by inserting additional worksheets.

Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

The full scope of work begins on the next page.

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

Scope

The SFMTA requests $100,000 in Prop K NTIP planning funds to engage the community, the Supervisor's Office and other relevant stakeholders to gather data that will support a future planning process for Kearny Street (and also potentially Montgomery Street & Stockton Street) that will enhance travel safety and performance for pedestrians, transit customers, and bicyclists. This District 3 Neighborhood Transportation Improvement Program (NTIP) planning study was developed in response to input from the Supervisor's office. Project deliverables and recommendations will respond to Supervisor and community concerns. The Transportation Authority's NTIP was developed to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community supported neighborhood-scale projects.

Background

Kearny Street is a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore and the 8AX and 8BX Bayshore Express), people walking, and people biking. The street has been identified as a Vision Zero High Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. The Kearny/Montgomery corridor was also flagged as a key corridor for improving facilities for people biking as part of the SFMTA 2013 Bicycle Strategy.

This NTIP project will help to advance comprehensive enhancements along Kearny Street between Market and Broadway, including a potential reduction in the number of travel lanes, traffic signal timing and phasing modifications, bus stop optimization, and examining Kearny, Stockton and Montgomery streets for new bicycle and transit facilities. The goal of the project is to collect information to support future decisions on the scale and shape of transportation improvements in this area.

This proposal will build upon transportation planning studies and projects in various phases of development within District 3, including: the Columbus Avenue Multimodal Project; the Broadway Chinatown Streetscape Improvement Project; the Cable Car Safety and Reliability Project (Powell Street); the Chinatown Neighborhood Transportation Plan; the Portsmouth Square Area Project; and the Central Subway, which will begin revenue service to Chinatown Station in 2019.

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

Project Goals

A. *Identifying the links between transportation and economic development in Chinatown.*

The Chinatown community is concerned about the economic vitality of their district and the effects that changes to the transportation network may have on Chinatown business. This project proposes to study this link by deploying an intercept survey targeting the travel behavior of shoppers and interviewing merchants about transportation's effects on their business.

B. *Evaluating traffic, bicycle, and transit patterns in the north-south corridor centered on Kearny St*

Owing to its central location, the north-south corridor consisting of Kearny St, Montgomery St, and Stockton St is a critical part of the road, transit, and bike networks. Travel patterns will be determined from Bluetooth sensor data and traffic counts in order to gain understanding as to how this corridor is used by travelers. Bluetooth sensors placed at locations such as Kearny & Market, Broadway Tunnel, or Columbus & Stockton can reveal the preferred routes through the corridor for a specific trip profile, e.g. North Beach residents headed for the Bay Bridge, 101 travelers headed for Chinatown, etc.

C. *Developing a detailed understanding of parking and loading needs in Chinatown that would be affected by future projects.*

Curb space is at a premium in Chinatown, and changes to the transportation network could affect the amount of space available for on-street parking and commercial loading. The study will collect data on loading patterns, space occupancy, and parking turnover, to ensure that this space is being used in the most efficient manner.

D. *Evaluating the effects of a scramble phase at the Columbus/Stockton/Green intersection.*

The six-legged intersection of Columbus, Stockton, and Green is a key intersection in the North Beach neighborhood that is relied upon by travelers of all modes. Recently, concerns have been raised that the intersection does not work well for pedestrians. In the past, staff have proposed bulbs to reduce crossing distances, and the community has requested City staff evaluate the intersection for the suitability of a scramble phase.

Outreach

Outreach for this project will be primarily undertaken by a community-based organization, with support from the Commissioner's office and SFMTA. The community partner will assist with the preparation of the project meeting, prepare materials, and document public comments. Potential stakeholder groups include the Chinatown Community Development Center, the San Francisco Bicycle Coalition, Walk San Francisco, the San Francisco Planning Department, and other community organizations as identified/requested.

The project will culminate in a publically-available report addressing each of the above project goals and providing recommendations to inform future street designs. The SFMTA will also host one public meeting in cooperation with community organizations and the Commissioner's office, which will present information, analysis and recommendations contained in the report, receive feedback, and gather public input on possible future street designs.

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

SFMTA Tasks and Deliverables

Task	Deadline	Deliverable
1. Review Existing Conditions: site visits and review of previous studies (e.g. Chinatown Neighborhood Transportation Plan)	Jun 2017	N/A
2. Collect traffic volume, transit ridership and bicycle data	Jul 2017	Traffic volume, transit ridership and bicycle counts
3. Administer intercept survey	Sep 2017	Intercept survey results
4. Collect traffic routing data	Aug 2017	Traffic O-D table and route choice information
5. Collect parking occupancy & loading data	Aug 2017	Parking occupancy & loading data
6. Conduct feasibility study on scramble at Columbus / Stockton / Green	Nov 2017	Staff report
7. Staff Analysis	Dec 2017	Staff report
8. Public Meeting	Jan 2018	Public Meeting
9. Final Report	Jan 2018	Summary report

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

Project Results

The project will inform improvements to Kearny Street, and potentially also to Montgomery Street and Stockton Street. A staff report summarizing the findings of the studies will be published and presented to the SFMTA Board, the Board of Supervisors, and the Chinatown community. At the end of the project, a community meeting will be held where staff will present the data collected along with the results of the accompanying analysis. Community members will have the opportunity to comment on the report and to articulate their vision for a future Kearny Street. All feedback received from the community will be included in the final staff report and inform future capital projects on Kearny Street.

Benefits

This project will support the following goals from the SFMTA Strategic Plan:

1. **Safety**: Create a safer transportation experience for everyone.

   Kearny Street is identified as one of San Francisco's high-injury pedestrian corridors in need of targeted improvements.

2. **Travel Choices**: Make transit, walking and bicycling the most attractive and preferred means of travel.

   Research into the travel behaviors of people in this area will help facilitate better designs that accommodate existing behaviors and promote these modes of transportation.

3. **Livability**: Improve the environment and quality of life in San Francisco.

   This project will research the connection between transportation and economic development.

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

Revised 5/19/17

FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : N/A

Completion Date (mm/dd/yy)

Status:

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering	1	2017/18	3	2017/18
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)				
Prepare Bid Documents				
Advertise Construction				
Start Construction (e.g., Award Contract)				
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)	-	-	3	2017/18
Project Closeout (i.e., final expenses incurred)	-	-	3	2017/18

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

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

FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

		Cost for Current Request/Phase		
	Yes/No	**Total Cost**	**Current Request**	**Prop AA - Current Request**
Planning/Conceptual Engineering	Yes	$100,000	$100,000	
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction				
Procurement (e.g. rolling stock)				
		$100,000	$100,000	$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases 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.

	Total Cost	**Source of Cost Estimate**
Planning/Conceptual Engineering	$ 100,000	Similar previous efforts
Environmental Studies (PA&ED)		
Design Engineering (PS&E)		
R/W Activities/Acquisition		
Construction		
Procurement (e.g. rolling stock)		
Total:	**$ 100,000**	

% Complete of Design: N/A as of N/A

Expected Useful Life: N/A Years

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

Revised 5/19/2017

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Work Breakdown by Task		Budget by Task	Subtask
Task 1. Review Existing Conditions		**$ 2,000**	
Task 2. Collect Volume Data		**$ 3,000**	
Task 2A Traffic Volumes			$ 1,000
Task 2B Transit Ridership			$ 1,000
Task 2C Bicycle Volumes			$ 1,000
Task 3. Intercept Survey		**$ 35,000**	
Task 3A Draft Survey Instrument			$ 2,000
Task 3B Conduct Survey			$ 25,000
Task 3C Administer Survey			$ 3,000
Task 3D Merchant Interviews			$ 5,000
Task 4. Collect Traffic Route Data		**$ 8,000**	
Task 4A Deploy & Retrieve Sensors			$ 2,500
Task 4B Sensor Use Fee			$ 5,500
Task 5. Collect Loading & Parking Data		**$ 20,000**	
Task 5A Gather Existing Data			$ 2,000
Task 5B Loading Study			$ 10,000
Task 5C Parking Occupancy Study			$ 8,000
Task 6. Scramble Feasibility Study		**$ 2,000**	
Task 7. Staff Analysis		**$ 5,000**	
Task 8. Public Meeting		**$ 23,000**	
Task 7A Preparation & Materials			$ 5,000
Task 7B Public Meeting			$ 17,000
Task 9. Final Report		**$ 2,000**	
TOTAL		**$ 100,000**	

Project Budget By Cost		
SFMTA SSD Engineering Staff		$ 44,000
SFMTA SSD Shop Labor		$ 2,500
Consultant		$ 48,000
Materials		$ 5,500
TOTAL		**$ 100,000**

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

FY 2015/16

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: $100,000

5-Year Prioritization Program Amount: $100,000 (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$100,000		$100,000
				$0
				$0
Total:	$100,000	$0	$0	$100,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 40.48%

$100,000
Total from Cost worksheet

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

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?	No

		Required Local Match	
Fund Source	**$ Amount**	**%**	**$**

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		$100,000		$100,000
				$0
				$0
Total:		$100,000	$100,000	$ 100,000

Actual Prop K Leveraging - Entire Project:	0.00%	$ 100,000
Expected Prop K Leveraging per Expenditure Plan:	40.48%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	100.00%	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:	$100,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule

Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	$70,000	70.00%	$30,000
FY 2016/17	$30,000	30.00%	$0
		0.00%	$0
		0.00%	$0
		0.00%	$0
Total:	**$100,000**		

San Francisco County Transportation Authority Revised 5/19/17

Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 10.21.2015 Resolution. No. 2016-018 Res. Date: 10/27/2015

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

Funding Recommended:		**Amount**	**Phase:**
	Prop K Allocation	$100,000	Planning/Conceptual Engineering
	Total:	**$100,000**	

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	**Fiscal Year**	**Maximum Reimbursement**	**% Reimbursable**	**Balance**
Prop K EP 44	FY 2017/18	$100,000	100.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
			0.00%	$0
	Total:	**$100,000**	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	**Fiscal Year**	**Phase**	**Maximum Reimbursement**	**Cumulative % Reimbursable**	**Balance**
Prop K EP 44	FY 2017/18	Planning/Conceptual Engineering	$100,000	100%	$0
				100%	$0
				100%	$0
				100%	$0
				100%	$0
		Total:	**$100,000**		

Prop K/Prop AA Fund Expiration Date: 09.30.2018 Eligible expenses must be incurred prior to this date.

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

Revised 5/19/17

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated:	10.21.2015	Resolution. No.	2016-018	Res. Date:	10/27/2015

Project Name: Kearny Street Multimodal Implementation Plan [NTIP Planning]

Implementing Agency: San Francisco Municipal Transportation Agency

	Action	Amount	Fiscal Year	Phase
Future Commitment to:				

Trigger:

Deliverables:

1. Quarterly progress reports shall provide a percent complete by task and percent complete for the overall project scope in addition to the requirements described in the Standard Grant Agreement.
2. With the quarterly progress report submitted following the completion of Tasks 2-5 (anticipated October 15, 2017) (Collect traffic volume, Intercept survey, Collect traffic route data, Collect loading & parking data), provide a memo summarizing all information collected, with emphasis on the intercept survey results.
3. With the quarterly progress report submitted following the completion of Task 6 (anticipated January 15, 2017) (Scramble feasibility study), provide a memo summarizing the evaluation and recommendation for the suitability of a scramble phase at the Columbus/Stockton/Green intersection.
4. Following Board adoption (anticipated March 2018), submit final report.

Special Conditions:

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
2. Prior to Board adoption, (anticipated March 2018), SFMTA will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the CAC and Board.

Notes:

1.

Supervisorial District(s):	3	Prop K proportion of expenditures - this phase:	100%

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:	Planning	**Project # from SGA:**	144.907065

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

Revised 5/19/17

FY of Allocation Action:	2015/16	**Current Prop K Request:**	$ 100,000
		Current Prop AA Request:	$ -
Project Name:	Kearny Street Multimodal Implementation Plan [NTIP Planning]		
Implementing Agency:	San Francisco Municipal Transportation Agency		

Signatures

By signing below, we the undersigned verify that: 1) the requested sales tax and/or vehicle registration fee revenues shall be used to supplement and under no circumstance replace existing local revenues used for transportation purposes and 2) the requested sales tax and/or vehicle registration fee funds will not be used to cover expenses incurred prior to Authority Board approval of the allocation.

	Project Manager	**Grants Section Contact**
Name (typed):	Dan Howard	Joel Goldberg
Title:	Engineer	Manager, Capital Procurement & I
Phone:	415 701 5691	415.701.4499
Fax:		
Email:	dan.howard@sfmta.com	joel.goldberg@sfmta.com
Address:	1 South Van Ness Ave San Francisco, CA 94103	1 South Van Ness Ave San Francisco, CA 94103
Signature:		
Date:		

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Proposed Fare & Parking Increases

SFCTA CAC
May 24, 2017

Situation

- **Despite increased ridership growth, Caltrain requires annual contributions from its member agencies to fund operations. Next year, the cost of maintaining Caltrain's aging equipment and infrastructure will exceed the member agency contributions. In order to maintain service, Caltrain is exploring fare and parking changes.**

Previous Fare Increase

- **Approved by the Board in 2015**
  - **Base fare increased from $3.25 to $3.75**
  - **Corresponding increases to the Day Pass, 8-ride Ticket and Monthly Pass**
  - **Maintained 15 percent Clipper discount**
  - **Maintained 50 percent Eligible Discount (Senior, Disabled, Youth, Medicare)**
  - **Daily Parking increased from $5 to $5.50**
  - **Monthly Parking increased from $50 to $55**

Proposed Fare and Parking increases

- Go Pass increase from $190 to $285 (50%)
- Zone fare increased from $2 to $2.25/zone
- Monthly Pass based on 15 days/month rather than 13 days/month
- Eliminate the discounted 8-ride ticket
- Monthly parking fees based on 15 days/month ($82.50) rather than 10 days/month ($55)
- Establish a pilot program that provides a for weekend and evening discount (hours TBD)

Revenue Potential

Ticket Type	Change	Implementation Date	Revenue Opportunity FY18	Revenue Opportunity FY19
Parking Revenue	10 to 15 day equivalent	10/1/2017	1,086,603	1,452,784
Go Pass	50% Increase	1/1/2018	3,171,383	6,395,331
Month Pass	13 to 15 day equivalent	10/1/2017	2,502,677	3,171,997
8 Ride	Remove ticket type	10/1/2017	238,214	271,926
Zone Increase	$0.25 increase	10/1/2017	2,924,271	3,909,740
*Month Pass, 8 Ride, and zone	net combine pass changes	10/1/2017	105,348	425,978
*Flex Fare		1/1/2018	(554,977)	(739,969)
Total			**9,473,518**	**14,887,786**

Notes

*Month Pass, 8 Ride, and Zone combine changes shows the incremental revenue increase if implemented together. The revenue increase is due to the zone increase on the one-way fare, which causes an additional increase on the month pass.

*Flex fare is a proposed program to offer reduced fares for weekend and off-peak week riders.

Caltrain Fare Study - Update

- **Study includes:**
  - **Fare structure**
  - **Off-peak pass**
  - **Go Pass**
  - **Means-based fare**
  - **Elasticity model**
  - **Peer review**
- **Potential recommendation by early 2018**

How to Provide Comments

- **Take online survey – available online or pdf**
  www.caltrain.com/proposedfarechanges
- **E-mail: changes@caltrain.com**
- **Mail:**

  Peninsula Corridor Joint Powers Board

  JPB Secretary

  P.O. Box 3006, San Carlos, CA 94070-1306
- **Customer Service Center – 1.800.660.4287**

Next Steps

- Ongoing Public Outreach
  - Station, Public meeting, Electronic
- Title VI and CEQA Analysis
- July 6 – Public Hearing
- August 3 – Board Adoption
- October 1 – Implementation
  - Go Pass and Flex Fare in January 2018