



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

- Date:** Wednesday, November 29, 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, Hala Hijazi, Becky Hogue, Brian Larkin, John Larson, Peter Tannen, Shannon Wells-Mongiovi and Bradley Wiedmaier

- 6:00** 1. Call to Order
2. Chair’s Report – **INFORMATION**

- 6:05** 3. Nominations for 2018 Citizens Advisory Committee Chair and Vice Chair – **INFORMATION**

At the November 29 CAC meeting, nominations will be made for the CAC Chairperson and Vice-Chairperson for 2018. Per the CAC’s By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (i.e. November 29, 2017) to be eligible for election at the first CAC meeting of the following year (i.e. January 24, 2018). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet. The due date this year is January 17, 2018. The Chairperson and Vice-Chairperson shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.

6:10 Consent Agenda

4. Approve the Minutes of the October 25, 2017 Meeting – **ACTION*** 5
5. Approve the 2018 Meeting Schedule for the Citizens Advisory Committee – **ACTION*** 13

Per Article IV, Section I of the CAC’s By-Laws, the regular meetings of the CAC are held on the fourth Wednesday of the month at 6:00 p.m. at the Transportation Authority’s offices. Special meetings are held as needed (e.g. due to holidays or other time constraints). The 2018 Transportation Authority meeting schedule is attached, with proposed CAC meeting dates for approval and Board and Committee meeting dates included for reference.

6. Adopt a Motion of Support for Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2017 – **ACTION*** 15
7. Citizen Advisory Committee Appointment – **INFORMATION**
The Board will consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its December 5 meeting. The vacancies are the result of the term expiration of Becky Hogue (District 6 resident) who is seeking reappointment, and the resignation of Santiago Lerma (District 9 resident). Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.

End of Consent Agenda

- 6:15 8. Update on the San Francisco Freeway Corridor Management System Study (FCMS) – **INFORMATION*** 17
- 6:30 9. Adopt a Motion of Support for the Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request – **ACTION*** 23
Projects: (SFMTA) Manual Trolley Switch System Replacement Phase I (\$602,500); Gough Corridor Signal Upgrade (\$2,900,000); Bicycle Facility Maintenance (\$150,000); (SFCTA) Freeway Corridor Management Study Pre-Environmental (PID Phase) (\$200,000)
- 6:45 10. Adopt a Motion of Support for Approval of Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions. – **ACTION*** 31
- 7:00 11. Adopt a Motion of Support for Approval of the 2017 San Francisco Congestion Management Program – **ACTION*** 55
- 7:15 12. Adopt a Motion of Support for Approval of the 2018 State and Federal Legislative Program – **ACTION*** 71
- 7:30 13. Progress Report for Van Ness Bus Rapid Transit Project – **INFORMATION*** 81

Other Items

- 7:45 14. Introduction of New Business – **INFORMATION**
- 7:50 15. Public Comment
- 8:00 16. Adjournment

*Additional Materials

Next Meeting: January 24, 2018

CAC Meeting Agenda

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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

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



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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, October 25, 2017

1. Committee Meeting Call to Order

Vice Chair Sachs called the meeting to order at 6:02 p.m.

CAC members present: Myla Ablog, Hala Hijazi, Becky Hogue, Brian Larkin, Peter Sachs, Shannon Wells-Mongiovi and Bradley Wiedmaier (7)

CAC Members Absent: John Larson (entered during Item 6), Peter Tannen (entered during Item 6) and Chris Waddling (3)

Transportation Authority staff members present were Amber Crabbe, Andrew Heidel, Jeff Hobson, Anna LaForte, Mike Pickford, Alberto Quintanilla, Steve Rehn and Steve Stamos.

2. Chair's Report – INFORMATION

Vice Chair Sachs reported that Santiago Lerma had resigned from his seat on the CAC to tend to his growing family, but that staff thanked him for his service and the valuable input he provided. He said the CAC would be seeking a new representative for District 9 in the coming months, and also welcomed the newest CAC member, Hala Hijazi, who was representing District 2.

Vice Chair Sachs announced that the Transportation Authority had issued its first sales tax revenue bonds on October 19. He noted that five bids were received from Bank of America, JP Morgan, Citigroup, Morgan Stanley, and Wells Fargo. He said that the winning bid had gone to Bank of America Merrill Lynch with an interest rate of 2.39%. He mentioned that San Francisco would be hosting the Focus on the Future annual conference from October 29-31 and that Chair Aaron Peskin would be providing welcoming remarks. He stated that Commissioners Tang, Sheehy and Peskin had led discussions among staff from the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), the Department of Public Health, and the San Francisco Unified School District on a range of Safe Routes to School (SRTS) issues. He said that at the request of Commissioner Kim, a special Transportation Authority Board meeting had been scheduled on November 28 at 11:00 a.m. to hold a hearing on school transportation in San Francisco. He said that the Transportation Authority was aiming to bring back a recommendation for programming the remaining \$2.8 million in One Bay Area Grant SRTS funding at the December Board meeting.

Vice Chair Sachs welcomed the Transportation Authority's new Clerk of the Board, Alberto Quintanilla. Vice Chair Sachs announced that former Clerk, Steve Stamos, had moved to the Finance Division as a Management Analyst.

There was no public comment.

Amber Crabbe, Assistant Deputy Director for Policy and Programming, stated that the school transportation hearing on November 28 would likely need to be rescheduled due to a scheduling conflict.

Consent Agenda

3. **Approve the Minutes of the September 27, 2017 Meeting – ACTION**
4. **Adopt a Motion of Support for the Award of Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to WSP USA and Resource Systems Group, Inc. in a Combined Amount Not to Exceed \$400,000 for On-Call Modeling Services – ACTION**
5. **Internal Accounting and Investment Report for the Three Months Ending September 30, 2017 – INFORMATION**

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Sachs, Wells-Mongiovi and Wiedmaier (7)

Absent: CAC Members Larson, Tannen and Waddling (3)

End of Consent Agenda

6. **Adopt a Motion of Support for Allocation of \$2,941,939 in Prop K Sales Tax Funds for Five Requests, with Conditions – ACTION**

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

Vice Chair Sachs stated that he recalled a fire life safety item the prior year. Ms. LaForte replied that the prior request was for the design phase of this project.

Peter Tannen commented that he was pleased that the Valencia Bikeway project would consider safety measures for pedestrians in addition to bicyclists and that he was supportive of a potential pilot project. He asked that the stakeholder interviews include the Bicycle Advisory Committee. Ms. LaForte replied that SFMTA would include the BAC on its list of stakeholders.

Myla Ablog asked about the purpose of the Valencia Bikeway project video and if there were any projects planned for the McCoppin and Market Street intersection. She said that she often used McCoppin Street to cross Market Street and was afraid it would become a dangerous crossing, especially with the upcoming daylight savings. Kimberly Leung, Project Manager with the SFMTA, replied that the video would be used for data collection. She added that the purpose of the data collection was to get a better understanding of the behavior of vehicles, including Transportation Network Company (TNC) vehicles operating in the area. She said the SFMTA would look at the McCoppin Street segment near Valencia Street, as well as how all of the cross streets interacted in relation to the bike facility designs.

Vice Chair Sachs noted that the city of Portland had created a standard toolkit for bike lane infrastructure upgrades and asked if San Francisco had a similar toolkit. Ms. Leung replied that bicycle facility designs depended on the context of the project and noted that the designs for each project tended to vary depending on the type of street. Vice Chair Sachs said that the cities of Chicago and Minneapolis had similar toolkits but also recognized that different streets had different needs, and that as San Francisco did more bike lane projects, having a toolkit could help streamline the process. Mr. Tannen stated that as a former bicycle program manager, he could confirm that the SFMTA had a bicycle lane construction toolkit.

Bradley Wiedmaier asked if anything was planned to help transition and absorb bicycle and pedestrian travel at the southern terminus of Valencia at Mission Street. Ms. Leung replied that the Valencia Street study would look at all key intersections along the Valencia corridor. She added that the Valencia Bikeway project ended on Mission Street, but that the study would look into how bike lanes connected with other facilities which could include that intersection.

During public comment, Edward Mason asked if any lessons were learned from the current Valencia street design, and asked why Valencia Street bike facility needed to be redesigned. He asked if the youth bicycle safety education curriculum included a lesson on how to stop at stop signs, as well as how many people biked to work on Bike to Work Day in actual numbers, not just the percentages. He noted that new curb ramps often had hairline cracks soon after installation.

Julia Raskin, Community Organizer with the San Francisco Bike Coalition, spoke in support of the Valencia Street Bikeway Implementation Plan. She said that the Valencia Street bike lanes were last striped in 1999. She said that San Francisco's population had grown and that more people were biking, particularly on Valencia Street which connected Market and Mission Streets. She said that she supported protected bike lanes on Valencia to improve safety and slow down vehicle traffic. She said she looked forward to near-term improvements in the next year and to working with the SFMTA on a longer-term vision for the corridor.

Jackie Sachs said that the CAC used to have some votes against the Bike to Work Day request and said that the funds should instead go to a capital project.

Matt Dove, Director of Bike Programs at the YMCA, commented that the youth bike education program taught riders to stop at stop signs. He said he stopped using Valencia Street as a north-south connection after 15 years as a daily bike commuter due to having a small child. He said the last time he rode on Valencia Street he became a witness to an accident by an unaware TNC driver dropping off their customer in the bike lane. He said he would like Valencia Street to become a safe bike route that he could take with his child.

Ivan Abasouth, resident on 19th Street off of Valencia Street, spoke in support of the Valencia Bikeway project and added that while the bike lanes helped transform Valencia Street and the neighborhood, they were now outdated. He said that the current bike lanes did not consider the impacts from TNC and food delivery vehicles. He said that the traffic in and out of bike lanes was a significant issue and he knew of several people who had stopped using the bike lanes as a result.

Matt Brassina commented that he organized a group to form "People Protected Bike Lanes" that blocked bike lanes from vehicles. He said the Valencia bike lane was constructed in 1999 and was used by more capable riders, but needed to be designed for bicyclists with varying degrees of experience. He requested that the CAC vote in favor of funding the project.

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

The item was approved without objection by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Tannen, Wells-Mongiovi and Wiedmaier (9)

Absent: CAC Member Waddling (1)

Brian Larkin moved to rescind the vote and sever the request for Bike to Work Day, seconded by Myla Ablog.

The motion was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Sachs, Tannen and Wiedmaier (6)

Nays: CAC Members Hijazi, Larson and Wells-Mongiovi (3)

Absent: CAC Member Waddling (1)

John Larson moved to approve the underlying requests, seconded by Brian Larkin.

The underlying item was approved without objection by the following vote:

Ayes: CAC Members Ablog, Hijazi, Hogue, Larkin, Larson, Sachs, Tannen, Wells-Mongiovi and Wiedmaier (9)

Absent: CAC Member Waddling (1)

Peter Tannen moved to approve the severed request for Bike to Work Day, seconded by Peter Sachs.

The severed item was approved by the following vote:

Ayes: CAC Members Ablog, Hijazi, Larson, Sachs, Tannen, Wells-Mongiovi and Wiedmaier (7)

Nays: CAC Members Hogue and Larkin (2)

Absent: CAC Member Waddling (1)

7. Presentation on the San Francisco Municipal Transportation Agency's 2017 Facilities Framework – INFORMATION

Anna LaForte, Deputy Director for Policy and Programming, introduced the item and Jonathan Rewers, Design Strategy and Delivery Manager at the SFMTA, who presented the item.

Hala Hijazi commented that some of the SFMTA facilities were over 100 years old and asked if any of the facilities were historically significant. Mr. Rewers replied that the Potrero, Presidio, and 1200 15th Street facilities had initial historic evaluations and did not have historic qualities. Ms. Hijazi suggested that another column be added to slide 6 of the presentation to indicate which facilities were owned or leased by the city and county of San Francisco. Mr. Rewers replied that the Facilities Framework identified only the facilities owned by the city and county of San Francisco.

Vice Chair Sachs asked if the SFMTA would be able to locate a suitable plot of land that was also affordable. Mr. Rewers replied that finding, building, and affording a suitable plot of land would be a challenge to do all at once, but that the SFMTA was working on it and believed that joint development opportunities could be an option. He said the SFMTA had been actively working on all three phases for the past two years, but would make a final decision by February 2018 on whether to continue seeking joint development opportunities.

Becky Hogue requested that Treasure Island be included on all city maps. Mr. Rewers replied that he would have Treasure Island added to the SFMTA's official map.

During public comment, Edward Mason noted that the SFMTA had sold the Upper Yard to the Mayor's Office for housing, and asked how emerging technology would be incorporated into the facility upgrades.

8. Update on Southern Bayfront Development and Transportation – INFORMATION

Jeff Hobson, Deputy Director for Planning, introduced the item and Adam Van de Water, Project Manager at the Mayor's Office of Economic and Workforce Development, and Carlin Paine, Land Use Development and Transportation Integration Manager at the SFMTA, who presented the item.

Brian Larkin asked what constituted a negotiated development agreement. Ms. Paine replied that negotiated development agreements generally were large scale and involved zoning changes. Mr. Van De Water added that the projects highlighted in the presentation were multi-acre, had historic rehabilitation, brought substantial influx of housing, office, or open spaces, and included development agreements. He said that the development agreements were enabled by state law and allowed changes to standard building approvals which could lead to improved public benefits. He noted an example of a public benefit could be granting an extra floor of height if the project contributed to transit improvements.

Mr. Larkin asked how difficult it would be to get approval to proceed with a negotiated development agreement and said that it sounded like an exception was needed to the normal process. Mr. Van De Water replied that there was an extensive process for each development agreement, which included a one to three-year environmental impact report. He said that approvals would be needed throughout the various city agencies and that in many cases the projects were located on the Port of San Francisco's property. Mr. Larkin asked for clarification about the phrase "use centralized utility systems to reduce resource consumption". Mr. Van De Water replied that the phrase fell under sustainability and said that sometimes master developers prepared multiple vertical parcels for development. He explained that in the case of an office building being built next to a residential building, more efficient centralized heating or cooling plants could be installed as opposed to individual chillers and boilers on different floors or buildings.

During public comment, Edward Mason commented that he would like to see a matrix for the Transportation Sustainability Fee that would show the project and the fee paid compared to the cost to the transit entity to provide additional service required as a result of the project. He asked if the development agreements and the timeline of their approvals would be available to the public. He asked what the public process was for negotiating an extra floor on projects and if the fees collected would be required to be used in that area of the city.

9. **Update on the Core Capacity Transit Study – INFORMATION**

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

Brian Larkin asked how the Geary Bus Rapid Transit (BRT) project would increase capacity, because he had heard that it would use the same number of buses but would be able to do a few more runs. Mr. Heidel replied that the capacity increase noted in the final environmental document was about 300 people per peak hour. He said that given the current land use forecast, the projected growth in demand was also relatively small, but still more than these 300 passengers. Mr. Larkin asked what the next steps would be for the Core Capacity Transit Study. Mr. Heidel replied that were short and medium phases, and that the study documented for the first time every project that was under consideration and how they could be coordinated. He said identifying and obtaining funding for the pre-requisite projects and receiving recommendations from all the relevant operating agencies were part of the short-term phase. He said that the long-term phases had a long lead time and could take 20 years or more.

John Larson asked if the Sunset sub area included the planned development in Park Merced and the Balboa Reservoir. Mr. Heidel responded that the planned development did include Park Merced, but he would follow up about the Balboa Reservoir. Mr. Larson said that the plan represented a large density increase to the area and that even a medium forecast was already strained. He asked if the pre-requisite projects included the 19th Avenue project or M-Line improvements. Mr. Heidel replied that neither were included in the pre-requisite projects. Mr. Larson said that he would like an update at some point on the status of the 19th Avenue project.

Bradley Wiedmaier asked if the Core Capacity study included any long-term planning for additional subways in San Francisco, especially on the west side of the city. Mr. Heidel replied that the Core Capacity study did not take a close look at the long term in San Francisco, but that subway work would be included as part of the ongoing Connect SF effort. He said in context of this study, big regional investments such as a second Transbay crossing would have a major impact on core capacity efforts throughout the city. He said that the Core Capacity study identified some routes for a second Transbay crossing that could serve other corridors within San Francisco that were currently at capacity and that both efforts would need to work together.

Shannon Wells-Mongiovi commented that the results of survey on new subway tunnels had previously been presented and that it showed a lot of the development seemed to be focused on east side of the city. She said she hoped that the results of the survey would lead to a study regarding increased east-west connectivity.

During public comment, Jackie Sachs said that she was one of 55 individuals that wrote Prop B in 1989. She said one of the light-rail projects that was included was for Geary Boulevard and that she had been involved with transit on Geary since 1986. She said the Geary BRT project was supposed to be light-rail ready, but that it would not happen due to side boarding on half of the project and middle boarding on the other half.

10. Update on the San Francisco Transportation Climate Sector Action Strategy – INFORMATION

Tim Doherty, Senior Planner at the SFMTA, presented the item.

Myla Ablog commented that she was glad to see a study on urban heat effects and that she had seen the issue in her apartment complex with a lack of education on native plants. She recommended that the SFMTA look into pilot projects involving seawalls and living shorelines, but noted that hopefully those projects would not interfere with water taxis, privately owned water vessels, or ferries.

Bradley Wiedmaier asked if it was possible to assess the retrograde impact of TNCs on emissions levels. He said that new developments added extra trips and mileage and seemed like one of the biggest issues. He added that transit to the San Francisco International Airport and to downtown San Francisco were especially being affected by TNCs. Mr. Doherty replied that there was somewhat of a lag in quantifying emissions as the numbers presented were from 2015. He said that the Transportation Authority had been a global pioneer in researching the impact of TNCs, as shown in their TNCs Today report. He said that he was confident the city would receive greenhouse gas emission data from TNC trips, but that the most recent report did not provide that information. Mr. Doherty said that collaborative efforts with various public agencies had started to show how TNCs impacted the transportation sector and that future pilot programs and policies would incorporate TNC emissions.

Shannon Wells-Mongiovi asked if TNCs were ultimately a help or hindrance to public transit and said that TNCs had been successful because transit options were not meeting commuter needs. She said that reliability, capacity, regularity, and location would drive the success of these alternate transportation systems, and questioned if it would be helpful to create an incentive program for TNCs to use alternative fuel.

John Larson commented that he did not understand the connection between complete streets as a strategy and climate mitigation and asked for an example. Mr. Doherty replied that investments that shifted people out of single occupancy vehicles and into more environmentally sustainable travel modes, such as biking or walking, would be helpful strategies. He said that land use changes and projects like Better Market Street would inform what transportation mode people chose, and

would have long-term ramifications around carbon footprint.

Mr. Wiedmaier commented that he thought it would make more sense to push development up towards the city's hilltops, instead of focusing development on waterfronts, but was not sure of the impacts on transit. Mr. Dougherty said that the SFMTA had reached out to the New York Metropolitan Transportation Authority to learn about the effects of super storm Sandy. He said that the SFMTA had been working closely with other city departments on a vulnerability assessment of the entire multi-modal transportation, as well as land use, housing, open space, and utilities. He added that all those findings should be available in 2018. Vice Chair Sachs said that he would like to see those findings when they became available.

During public comment Edward Mason said that people did not make the connection between impacts to the environment and using TNCs. He suggested installing a carbon-dioxide monitor along the San Francisco-Oakland Bay Bridge to replicate the bicycle counters along Market Street. He said that announcements encouraging commuters to take public transit should be placed on bus head signs such as other local agencies did. He also said that Muni should be maintained to discourage commuters from choosing a ridesharing vehicle, and that commuters should recognize that TNCs were not environmentally sound since they involved drivers from the central valley.

Vice Chair Sachs called Item 11 before Item 10.

11. State and Federal Legislative Update – INFORMATION

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

Brian Larkin asked which state bill was vetoed by Governor Brown. Ms. Crabbe replied that Assembly Bill 17 was vetoed by the Governor.

During public comment, Edward Mason said that he was pleased Senate Bill 493 had been rejected.

Other Items

12. Introduction of New Business – INFORMATION

John Larson commented that TNC drivers frequently double parked and questioned how the city could address the issue. He said that companies like Uber and Lyft should provide guidelines to their drivers and noted that taxis typically did not block driving and biking lanes. He added that double parking was dangerous and created traffic congestion and should not just be a law enforcement issue.

Shannon Wells-Mongiovi asked if any studies were available for improving parking in residential areas in the city. She said that it was not possible to park in her driveway without encroaching on the sidewalk and that she had ideas about potential legislation. She said that a former supervisor for District 9 had suggested to change some streets to lateral parking and wanted to know if that was progressing. She also asked if there was an update on the status of the BART and Muni escalators on Market and Church Streets and why there was such a long delay to fix broken escalators, and whether it was BART or Muni who were responsible for maintenance. Anna LaForte, Deputy Director for Policy and Programming, replied that this topic had previously been raised and that staff had invited Tim Chan from BART to give a presentation on the status of elevator and escalator improvements. She added that materials would be available to the CAC in the next couple weeks.

Bradley Wiedmaier said he agreed with the comments on the driving behavior of TNC drivers and asked if the CAC could get a presentation on the congestion management pricing system in place in Manhattan, New York.

Peter Tannen commented that he had watched the video of the October 24 Board meeting and noted that the Board had a thorough discussion on the major delays and cost overruns for the Van Ness Bus Rapid Transit project. He requested that the CAC also receive the project updates that the Board had requested on the progress of the project.

Hala Hijazi requested a presentation from both Uber and Lyft's compliance, regulatory, or government affairs teams to speak to how their drivers can be directed to pull over in a safe place. She also requested a presentation from the city's resiliency group and how sea level rise would impact transportation.

Vice Chair Sachs asked if it was possible for staff from the San Francisco International (SFO) Airport to present to the CAC. He said that SFO was one of the few major airports that did not have dedicated drop off locations for TNC vehicles, and wanted to know if they had a plan for addressing the impact of TNC vehicles on congestion.

13. Public Comment

During public comment, Edward Mason provided an update on commuter buses at 24th and Church Streets. He said two new white zones had been created for people to board Muni, but that there was a recent situation where a third bus blocked the intersection because two other buses were at the bus stop. He said that there continued to be an issue with bus departure times and had noticed that Muni buses and ridesharing services, like Chariot, double parked nearby and idled.

Jackie Sachs asked for an update on the "Other 9 to 5" study, which she had been participating in since 2015. She said that instead of using morning rush hour as a basis for capacity, the study should instead look at transportation use throughout the day. She said that bus lines like the 38-Geary, which provided service to students, senior citizens, and people of all ages, should be considered before any route changes.

14. Adjournment

The meeting was adjourned at 8:09 p.m.

DRAFT 2018 Regular Transportation Authority Meeting Schedule

Subject to change.www.sfcta.org/meetings**January**

Board	Tuesday	Jan. 9	10:00 a.m.
Board	Tuesday	Jan. 23	10:00 a.m.
TIMMA Board	Tuesday	Jan. 23	11:00 a.m.
Citizens Advisory Committee	Wednesday	Jan. 24	6:00 p.m.

February

Board	Tuesday	Feb. 13	10:00 a.m.
Board	Tuesday	Feb. 27	10:00 a.m.
Citizens Advisory Committee	Wednesday	Feb. 28	6:00 p.m.

March

Board	Tuesday	Mar. 13	10:00 a.m.
Board	Tuesday	Mar. 20	10:00 a.m.
Citizens Advisory Committee	Wednesday	Mar. 28	6:00 p.m.

April

Board	Tuesday	Apr. 10	10:00 a.m.
Board	Tuesday	Apr. 24	10:00 a.m.
Citizens Advisory Committee	Wednesday	Apr. 25	6:00 p.m.

May

Board	Tuesday	May 8	10:00 a.m.
Board	Tuesday	May 22	10:00 a.m.
Citizens Advisory Committee	Wednesday	May 23	6:00 p.m.

June

Board	Tuesday	Jun. 12	10:00 a.m.
Board	Tuesday	Jun. 26	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jun. 27	6:00 p.m.

July

Board	Tuesday	Jul. 10	10:00 a.m.
Board	Tuesday	Jul. 24	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jul. 25	6:00 p.m.

August

Board of Supervisors Recess from July 30 through September 3 – No Meetings

September

Citizens Advisory Committee	Wednesday	Sep. 5	6:00 p.m.
Board	Tuesday	Sep. 11	10:00 a.m.
Board	Tuesday	Sep. 25	10:00 a.m.
Citizens Advisory Committee	Wednesday	Sep. 26	6:00 p.m.

October

Board	Tuesday	Oct. 16	10:00 a.m.
Board	Tuesday	Oct. 23	10:00 a.m.
Citizens Advisory Committee	Wednesday	Oct. 24	6:00 p.m.

November

Board	Tuesday	Nov. 6	10:00 a.m.
Board	Tuesday	Nov. 27	10:00 a.m.
Citizens Advisory Committee	Wednesday	Nov. 28	6:00 p.m.

December

Board	Tuesday	Dec. 4	10:00 a.m.
Board	Tuesday	Dec. 11	10:00 a.m.

Board of Supervisors Recess from December 17, 2018 through January 4, 2019 – No Meetings

Transportation Authority General Schedule

Citizens Advisory Committee

Meets regularly every 4th
Wednesday at 6:00 pm in the
SFCTA Hearing Room

Personnel Committee

Meets at the call of the Chair
in City Hall

Vision Zero Committee

Meets on a quarterly basis
in City Hall

Transportation Authority Board

Meets regularly every 2nd and 4th
Tuesday at 10:00 am in City Hall
Room 250

Treasure Island Mobility Management Agency (TIMMA) General Schedule

TIMMA Committee

Meets on a quarterly basis
in City Hall

TIMMA Board

Meets on a quarterly basis
in City Hall



Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 12/05/17 Board Meeting: Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2017

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2017</p> <p>SUMMARY</p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Comprehensive Annual Financial Reporting (Audit Report) for the year ended June 30, 2017 was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Vavrinek, Trine, Day & Co., LLP (VTD). Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. The Transportation Authority received all unmodified (also known as a clean opinion/unqualified opinion) audit opinions from VTD, with no findings or recommendations for improvements. The full audit report is enclosed.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

Under its Fiscal Policy (Resolution 18-07), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2017 were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency’s financial condition, position, and operations in all material respects were fairly presented.

Discussion.

The Audit Report includes an introductory section, the overall basic financial statements, a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year, footnotes, required supplemental information, other supplementary information which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that VTD issued all unmodified opinions and had no findings or recommendations for improvements. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, VTD has issued an opinion, stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants was expended during the year, a single audit was performed on the Interstate-80/Yerba Buena Island Interchange Improvement and Bridge Structures Project. For the single audit, VTD has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2016/17 budget and there would be no impacts to the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC will consider this item at its November 29, 2017 special meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 – Comprehensive Annual Financial Report for the Year Ended June 30, 2017



Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 12/5/17 Board Meeting: San Francisco Freeway Corridor Management Study (FCMS) Update

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, we are conducting a study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Preliminary results indicate the feasibility of an express lane alternative. The full study will be released in early 2018. This progress update accompanies two related items on the agenda that, if approved, will appropriate Prop K funds to the project for preparation of the Caltrans Project Initiation Document (PID), a state required project scoping document (Agenda Item #9), and program funds for environmental clearance (Agenda Item #10).

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

DISCUSSION

Background.

The San Francisco Freeway Corridor Management Study (FCMS or Study) is a performance-based assessment of strategies for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The Study is focused on producing near and mid-term recommendations for implementation in the next five to ten years.

The need for the Study was identified in the 2013 San Francisco Transportation Plan, which forecasts a continued increase in demand for travel by San Francisco residents, visitors, and workers to and from Downtown and the Eastern Neighborhoods and the Peninsula and South Bay. Introducing active management strategies to existing freeways can help move both current and future travelers in the corridor more reliably and efficiently. The Study fact sheet is included as Attachment 1.

Study Goals.

A key challenge of the Study is to support the trip making needs of travelers across all modes while advancing our livability, economic, and environmental health goals, and do so equitably. The following goals, adopted by the Board as part of FCMS Phase 1 in 2015, support these values.

- Move people efficiently: We need to get more travelers to their destinations as quickly and reliably as possible in the existing freeway footprint.
- Increase trip reliability: More reliable travel times will help everyone, from parents picking up their children from school to commuters who need to get to work on time.
- Enhance travel choices: Better transit and incentives to carpool gives commuters convenient new travel options.
- Contribute to a regional network: San Francisco's freeway management strategies will be coordinated with similar projects in San Mateo County, Santa Clara County, and across the region.
- Reduce emissions: Moving more people in fewer vehicles will help achieve our climate goals as our population grows.
- Support community well-being: We must ensure that any changes to freeway operations support equity and safety in nearby neighborhoods and that the benefits remain accessible to all.

Approach.

San Francisco's General Plan Transportation Element includes policies that call for no new additional freeway capacity in San Francisco, and require that any changes, retrofits, or replacements of existing capacity include priority for high-occupancy vehicles and transit. These policies, coupled with the anticipated growth in the corridor, require us to consider strategies to move more people in fewer vehicles in the US 101/I-280 corridor.

Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Traditionally, providing carpool or transit priority lanes has been the most straightforward way of encouraging people to travel by bus or carpool by delivering a faster and more reliable trip than driving alone in congested general-purpose lanes. About 20% of vehicles on the US 101 freeway today are carpools or buses, but because no carpool lane exists on US 101 north of Redwood City, these high occupancy vehicles are subject to the same delays as all other vehicles and thus do not offer a time savings incentive to prospective transit riders or carpools.

However, carpool lanes are already in operation on US 101 from Morgan Hill to Redwood City, covering about 42 miles along the Peninsula, primarily in Santa Clara County. Caltrans and San Mateo County are currently in the environmental assessment phase of a project to extend managed lanes on US-101 from Redwood City to the I-380/US 101 interchange, a distance of about 14 miles. No project has previously been planned or programmed to extend a managed lane north of I-380 on US 101 in San Mateo county or into San Francisco.

Freeways serve both local and regional travelers, and regional travelers often cross county lines as part of their trips. Understanding the needs of travelers and the desire to support a seamless

Agenda Item 8

experience for the user of any freeway management system, we have worked in consultation with the San Mateo County Transportation Authority (SMCTA) and the City/County Association of Governments of San Mateo (C/CAG) to focus the FCMS on assessing the feasibility of providing a continuous priority facility through San Mateo County and into San Francisco by connecting to the planned managed lanes on US 101 south of I-380 currently under study.

Alternatives.

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

The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and is evaluating alternative managed lanes designs. Preliminary analyses indicates that one feasible configuration could entail the following features (Attachment 1 includes a figure illustrating these concepts):

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

Outreach.

The study team has met with citywide community, advocacy, and business groups to introduce and hear feedback on the concept of a freeway management strategy in San Francisco, including the potential for Express Lanes. Additionally, we have met with Commissioners' staff this summer and fall and will continue to bring updates in briefings as the study progresses. For the remainder of 2017 and into 2018, the Study team will be reaching out to further introduce the Study, its goals, and its initial findings. The audience for this effort includes Commissioners, community groups, merchants, residents, and likely users of the freeway, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow, including gaining an understanding of what is of most importance to the various stakeholders.

Next Steps.

The FMCS is a feasibility study intended to provide a high-level investigation into the viability of a freeway management concept. The complete study, including a quantitative analysis of the proposals outlined here, will be presented to the Board in early 2018. The next phase of analysis will be the project scoping phase under the Caltrans project development process with the Project Initiation Document (PID) as the deliverable, and will take approximately 12 months. Agenda Item #9 will appropriate a portion of the funds required to fully fund the PID. Agenda Item #10 will program Prop K funding for the environmental technical analysis phase, including more detailed traffic analysis, demand and use forecasting, and consideration of a full set of operational characteristics. To receive these funds, the project will need to submit an Allocation Request Form to the Board for approval when the PID is substantially complete. These more detailed studies, completed in coordination with partners including SMCTA, C/CAG, Caltrans, and the Metropolitan Transportation Commission, will be required to advance consideration of the freeway management options identified in the FCMS.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Fact Sheet



Addressing Congestion on San Francisco's Freeways



San Francisco's transportation system faces a critical problem: more people than ever are trying to travel to, from and through the city. The freeways in San Francisco—US 101 and I-280—play an important role in this network, connecting San Francisco and the Peninsula.

While parts of San Francisco's freeways are critically congested, there are many empty seats in cars, vans, and buses. And demand is expected to increase: by 2040, there will be more than 100,000 additional daily trips between San Francisco and the South Bay.

The Transportation Authority is conducting a study to understand how we can address this growing challenge. The agency's Freeway Corridor Management Study focuses on addressing congestion while achieving the following goals:

- **MOVE PEOPLE EFFICIENTLY:** We need to get more travelers to their destinations as quickly and reliably as possible in the existing freeway footprint.
- **INCREASE TRIP RELIABILITY:** More reliable travel times will help everyone, from parents picking up their children from school to commuters who need to get to work on time.
- **ENHANCE TRAVEL CHOICES:** Better transit and incentives to carpool give commuters convenient new travel options.
- **CONTRIBUTE TO A REGIONAL NETWORK:** San Francisco's freeway management strategies will be coordinated with similar projects in San Mateo and across the region.
- **REDUCE EMISSIONS:** Moving more people in the same or fewer vehicles will help achieve our climate goals as our population grows.
- **SUPPORT COMMUNITY WELL-BEING:** We must ensure that any changes to freeway operations support equity and safety in nearby neighborhoods.

Transportation Authority Role

- | | |
|----------------------------------|--|
| <input type="checkbox"/> Plan | <input type="checkbox"/> Oversight |
| <input type="checkbox"/> Fund | <input checked="" type="checkbox"/> Report/Study |
| <input type="checkbox"/> Deliver | |

Project/study goals

Reduce congestion on San Francisco's freeways by moving more people in fewer vehicles.

Timeline

The Freeway Corridor Management Study is expected to be complete in early 2018.

Learn more

Read about the study at: www.sfcta.org/freeways

Project/study partners

Caltrans, San Mateo County Transportation Authority, and City/County Association of Governments of San Mateo County

Contact us

Andrew Heidel, Senior Transportation Planner
(415) 522-4803 or andrew.heidel@sfcta.org

Photo courtesy Sergio Ruiz via Flickr Commons,
<https://flic.kr/p/eL76rQ>.

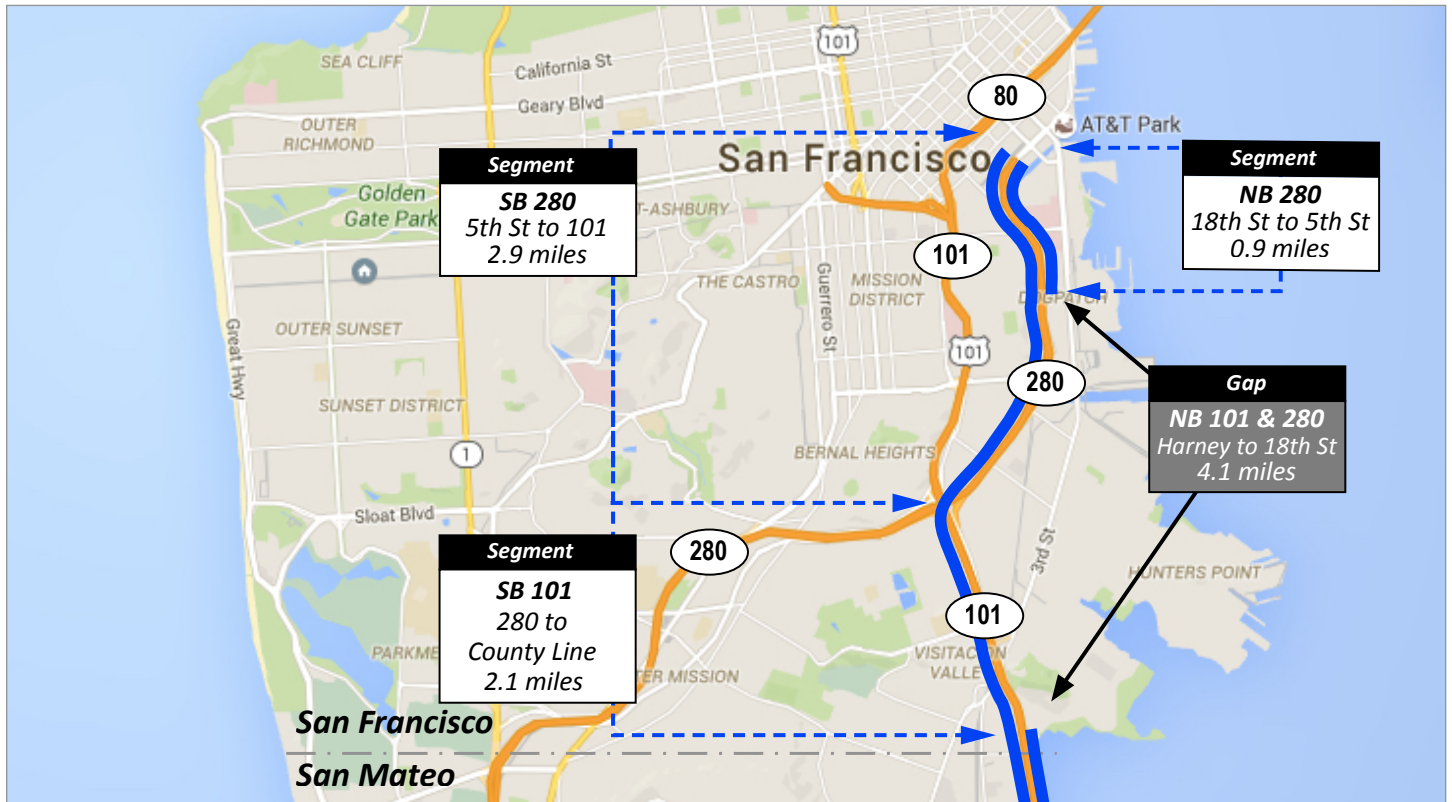
Studying congestion solutions

Through this study, the Transportation Authority is investigating how our freeway lanes can be reconfigured to meet our goals.

We know that if we want to move people in fewer vehicles, we need to give carpoolers and people taking transit a time and reliability advantage. That’s why we are exploring options for dedicating one lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit). Consistent with other carpool lanes in the Bay Area, these lanes could have occupancy requirements of either two or three people.

If deemed necessary, price management in the form of express lanes could also be used with either of these configurations. Express lanes are like carpool lanes that other drivers could also pay to use. Express lanes on the US 101 and I-280 would be free for eligible carpools and buses, while also being accessible to other vehicles who could pay a fee based on demand.

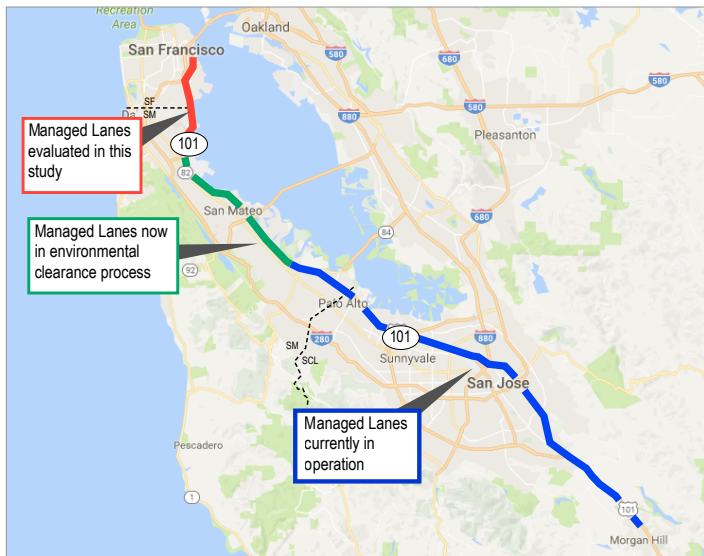
Carpool and express lanes are not new to the Bay Area. Carpool lanes have been in the Bay Area for more than 40 years, and express lanes have been here for 10 years.



Given the existing configuration of our freeways, carpool or express lanes could be implemented in segments (shown above).

Next steps

Right now, the Transportation Authority’s project team is gathering feedback from the community about this study, including what questions many still have about carpool and express lanes. Next, we’ll use this feedback, and continue to work with San Franciscans, travelers, and Caltrans (who owns the freeways in San Francisco), to design and evaluate a set of options and share these designs with the community.



Our efforts in San Francisco are part of a larger regional effort to establish a network of express and carpool lanes between San Francisco and the South Bay and throughout the Bay Area.



Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 12/5/2017 Board Meeting: Allocation of \$3,652,500 in Prop K Funds for Three Requests, with Conditions, and Appropriation of \$200,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$3,652,500 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency for three requests: <ol style="list-style-type: none"> 1. Manual Trolley Switch System Replacement Phase I (\$602,500) 2. Gough Corridor Signal Upgrade (\$2,900,000) 3. Bicycle Facility Maintenance (\$150,000) • Appropriate \$200,000 in Prop K sales tax for one request: <ol style="list-style-type: none"> 4. Freeway Corridor Management Study Pre-Environmental <p>SUMMARY</p> <p>We have received four requests totaling \$3,852,500 in Prop K sales tax funds. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Attachment 1 summarizes the subject allocation 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 and appropriate \$3,852,500 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the total approved FY 2017/18 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations and cash flow

Agenda Item 9

amounts that are the subject of this memorandum.

Sufficient funds are included in the 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 November 29, 2017 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K/AA Allocation Summaries – FY 2017/18

Enclosure – Prop K/AA Allocation Request Forms (4)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	\$ 3,978,550	78%	85%	Design	2, 6, 9
Prop K	33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	\$ 2,900,000	41%	0%	Construction	2, 5
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	\$ 150,000	48%	0%	Construction	Citywide
Prop K	43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	\$ 1,200,000	54%	83%	Planning	6, 9, 10, 11
TOTAL				\$ 3,852,500	\$ 8,228,550	61%	53%		

Footnotes

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

² Acronyms: SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$602,500	Design phase for replacement and upgrade of 5 of the 32 manual disconnect switches used to isolate circuits that provide traction power from substations to the catenary lines for San Francisco's trolleybuses. The existing switches are at the end of their useful lives. The upgrade will minimize service disruptions, increase system reliability and reduce maintenance costs when a traction power substation must be taken out of service because the new switches will be remotely operable from SFMTA's Power Control Center. The Van Ness Bus Rapid Transit (BRT) project will replace 8 manual switches, and the remaining 19 switches will be replaced through the next phase of this project. Design will be complete by summer 2018.
33	SFMTA	Gough Corridor Signal Upgrade	\$2,900,000	Requested funds will fund the construction phase for traffic signal upgrades at 17 locations along Gough Street, between Broadway and Page Street. Upgrades include new controllers, poles, mast arms, larger signal heads, pedestrian countdown signals, accessible (audible) pedestrian signals, and 8 curb ramps. Fourteen of the intersections are located on the Vision Zero High Injury Network. The project has been coordinated with the Van Ness BRT project and the SFMTA anticipates that the impacts of having both projects simultaneously under construction will be minor. The Van Ness lane configuration will not change from current conditions with two lanes maintained in both directions, therefore no additional traffic is expected to be diverted from Van Ness to Gough. The vast majority of work will be in the sidewalk. Construction will be complete in summer 2019.
37	SFMTA	Bicycle Facility Maintenance	\$150,000	This project will maintain existing bicycle facilities throughout the city to preserve their safety features. The project will focus on restriping, including green bike lanes and green bike boxes, and replacing plastic traffic channelizers along buffered bikeways. Locations will be identified and prioritized based on inspection and public input. Requests for maintenance can be made by calling 311, through sf311.org or through the SF311 app available on smart phones. Construction will be complete by June 2018.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$200,000	This request will fund the Project Initiation Document (required by Caltrans), which will refine a suite of alternatives for managed lanes in the US 101 / I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. Managed lanes can include carpool and/or price-managed lanes with the goal of managing congestion by prioritizing high occupancy vehicles. The project, part of a regional network of managed lanes, seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. Report will be complete by December 2018.

TOTAL	\$3,852,500
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¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
22M	SFMTA	Manual Trolley Switch System Replacement Phase I	\$ 602,500	5 Year Prioritization Program (5YPP) Amendment: The request includes an amendment of the Guideways-Muni 5YPP to reprogram \$98,570 in FY2017/18 funds from the Muni Metro Rail Replacement Program placeholder to the subject project to accommodate its cash flow needs. See attached 5YPP amendment for details.
33	SFMTA	Gough Corridor Signal Upgrade	\$ 2,900,000	5YPP Amendment: The recommended allocation is contingent upon a concurrent amendment to the Signals and Signs 5YPP to re-program \$450,000 from the South Van Ness Signal Upgrade project to the subject project. The South Van Ness signals project is fully funded, and construction is nearly complete. See attached 5YPP amendment for details.
37	SFMTA	Bicycle Facility Maintenance	\$ 150,000	
43	SFCTA	Freeway Corridor Management Study Pre-Environmental	\$ 200,000	
TOTAL \$			3,852,500	

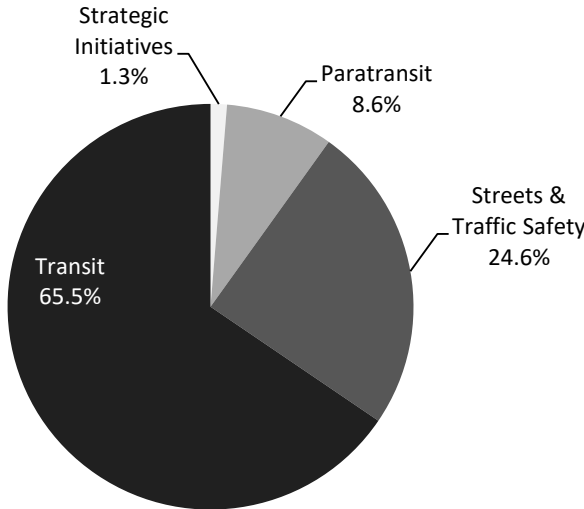
¹ See Attachment 1 for footnotes.

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

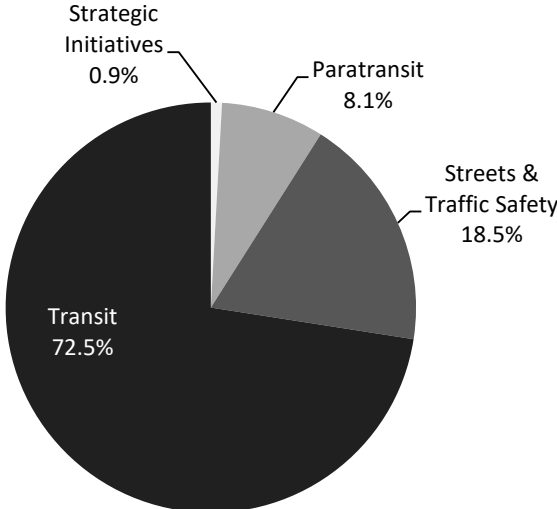
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 71,251,615	\$ 33,315,560	\$ 36,802,667	\$ 645,389	\$ 97,600	\$ 97,600
Current Request(s)	\$ 3,852,500	\$ 734,524	\$ 3,117,976	\$ -	\$ -	\$ -
New Total Allocations	\$ 75,104,115	\$ 34,050,084	\$ 39,920,643	\$ 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).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date





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Memorandum

Date: November 20, 2017

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 12/05/17 Board Meeting: Programming of \$6.08 Million (Estimated) in Local Partnership Program (LPP) Formulaic Program Funds to Three San Francisco Public Works Street Resurfacing Projects, and Approval of a Fund Exchange of \$4.1 million in LPP Funds with an Equivalent Amount of Prop K Funds for the US 101/I-280 Managed Lanes LPP Fund Exchange Project, with Conditions

RECOMMENDATION Information Action

- Program \$6.08 million (estimated) of the Transportation Authority’s share of Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Program funds (Cycle 1 funds estimated at \$4.08 million; Cycle 2 funds estimated at \$2 million) to San Francisco Public Works (SFPW) for the following street resurfacing projects:
 - Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation (\$2,051,000)
 - Alemany Blvd Pavement Renovation (\$2,029,000)
 - Various Locations Pavement Renovation No. 42 (\$2,000,000)
- Authorize the Executive Director to enter into an agreement designating SFPW as the implementing agency for the aforementioned projects in compliance with LPP guidelines
- Approve a fund exchange of \$4.1 million in LPP formula funds programmed to SFPW street resurfacing projects with an equivalent amount of Prop K funds to fund environmental studies for San Francisco’s US 101/I-280 Managed Lanes LPP Fund Exchange project, with conditions

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

SUMMARY

The State is encouraging programming LPP Cycle 1 funds (Fiscal Years (FYs) 2017/18-2018/19) to construction projects to show voters the benefits of SB 1. We recommend programming our Cycle 1 and 2 (FY 2019/20) funds to SFPW street resurfacing projects, which have a good delivery track record and highly visible benefits. We also recommend concurrent approval of a fund exchange of \$4.1 million in LPP funds with an equal amount of Prop K funds for the US 101/I-280 Managed Lanes project, which was identified as a priority in the San Francisco Transportation Plan. Implementation of the project is anticipated to be competitive for the SB 1 Congested Corridors Program.

DISCUSSION

Background. The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that increases funding for local streets and roads, multi-modal improvements, and transit operations. The funding package, estimated at more than \$50 billion over 10 years, was signed by Governor Brown on April 28, 2017 and both expands existing programs (e.g. the Active Transportation Program, the State Transportation Improvement Program, and the State Transit Assistance Program), and directs the state to create new programs to support local and regional transportation priorities.

SB 1 created the LPP and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional transportation agencies that have sought and received voter approval of or imposed taxes or fees solely dedicated to transportation. The CTC adopted program guidelines on October 18 that allocate 50% of the program (\$100 million annually) through a Formulaic Program and 50% through a Competitive Program. As administrator of the Prop K transportation sales tax and the Prop AA vehicle registration fee, the Transportation Authority receives a share of LPP formula funds. For Cycle 1, the Transportation Authority's share is estimated to be \$4.08 million (\$2.051 in FY 2017/18 and \$2.029 in FY 2018/19).

The first LPP call for projects is now underway. The CTC will adopt a Formulaic Program of projects covering FYs 2017/18 and 2018/19 in the initial cycle (Cycle 1), and plans to adopt annual programs of projects thereafter. The CTC and Caltrans have strongly encouraged jurisdictions to program this first cycle of SB 1 funds to projects that are construction ready to demonstrate the benefits of SB 1 to voters, particularly ahead of a potential SB 1 repeal effort.

Recommended LPP Formulaic Program Priorities. For Cycles 1 and 2 of the LPP Formulaic Program (FY 2017/18 to 2019/20), we recommend programming our LPP funds, estimated at \$6.08 million over the two cycles, to three SFPW street resurfacing projects summarized in Attachment 1 with more detail provided in the Project Information Forms included in Attachment 2.

We identified street resurfacing projects as good candidates for the initial LPP programming cycles because of 1) the steady pipeline of construction ready projects, 2) the size of the projects (\$4 million to \$6 million) is a good match with the anticipated size of our LPP formula share, and 3) the street resurfacing program has a steady source of funds from Prop K to provide the dollar for dollar required local match to the LPP funds. SFPW has identified the projects listed in Attachment 1 after considering the available funding, project cost and ability to meet the strict timely use of fund requirements set out by the LPP Formulaic Program guidelines, as well as the ability to accommodate the proposed LPP/Prop K fund exchange described below.

The LPP program guidelines allow eligible recipients such as the Transportation Authority to identify a different entity as the implementing agency for LPP funded projects. The implementing agency assumes responsibility and accountability for the use and expenditure of program funds established by the CTC. To receive funds, the Transportation Authority and SFPW will need to jointly submit a project nomination to the CTC. It's possible there will be minor changes to our share of LPP funds estimated by CTC's staff. If that's the case, we will work with SFPW to adjust the amount of LPP received by each project accordingly. We would adjust proposed Prop K funding when the projects submit allocation requests to the Board for approval.

Recommended Prop K/LPP Fund Exchange for US 101 Managed Lanes project. We are recommending concurrent approval of a fund exchange of \$4.1 million in LPP formula funds for SFPW street resurfacing projects with an equivalent amount of Prop K funds for the environmental review phase of the San Francisco's US 101/I-280 Managed Lanes project. As presented in Agenda Item #8, the Managed Lanes project will provide buses, carpoolers, and other vehicles in the lane

Agenda Item 10

faster travel time and reliability. Agenda Item #9 includes a Prop K appropriation request to fully fund the preparation of the Caltrans Project Initiation Document (PID), a state required project scoping document for any project on the state highway system. The environmental phase would commence following completion of the PID.

Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named “targeted” corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources that we are exploring include recommendations stemming from the San Francisco Transportation Task Force 2045 and private funds.

Prop K 5-Year Prioritization Program (5YPP) Amendment. To make sufficient Prop K funds available to provide the dollar-for-dollar LPP match requirement for the street resurfacing projects and to reflect the fund exchange, we have worked with SFPW on a proposed amendment to the Prop K Street Resurfacing Category 5YPP. The proposed amendment would program Prop K funds to the Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation project (\$2.8 million) and the Alemany Boulevard Pavement Renovation project (\$3.2 million), and add the US 101/I-280 Managed Lanes LPP Fund Exchange project (\$4.1 million). Fully funding these projects would require reprogramming the cumulative programming capacity available from projects completed under budget (\$989,603) and eliminating the Prop K programming for the Fillmore Street and the Madrid Street/Morse Street/Paris Street Pavement Renovation projects (totaling \$9,154,336), which SFPW is advancing using non-Prop K sources.

Attachment 3 details the proposed programming changes to the Street Resurfacing 5YPP.

Next Steps. Following Board approval of the programming for the LPP Formulaic Program, we will submit jointly with SFPW our project nominations for Cycle 1 to CTC before its December 15 deadline. The CTC is scheduled to adopt the Cycle 1 LPP Formulaic Program of Projects at its January 30, 2018 meeting.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority’s adopted FY 2017/18 budget associated with the recommended action. Appropriation of the Prop K funds for the environmental clearance phase of the US 101/I-280 Managed Lanes project is subject to a separate Board action anticipated in FY 2018/19. The Prop K funds would be added to future year budgets, following Board approval.

CAC POSITION

The CAC will consider this item at its November 29, 2017 special meeting.

SUPPLEMENTAL MATERIALS

Attachment 1– Projects Recommended for Fiscal Years 2017/18 – 2019/20 of LPP Formulaic Funds

Attachment 2 – Prop K Project Information Forms

Attachment 3 – Prop K Street Resurfacing 5-Year Prioritization Program Amendment

Attachment 1
San Francisco County Transportation Authority
Proposed SB 1 - Local Partnership Program (LPP), Formulaic Program Priorities

PROJECTS RECOMMENDED FOR FISCAL YEARS 2017/18 - 2019/20 OF LPP FORMULAIC FUNDS							
Fiscal Year	Sponsor ¹	Project Description	Phase	Districts	Total Project Cost	Proposed LPP Formulaic Funds ²	Local Match Amount
2017/18	SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations.	Construction	7	\$4,900,000	\$2,051,000	\$2,849,000
2018/19	SFPW	Alemany Boulevard Pavement Renovation - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs on Alemany Boulevard, between Cogdon Street and Seneca Avenue. The project is being coordinated with the San Francisco Public Utilities Commission and the San Francisco Municipal Transportation Agency projects for sewer replacement and new traffic signals at various locations.	Construction	8, 9, 11	\$5,500,000	\$2,029,000	\$3,471,000
2019/20	SFPW	Various Locations Pavement Renovation No 42 - This project includes repairs to the road base, paving work, curb ramp construction, sidewalk, and curb repairs at various locations. Proposed streets include 31st Avenue, Ortega Street, Pacheco Street, Quintara Street, and Ulloa Street.	Construction	4, 7	\$4,000,000	\$2,000,000	\$2,000,000
Totals:					\$14,400,000	\$6,080,000	\$8,320,000
Total Estimated LPP Formulaic Funds Available:						\$6,080,000	

Notes:

¹ SFPW stands for San Francisco Public Works.

² Amounts are based on California Transportation Commission (CTC) staff estimate, subject to adoption by the CTC at its the December 6, 2017 meeting.

Attachment 2
Proposed New Programming
Street Resurfacing 5YPP
Project Information Forms
and Prioritization Mechanism



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2017/18
Project Information	
Project Name:	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation
Project Location:	Clairview Ct : Panorama Dr to End Darlen Way : Aptos Ave to Kenwood Way\Upland Dr Dorado Ter : Jules Ave \ Ocean Ave to End Font Blvd : Juan Bautista Cir to Lake Merced Blvd Midcrest Way : Panorama Dr to End Oak Park Dr : Clarendon Ave to End Olympia Way : Panorama Dr to Clarendon Ave San Aleso Ave : Monterey Blvd to Upland Dr Upland Dr : Darlen Way \ Kenwood Way to San Benito Way
Project Supervisorial District(s):	7
Project Description:	This project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs in three neighborhoods of District 7. All segment candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Ramon Kong
Phone Number:	415-554-8280
Email:	ramon.kong@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Phase	% Complete	In-house - Contracted - Both	Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	85%	Both	August	2016	April	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	July	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	November	2018	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	May	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation

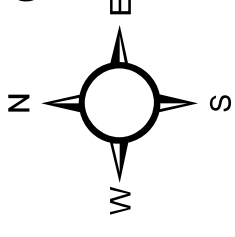
Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$4,900,000	\$2,849,000	\$2,051,000
	Procurement (e.g. rolling stock)	\$0		
	Total Project Cost	\$4,900,000	\$2,849,000	\$2,051,000
	Percent of Total		58%	72%

Project Expenditures By Fiscal Year (Cash Flow)

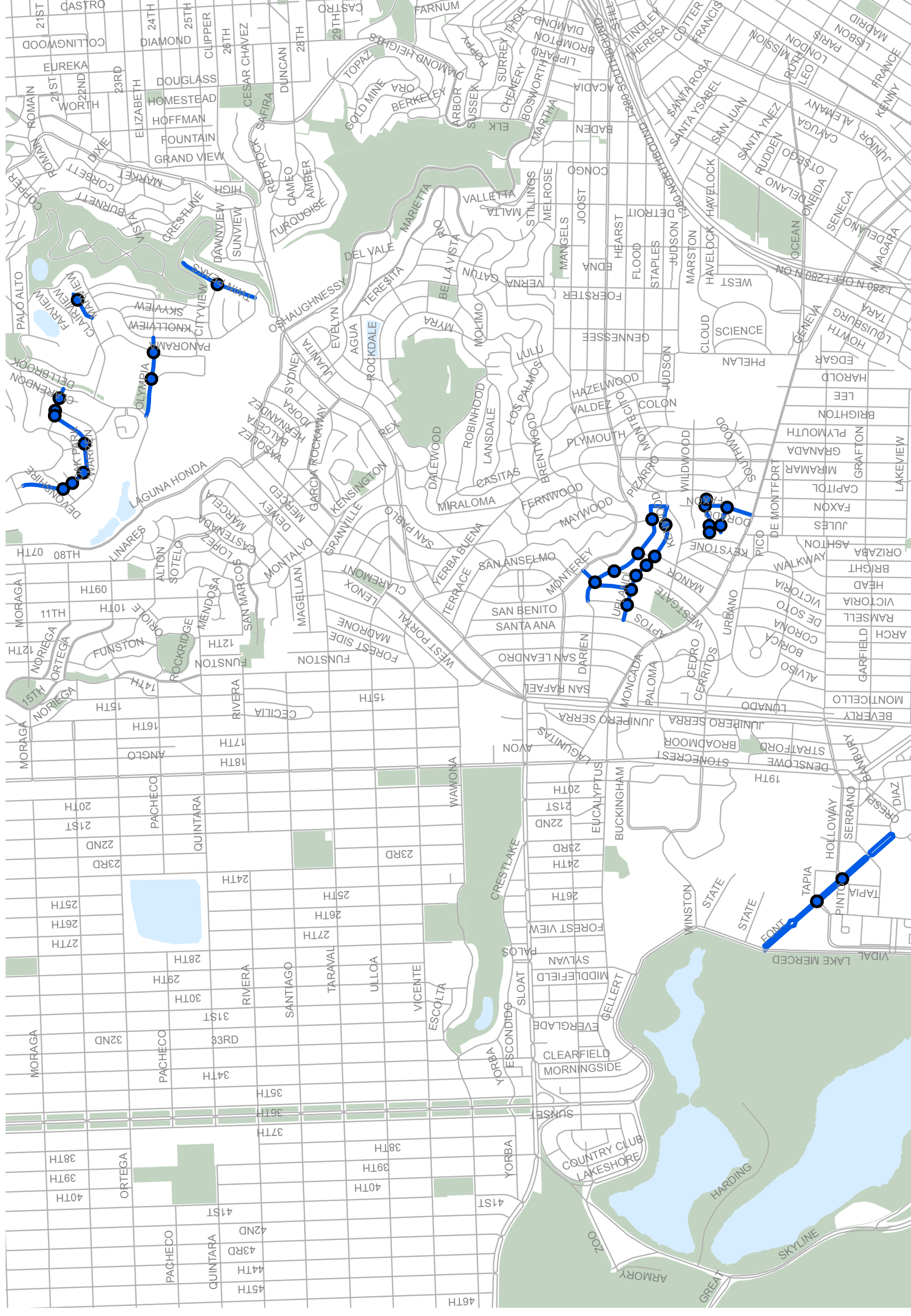
Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	17/18					\$820,400	\$1,230,600	\$2,051,000
Construction	Prop K	Planned	17/18					\$1,139,600	\$1,709,400	\$2,849,000
				\$0	\$0	\$0	\$0	\$1,960,000	\$2,940,000	\$4,900,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/18 for CTC approval in June 2018.



Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation



Legend

- Project Block
- Project Intersection





**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	Alemanly Blvd Pavement Renovation
Project Location:	Alemanly Blvd : Congdon St to Seneca Ave
Project Supervisorial District(s):	8, 9, 11
Project Description:	<p>The project will consist of repairs to the road base, paving work, curb ramp construction, sidewalk and curb repairs, sewer replacement and traffic signals at various locations. The sewer replacement and traffic signals will be funded by PUC and SFMTA.</p> <p>The proposed limits of work are at the following locations: Alemany Blvd : Hwy 101 S Off Ramp\Congdon St to Seneca Ave</p> <p>All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances, and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases, or declining revenue may arise, causing the candidates to be postponed.</p>
Purpose and Need:	Public Works inspects each of the City's blocks and assigns a Pavement Condition Index (PCI) score every two years. The PCI score ranges from a low of 0 to a high of 100. These scores assist Public Works with implementing the pavement management strategy of aiming to preserve streets by applying the right treatment to the right roadway at the right time. Streets are selected based on PCI scores as well as the presence of transit and bicycle routes, street clearance, and geographic equity. The average PCI score within the project limits is in the mid 50's ("At-Risk").
Community Engagement/Support:	Public Works provides information to the public on its website for Street Resurfacing Projects. This project is part of the Public Works Street Resurfacing Program 5 year plan as a candidate for paving.
Implementing Agency:	Department of Public Works
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Environmental Clearance	
Type:	Categorically Exempt
Status:	N/A
Completion Date:	N/A

Project Delivery Milestones	Status	Work	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	10%		October	2017	September	2018
R/W Activities/Acquisition						
Advertise Construction	0%	N/A	December	2018	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	April	2019	N/A	N/A
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)	N/A	N/A	N/A	N/A	August	2020



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: Alemany Blvd Pavement Renovation

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$0		
	Environmental Studies (PA&ED)	\$0		
	Design Engineering (PS&E)	\$0		
	R/W	\$0		
	Construction	\$5,500,000	\$3,211,000	\$2,289,000
	Procurement (e.g. rolling stock)	\$0		
Total Project Cost		\$5,500,000	\$2,421,000	\$3,129,000
Percent of Total			44%	57%

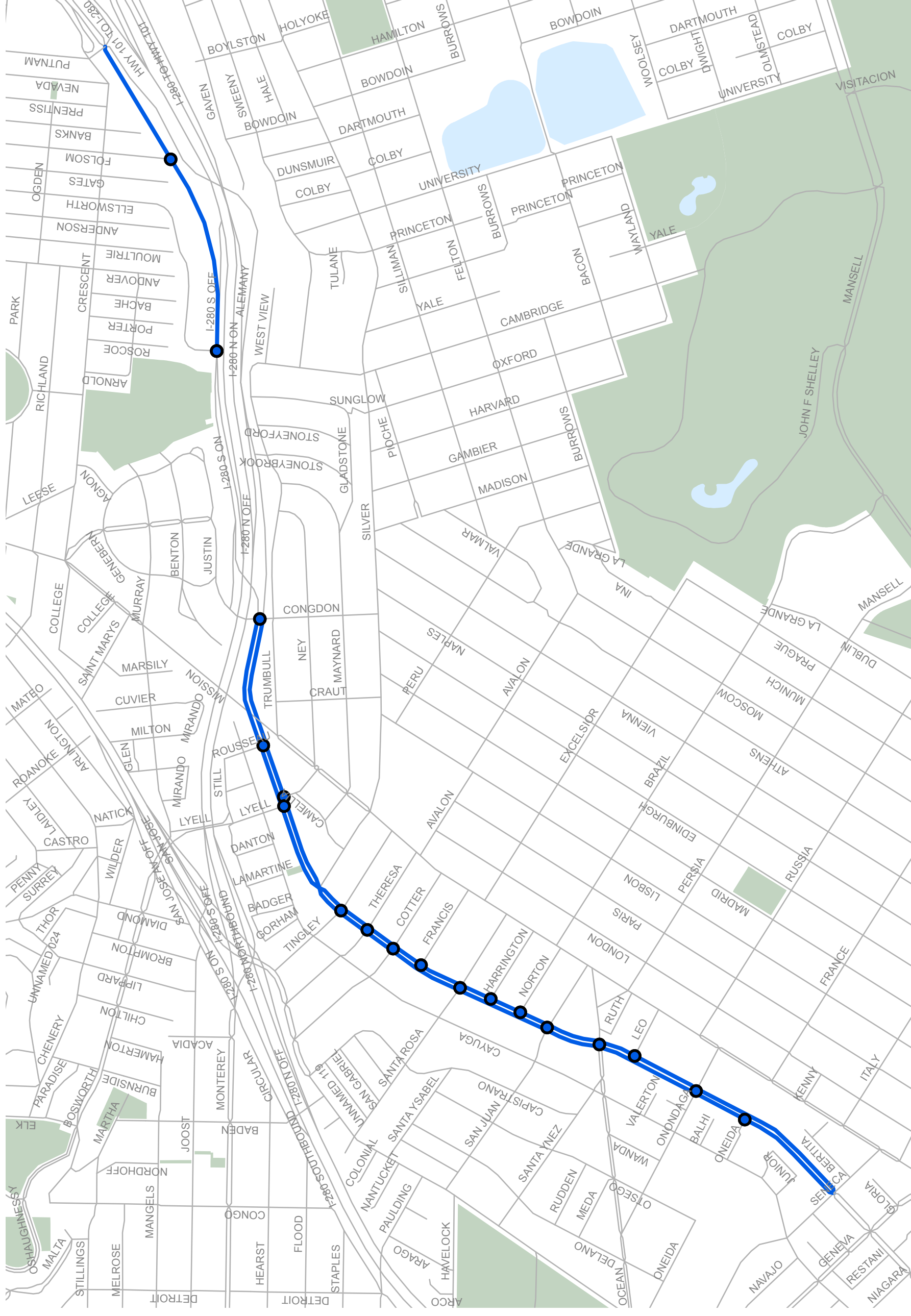
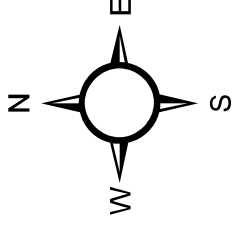
Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					Total	
				14/15	15/16	16/17	17/18	18/19		19/20
Construction	LPP Funds	Planned	18/19					\$608,700	\$1,420,300	\$2,029,000
Construction	Prop K	Planned	18/19					\$963,300	\$2,247,700	\$3,211,000
Construction	General Fund	Planned	18/19					\$78,000	\$182,000	\$260,000
Total By Fiscal Year				\$0	\$0	\$0	\$0	\$1,650,000	\$3,850,000	\$5,500,000

Comments/Concerns

For LPP funds, Public Works must submit allocation request paperwork to Caltrans no later than 5/1/19 for CTC approval in June 2019. Based on the current design schedule, we expect to submit the allocation request by 10/1/18 for approval at CTC's November 2018 meeting.

Alemany Blvd Pavement Renovation



Legend

- Project Block
- Project Intersection



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**



Prop K Expenditure Plan Information	
Category:	C. Street & Traffic Safety
Subcategory:	iii. System Maintenance and Renovations (streets)
Prop K EP Project/Program:	b.1 Street Resurfacing and Reconstruction
EP Line (Primary):	34
Other EP Line Number/s:	
Fiscal Year of Allocation:	2018/19
Project Information	
Project Name:	San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project
Project Location:	US-101 and I-280
Project Supervisorial District(s):	6, 9, 10, 11
Project Description:	<p>San Francisco's US 101/I-280 Managed Lanes is a performance-based strategy for improving travel time and reliability for travelers on US 101 and I-280 in San Francisco. The conceptual planning phase, called the Freeway Corridor Management Study (FCMS), underway since 2015, produced near and mid-term recommendations for improving travel time and reliability in the next five to ten years. The study explored options for dedicating a lane on portions of US 101 and I-280 for High Occupancy Vehicles (carpools and transit) only. The study also explored the feasibility of Express Lanes, which are carpool lanes that non-carpools can pay to use. The study found that Express Lanes could provide the right tool to achieve a balance of traffic that gives buses, carpoolers, and other vehicles in the lane faster travel time and reliability without adding significant delay to the remaining general purpose lanes, and could be implemented without extensive construction or changes in the size of the freeways in San Francisco.</p> <p>The FCMS study team collected information on operational and physical constraints on San Francisco's freeways and found the following design to be most feasible:</p> <ul style="list-style-type: none"> • Southbound, the existing configuration of the I-280 and US 101 freeways allows for the creation of a continuous lane by restriping the existing freeway. An Express Lane could operate along I-280 between 5th/King and US 101, continuing through the interchange to US 101 into San Mateo County, covering a distance of about 5 miles. • Headed northbound, because I-280 exits from the right side of Northbound US 101, any lanes entering San Francisco from San Mateo county will likely end at or near the county line. However, the study identified an opportunity to provide priority for Northbound carpools and buses for approximately 1 mile along the I-280 headed into South of Market, from about 18th St to 5th St. <p>This preliminary concept would advance into the Caltrans scoping phase and could be refined over time.</p>
Purpose and Need:	<p>To address freeway congestion and anticipated growth in travel on the US 101/I-280 corridor, the Transportation Authority conducted the Freeway Corridor Management Study to explore the feasibility of a carpool or express lane between the US 101/I-380 interchange near San Francisco International Airport and Downtown San Francisco. Commute travel between San Francisco and Silicon Valley has experienced significantly increased congestion and delays as the economy along the Peninsula corridor has boomed. Yet, while parts of San Francisco's freeway network are critically congested, there are many empty seats in cars, vans and buses. The projects seeks to improve person throughput and to provide a more reliable travel time for high occupancy vehicles from San Mateo County into downtown San Francisco, in coordination with with similar projects in San Mateo County, Santa Clara County, and across the region.</p>
Community Engagement/Support:	<p>During the feasibility study the project team prepared and began implementing an Outreach Plan to gain an understanding of key stakeholder interest, concerns, and questions on the project. The audience for this effort includes commissioners, community groups, merchants, residents, and likely users, especially those who work or live close to the highways. Feedback from these groups at this early phase will help shape the more detailed analyses that are proposed to follow and help us refine our understanding of what is of most importance to the various stakeholders.</p>
Implementing Agency:	San Francisco County Transportation Authority
Project Manager:	Anna Harvey
Phone Number:	415.522.4813
Email:	anna.harvey@sfcta.org



San Francisco County Transportation Authority

Environmental Clearance

Type:	EIR/EIS
Status:	Not yet started
Completion Date:	12/01/20

Project Delivery Milestones Phase	Status % Complete	Work In-house - Contracted - Both	Start Date		End Date	
			Month	Year	Month	Year
Planning/Conceptual Engineering (30%)	65%	Both	January	2016	December	2018
Environmental Studies (PA&ED)	0%	Both	January	2019	December	2020
Design Engineering (PS&E)						
R/W Activities/Acquisition						
Advertise Construction						
Start Construction (e.g. Award Contract)						
Start Procurement (e.g. rolling stock)						
Project Completion (i.e. Open for Use)						

Comments/Concerns



**San Francisco County Transportation Authority
Proposition K Sales Tax Program Project Information Form**

Project Name: San Francisco US 101 / I-280 Managed Lanes LPP Fund Exchange project

Project Cost Estimate	Phase	Cost	Funding Source	
			Prop K	Other
	Planning/Conceptual Engineering	\$2,288,000	\$500,000	\$1,788,000
	Environmental Studies (PA&ED)	\$5,000,000	\$4,100,000	\$900,000
	Design Engineering (PS&E)	\$6,150,000		\$6,150,000
	Right of Way	\$1,200,000		\$1,200,000
	Construction	\$41,000,000		\$41,000,000
	Procurement (e.g. rolling stock)	N/A		N/A
Total Project Cost		\$55,638,000	\$4,600,000	\$51,038,000
Percent of Total			8%	92%

Project Expenditures By Fiscal Year (Cash Flow)

Phase	Fund Source	Fund Source Status	Fiscal Year Funds Programmed	Programming Fiscal Years in the 5-Year Prioritization Program Update					
				14/15	15/16	16/17	17/18	18/19	
Planning/Conceptual Engineering	Prop K	Programmed	14/15	\$300,000					
Planning/Conceptual Engineering	Caltrans Planning Grant	Allocated	15/16			\$300,000			
Planning/Conceptual Engineering	STP 3%	Allocated	16/17			\$338,000			
Planning/Conceptual Engineering	STP 3%	Allocated	17/18				\$500,000		
Planning/Conceptual Engineering	SMCTA (local funds)	Planned	17/18				\$650,000		
Environmental Studies (PA&ED)	Prop K	Planned	18/19					\$2,500,000	
Environmental Studies (PA&ED)	TBD	Planned	18/19						
Right of Way	TBD	Planned	19/20						
Design Engineering (PS&E)	TBD	Planned	19/20						
Construction	TBD	Planned	21/22						
Total By Fiscal Year				\$0	\$300,000	\$638,000	\$1,350,000	\$2,500,000	

Comments/Concerns

Costs estimates for the environmental phase through construction are preliminary planning-level estimates based on the feasibility study. Prop K funds will advance the project from conceptual engineering through the selection of alternatives and the environmental review phase. Design and Construction phases of this project are anticipated to be very competitive for receiving funds from programs like the SB 1 Solutions for Congested Corridor Program, which names the US 101/Caltrain corridor connecting Silicon Valley with San Francisco as one of five named "targeted" corridors in the enabling legislation, as well as Regional Measure 3 (proposed bridge toll increase) since the project is part of a regional network of Express Lanes prioritized by the Metropolitan Transportation Commission. Other potential sources include recommendations stemming from the San Francisco Transportation Task Force 20/45 and private funds.



San Francisco County Transportation Authority
 Proposition K Sales Tax Program Project Information Form

19/20	20/21	21/22	Total
			\$500,000
			\$300,000
			\$338,000
			\$500,000
			\$650,000
\$1,600,000			\$4,100,000
\$900,000			\$900,000
	\$1,200,000		\$1,200,000
	\$6,150,000		\$6,150,000
		\$41,000,000	\$41,000,000
\$2,500,000	\$7,350,000	\$41,000,000	\$55,638,000

Prioritization Criteria and Scoring Table
 Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

	PROP K PROGRAM-WIDE CRITERIA				CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Functional Classification			
Total Possible Score	4	3	3	3	4	3			20
Street Resurfacing									
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation	4	0	2	2	4	3			15
West Portal Ave and Quintana St Pavement Renovation	4	0	1	1	4	2			12
Ingalls St and Industrial St Pavement Renovation 1	4	0	2	1	4	3			14
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	4	0	2	1	4	3			14
Clayton St, Clipper St and Portola Dr Pavement Renovation	2	0	0	1	4	3			10
Gilman Ave and Jerrold Ave Pavement Renovation	1	0	0	1	4	2			8
Madrid St, Morse St and Paris St Pavement Renovation	1	0	0	0	4	1			6
Hilbert and Leavenworth Streets Pavement Renovation	4	0	2	1	4	3			14
Fillmore St Pavement Renovation	1	0	0	1	4	2			8
Parkmead/Twin Peaks/Glen Park Residential Pavement Renovation	4	0	2	1	4	2			13
Alemany Blvd Pavement Renovation	2	0	2	2	4	3			13
Total Possible Score	4	3	3	3	3	2			20
Street Repair and Cleaning Equipment									
2 Air Sweepers	4	0	0	1	3	0			10
1 Bicycle Path Sweeper	4	1	0	2	3	2			14

Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance/Street Repair and Cleaning Equipment (EPs 34-35)

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts); to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation); or to meet timely use of funds deadlines associated with matching funds.

Street Resurfacing Category:

Safety: Project receives one point if it is on a WalkFirst Safety Street, one point if located on a Primary Corridor as identified in the 2013 SFMTA Bicycle Strategy or subsequent updates, and one point if it is on a Muni route.

Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 64 - 84), resurfacing (PCI 50-63), or paving with base repair/reconstruction (PCI 0-49). Project receives 4 points if it has a PCI score of 63 or below. DPW determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).

Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs because the former classifications are most heavily used. Project receives 3 points if the street is an arterial, 2 points if collector, and 1 point if residential.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents, and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years, and front end loaders and Street Flusher trucks every 8 years).

Mandates: Equipment is needed per department projects and programs (e.g. Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g. alternative fuel vehicles are required by federal, state, or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

Attachment 3
Prop K 5-Year Project List (FY 2014/15 - 2018 /19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)									
SFPW	(Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation ¹	CON	Programmed	\$0					\$0
SFPW	West Portal Ave and Quintara St Pavement Renovation	CON	Allocated	\$3,002,785					\$3,002,785
SFPW	West Portal Ave and Quintara St Pavement Renovation ⁵	CON	Deobligated	(\$3,002,785)					(\$3,002,785)
SFPW	Ingalls St and Industrial St Pavement Renovation ¹	CON	Allocated		\$3,677,233				\$3,677,233
SFPW	Clayton St, Clipper St and Portola Dr Pavement Renovation ²	CON	Allocated		\$5,455,263				\$5,455,263
SFPW	Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation ³	CON	Allocated		\$4,785,750				\$4,785,750
SFPW	Gilman Ave and Jerrold Ave Pavement Renovation ⁶	CON	Programmed			\$0			\$0
SFPW	Filbert and Leavenworth Streets Pavement Renovation ⁶	CON	Allocated			\$3,479,324			\$3,479,324
SFPW	Madrid St, Morse St and Paris St Pavement Renovation ⁸	CON	Programmed				\$0		\$0
SFPW	Fillmore St Pavement Renovation ⁸	CON	Programmed					\$0	\$0
SFPW	Haight Street Resurfacing and Pedestrian Lighting ⁷	CON	Allocated				\$1,248,251		\$1,248,251
SFPW	Pavement Renovation Placeholder ⁴⁷	CON	Programmed			\$0			\$0
SFPW	Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation ⁸	CON	Planned				\$2,849,000		\$2,849,000
SFPW	Alemany Blvd Pavement Renovation ⁸	CON	Planned					\$3,211,000	\$3,211,000
SFCTA	US 101 / I-280 Managed Lanes LPP Fund Exchange ⁸	PA&ED	Planned					\$4,083,939	\$4,083,939
				Programmed in 5YPP					\$28,789,760
				Total Allocated and Pending in 5YPP					\$0
				Total Deobligated in 5YPP					\$0
				Total Unallocated in 5YPP					\$0
				Programmed in 2014 Strategic Plan, as amended					\$4,634,668
				Deobligated from Prior 5YPP Cycles **					\$0
				Cumulative Remaining Programming Capacity					\$2,660,271

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date
 Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)									
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated	\$701,034					\$701,034
SFPW	Street Repair and Cleaning Equipment	PROC	Allocated		\$738,072				\$738,072
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Allocated			\$1,499,408			\$1,499,408
SFPW	Street Repair and Cleaning Equipment ⁴	PROC	Programmed				\$94,793		\$94,793
SFPW	Street Repair and Cleaning Equipment	PROC	Programmed					\$859,800	\$859,800
				Programmed in 5YPP					\$3,893,107
				\$701,034	\$738,072	\$1,499,408	\$94,793	\$859,800	\$3,893,107
Total Allocated and Pending in 5YPP				\$701,034	\$738,072	\$1,499,408	\$0	\$0	\$2,938,514
Total Deobligated in 5YPP				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$0	\$0	\$0	\$94,793	\$859,800	\$954,593
Programmed in 2014 Strategic Plan, as amended				\$701,034	\$738,072	\$1,499,408	\$94,793	\$859,800	\$3,893,107
Deobligated from Prior 5YPP Cycles **				\$0					\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
ROLL-UP of EPs 34-35									
Total Programmed in 5YPPs				\$701,034	\$14,656,318	\$4,978,732	\$4,192,044	\$8,154,739	\$32,682,867
Total Allocated and Pending in 5YPP				\$3,703,819	\$14,656,318	\$4,978,732	\$1,248,251	\$0	\$24,587,120
Total Deobligated in 5YPP				(\$3,002,785)	\$0	\$0	\$0	\$0	(\$3,002,785)
Total Unallocated in 5YPP				\$0	\$0	\$0	\$2,943,793	\$8,154,739	\$11,098,532
Total Programmed in 2014 Strategic Plan, as amended				\$9,303,819	\$6,103,302	\$5,407,076	\$4,614,461	\$5,494,468	\$30,923,126
Total Deobligated from Prior 5YPP Cycles				\$1,759,741					\$1,759,741
Cumulative Remaining Programming Capacity				\$10,362,526	\$1,809,510	\$2,237,854	\$2,660,271	\$0	\$0
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Programming and Allocations to Date

Pending December 12, 2017 Board

Agency	Project Name	Phase(s)	Status	Fiscal Year			Total
				2014/15	2015/16	2016/17	

¹ 5YPP Amendment to add the Ingalls St and Industrial St Pavement Renovation project (Resolution 2016-018, Project 134-908024)

Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation: Reduced from \$5.6 million to \$0 in Fiscal Year 2014/15, with \$3,677,233 added to Ingalls St and Industrial St Pavement Renovation in Fiscal Year 2015/16 and \$1,922,767 added to cumulative remaining programming capacity. The project was funded with other sources.

Ingalls St and Industrial St Pavement Renovation: Added project with \$3,677,233 in Fiscal Year 2015/16 funds for construction.

² 5YPP Amendment to fully fund the Clayton St, Clipper St, and Portola Dr Pavement Renovation project. (Resolution 2016-047, 3/22/16)
 Cumulative Remaining Programming Capacity: Reduced by \$90,033.

Clayton St, Clipper St, and Portola Dr Pavement Renovation: Increased by \$90,033 in FY 2015/16 construction funds.

³ 5YPP Amendment to add the Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation project. (Resolution 2016-047, 3/22/16)

Cumulative Remaining Programming Capacity: Reduced by \$4,785,750.

Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation: Added project with \$4,785,750 in FY 2015/16 construction funds.

⁴ Strategic Plan and 5YPP Amendment to fully fund Street Repair and Cleaning Equipment (Resolution 2016-060, 6/28/16):

Finance cost neutral Strategic Plan Amendment: advanced programming (\$722,582 from FY 2017/18) and cash flow (\$797,101 from FY 2017/18, \$313,895 from FY 2018/19) to FY 2016/17 in the Street Repair and Cleaning Equipment category.

Street Resurfacing 5YPP Amendment: Added Pavement Renovation Placeholder with \$1,110,995 in FY16/17 funds and the following cash flow: \$797,101 in FY17/18 and \$313,894 in FY18/19.

⁵ West Portal Ave and Quimara St Pavement Renovation: Cancelled project. This project will continue on the originally presented schedule but will be funded with 2011 Streets Bond funds, due to upcoming timely-use-of-funds requirements on that source.

⁶ 5YPP amendment to add the Filbert and Leavenworth Streets Pavement Renovation project (Resolution 2017-027, 02/28/2017):

Gilman Ave and Jerrold Ave Pavement Renovation: Reduced from \$3,907,668 to \$0. The project will be delivered through multiple projects and funded from other sources.

Filbert and Leavenworth Streets Pavement Renovation: Add project with \$3,479,324 in FY2016/17 funds.

Cumulative Remaining Programming Capacity: Increased by \$428,344.

⁷ 5YPP amendment to add the Haight Street Resurfacing and Pedestrian Lighting project (Resolution 2017-054, 06/27/2017):

Pavement Renovation Placeholder: Reduced from \$1,110,995 to \$0 in FY2016/17.

Cumulative Remaining Programming Capacity: Reduced by \$137,256.

Haight Street Resurfacing and Pedestrian Lighting: Add project with \$1,248,251 in FY2017/18 construction funds.

⁸ 5YPP amendment to add the Parkmerced/Twin Peaks/Glen Park Residential Street Resurfacing and Alemany Street Resurfacing projects and the US 101 / I-280 Managed Lanes LPP Fund Exchange project (Resolution 2018-XXXX, 12/12/2017):

Madrid St, Morse St, and Paris St. Pavement Renovation: Deleted project; reduced from \$4,519,668 to \$0 in FY2017/18. Project will be funded with non-Prop K sources.

Fillmore St Pavement Renovation: Deleted project; reduced from \$4,634,668 to \$0 in FY 2018/19. Project will be funded with General Fund monies.

Cumulative Remaining Programming Capacity: Reduced from \$989,603 to \$0.

Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation: Added project with \$2,849,000 in FY 2017/18 construction funds.

Alemany Boulevard Pavement Renovation: Added project with \$3,211,000 in FY 2018/19 construction funds.

US 101 / I-280 Managed Lanes LPP Fund Exchange project: Added project with \$4,083,939 in FY 2018/19 environmental funds. \$2.5 million in programming is contingent on California Transportation Commission (CTC) approval of Cycle 1 Local Partnership Program, Formulaic Program funds (anticipated January 2018) and \$1,583,939 is contingent on CTC approval of Cycle 2 funds (anticipated December 2019). See Resolution XX-XX for details on fund exchange which results in a net anticipated increase of about \$2 million in funds for street resurfacing.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance / Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Street Resurfacing (EP 34)							
Guerrero St, San Jose Ave and Corbett Ave Pavement Renovation 1	CON	\$0	\$0	\$0			\$0
West Portal Ave and Quintara St Pavement Renovation	CON	\$2,402,228	\$600,557				\$3,002,785
West Portal Ave and Quintara St Pavement Renovation 5	CON	(\$2,402,228)	(\$600,557)				(\$3,002,785)
Ingalls St and Industrial St Pavement Renovation 1	CON		\$0	\$3,309,610	\$367,623		\$3,677,233
Clayton St, Clipper St and Portola Dr Pavement Renovation 2	CON			\$4,091,447	\$1,363,816		\$5,455,263
Eureka St, Grandview Ave, and Mangels Ave Pavement Renovation 3	CON			\$3,828,600	\$957,150		\$4,785,750
Gilman Ave and Jerrold Ave Pavement Renovation 6	CON			\$0	\$0		\$0
Filbert and Leavenworth Streets Pavement Renovation 6					\$2,609,493	\$869,831	\$3,479,324
Madrid St, Morse St and Paris St Pavement Renovation8	CON				\$0	\$0	\$0
Fillmore St Pavement Renovation8	CON					\$0	\$0
Haight Street Resurfacing and Pedestrian Lighting7	CON				\$416,084	\$554,778	\$277,389
Pavement Renovation Placeholder 4,7	CON				\$0	\$0	\$0
Parkmerced/Twin Peaks/Glen Park Residential Pavement Renovation8	CON				\$0	\$1,139,600	\$1,709,400
Alemany Blvd Pavement Renovation8	CON					\$963,300	\$2,247,700
US 101 / I-280 Managed Lanes LPP Fund Exchange8	PA&ED					\$2,500,000	\$1,583,939
Total Cash Flow in 5YPP		\$0	\$0	\$11,229,657	\$5,714,166	\$6,027,509	\$5,818,428
Total Cash Flow Allocated		\$2,402,228	\$600,557	\$11,229,657	\$5,714,166	\$1,424,609	\$277,389
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$4,602,900	\$5,541,039
Total Cash Flow in 2014 Strategic Plan		\$3,402,228	\$8,492,741	\$5,199,180	\$4,397,268	\$4,611,668	\$926,934
Deobligated from Prior 5YPP Cycles **		\$1,759,741					
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$7,624,233	\$6,307,335	\$4,891,494	\$0

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Cash Flow as Allocated to Date
 Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Street Repair and Cleaning Equipment (EP 35)							
Street Repair and Cleaning Equipment	PROC	\$350,517	\$350,517				\$701,034
Street Repair and Cleaning Equipment	PROC		\$369,036	\$369,036			\$738,072
Street Repair and Cleaning Equipment 4	PROC			\$1,499,408			\$1,499,408
Street Repair and Cleaning Equipment 4	PROC				\$0	\$94,793	\$94,793
Street Repair and Cleaning Equipment	PROC					\$429,900	\$859,800
Total Cash Flow in 5YPP		\$350,517	\$719,553	\$1,868,444	\$0	\$524,693	\$3,893,107
Total Cash Flow Allocated		\$350,517	\$719,553	\$1,868,444	\$0	\$0	\$2,938,514
Total Cash Flow Deobligated		\$0	\$0	\$0	\$0	\$0	\$0
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$524,693	\$954,593
Total Cash Flow in 2014 Strategic Plan		\$350,517	\$719,553	\$757,449	\$797,101	\$838,588	\$3,893,107
Deobligated from Prior 5YPP Cycles **		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Cash Flow Capacity		\$0	\$0	(\$1,110,995)	(\$313,895)	\$0	\$0
ROLL-UP of EPs 34-35							
Cash Flow Programmed in 5YPP		\$350,517	\$719,553	\$13,098,101	\$5,714,166	\$6,552,202	\$32,682,867
Total Cash Flow Allocated		\$2,752,745	\$1,320,110	\$13,098,101	\$5,714,166	\$1,424,609	\$24,587,120
Total Cash Flow Deobligated		(\$2,402,228)	(\$600,557)	\$0	\$0	\$0	(\$3,002,785)
Total Cash Flow Unallocated		\$0	\$0	\$0	\$0	\$5,127,593	\$11,098,532
Total Cash Flow in 2014 Strategic Plan		\$3,752,745	\$9,212,294	\$5,956,629	\$5,194,369	\$5,450,256	\$30,923,126
Total Deobligated from Prior 5YPP Cycles		\$1,759,741	\$0	\$0	\$0	\$0	\$1,759,741
Cumulative Remaining Cash Flow Capacity		\$5,161,969	\$13,654,710	\$6,513,238	\$5,993,440	\$4,891,494	\$0
Programmed							
Pending Allocation/ Appropriation							
Board Approved Allocation/ Appropriation							

Prop K 5-Year Project List (FY 2014/15 - 2018/19)
Street Resurfacing, Rehabilitation, and Maintenance /Street Repair and Cleaning Equipment (EPs 34-35)
Cash Flow as Allocated to Date

Pending December 12, 2017 Board

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
							2019/20



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Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Joe Castiglione – Deputy Director for Technology, Data & Analysis
Subject: 12/5/17 Board Meeting: Approval of the 2017 San Francisco Congestion Management Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2017 San Francisco Congestion Management Program (CMP)</p> <p>SUMMARY</p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities and demonstrates conformity with state congestion management law. The 2017 CMP incorporates several substantive updates, including 2017 system performance monitoring results; the updated CMP Capital Improvement Program; updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2015.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <p>_____</p>
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DISCUSSION

Background.

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority’s CMA activities. Through the CMP, the Transportation Authority also monitors the City’s conformity with CMP requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City’s transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

CMP Elements. The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal Capital Improvement Program (CIP).

The CMP also contains the Transportation Authority’s technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

2017 CMP Update: The 2017 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2015. Key updates include the following:

- **Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team Iteris, conducted roadway LOS monitoring on the CMP

Figure 1. CMP Network Average Peak Period Automobile Travel Speed

Facility Type	Spring 2015	Spring 2017
Arterial AM	14.6 mph	13.6 mph
Arterial PM	12.7 mph	12.2 mph
Freeway AM	38.8 mph	35.8 mph
Freeway PM	26.2 mph	26.4 mph

network during the spring of 2017. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2015 and 2017 are shown in Figure 1. Average arterial travel speeds have decreased 7% from 14.6 miles per hour (mph) to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. However, in the PM peak, the average travel speed for freeways remained generally flat, with a slight improvement by 1% from 26.2 mph to 26.4 mph. While the overall declines in speeds between

2015 and 2017 indicate a continuing degradation of roadway performance, these declines were smaller in magnitude than the declines between 2013 and 2015, which are documented in the 2015 CMP report.

- **Transit Performance:** Similarly, average Muni bus speeds on the CMP network decreased between 2015 and 2017, but at a much lower rate than auto speeds. The net effect is that transit has become more competitive with driving, as indicated by drop in the ratio of auto speed to transit speed in AM peak from an average of 1.77 in 2015 to 1.67 in 2017.

The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2017 monitoring period were 8.13 mph in the AM peak period and 7.34 mph in the PM peak. Compared to the last monitoring cycle in 2015, speeds declined by approximately two percent in the AM peak period and one percent in the PM peak period.

Transit speed variability is measured in terms of what percent of the average transit speed is the standard deviation. An increase in this measure implies increased variability in transit speeds and hence decreased reliability. Over the current monitoring period, transit speed variability has remained consistent over the past few years and in 2017, the PM variability at 18% is slightly higher than the AM variability at 16%.

- **Transit to Automobile Travel Time Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. In the current period, transit speeds continued the trend of improving relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%.
- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city’s efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. Updates to Transportation Sustainability Program’s (TSP) three components (Invest: Transportation Sustainability Fee, Align: CEQA Reform, and Shift: Transportation Demand Management) are also included. It reflects advancements in TDM studies and plans, including the BART Smart Travel Rewards Pilot (BART Perks) and Parking Supply and Utilization Study (PSUS). It includes updates on the city’s policies for commuter shuttles, carsharing, bikesharing.
- **Land Use Impacts Analysis Program:** This chapter has been updated to reflect the adoption of Priority Conservation Areas (PCAs) under Plan Bay Area and the One Bay Area Grant (OBAG) which promotes development within Priority Development Areas (PDAs) in the Bay Area. It includes a discussion of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and the Metropolitan Transportation Commission’s (MTC’s) Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority’s coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.

- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2017 CMP reflects program updates since adoption of the 2015 CMP, most notably 2016 and 2017 Transportation Fund for Clean Air county programs, Cycle 4 of the Lifeline Transportation Program, OBAG Cycle 2, and the 2017 Prop AA Strategic Plan. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.

Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Presidio Parkway, the Transbay Transit Center and Caltrain Downtown Extension, Caltrain Electrification, the Central Subway, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.

- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2015, and model enhancements are discussed in the 2017 CMP, along with required documentation of consistency with MTC modeling practices.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC will consider this item at its November 29, 2017 special meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft CMP Executive Summary

Enclosure 1 – Draft 2017 San Francisco Congestion Management Program

Enclosure 2 – CMP Technical Appendices

EXECUTIVE SUMMARY

A. Introduction

The San Francisco Congestion Management Program (CMP) is a biennial program conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. In the years since, the Transportation Authority has designated most of the city as an Infill Opportunity Zone, enabling the use of alternatives to LOS for purposes of monitoring transportation system performance¹ (although it still reports LOS for planning purposes). The agency has evolved its CMP to include more multimodal and system performance monitoring, in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.² In November 2013, the state passed SB 743, which specifically repeals automobile delay as measured by LOS as a significant environmental impact in environmental review, and tasks the Office of Planning and Research (OPR) with preparing guidance on appropriate alternative metrics. Locally, San Francisco acted to replace LOS with Vehicle Miles Travelled (VMT) as the city's CEQA transportation impact measure, in Spring 2015.

The CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, in order to effectively manage congestion, improve air quality, and facilitate sustainable development. To achieve this, the CMP law is based on five mandates:

- Require more coordination between federal, state, regional, and local agencies involved in the planning, programming, and delivery of transportation projects and services;
- Favor transportation investments that provide measurable and quick congestion relief;
- Link local land use decisions with their effect on the transportation system;
- Favor multimodal transportation solutions that improve air quality; and
- Emphasize local responsibility by requiring a Congestion Management Agency (CMA) in each urban county in the state.

The purpose of the 2017 San Francisco Congestion Management Program (CMP), prepared by the San Francisco County Transportation Authority, (the Transportation Authority) is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);

¹ See 2009 SB1636 Infill Opportunity Zone legislation and SFCTA Resolution R10-38

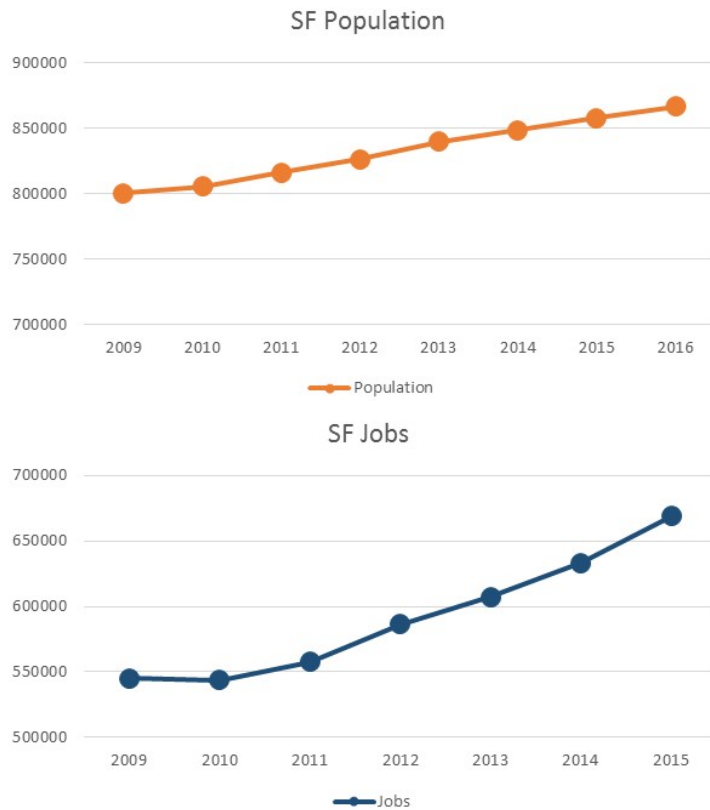
² In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

- Describe San Francisco’s congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2017/18 and 2018/19.

B. State of Transportation

San Francisco is an employment and population hub in a region that has continued to experience tremendous growth, outpacing all projections. Since 2009, San Francisco has added over 50k residents and over 100k jobs (see Figure 0-1). Between 2014 and 2016 alone, San Francisco added 20,000 residents, bringing the total population to 870,000, and the daytime population (which includes non-residents who work in the city) is well over one million. Employment growth during this same two-year period has also been torrid. According to the Bureau of Labor Statistics, total employment in San Francisco during these two years increased by almost 10%, from 640,000 to 703,000 jobs. This continues the trend of job growth exceeding population growth in the county by a factor of about three to one. Housing production, on the other hand, is lagging. This means that people are coming to San Francisco for work but live elsewhere and commute into the city. Strategies to managing congestion are key to maintaining our accessibility as the city grows. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

Figure 0-1: San Francisco Population and Job Growth since 2009



Source: MTC Vital Signs / American Community Survey

Roadway Level of Service

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with “A” describing free flow, and “F” describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have decreased since 2015 for most measured time periods and road types. Average arterial travel speeds have decreased 7% from 14.6 mph to 13.6 mph in the AM peak and decreased 4% from 12.7 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 8% from 38.8 mph to 35.8 mph in the AM peak. In the PM peak, the average travel speed for freeways has remained generally flat, increasing slightly from 26.2 mph to 26.4 mph, although most of these facilities continued to operate at the lowest levels of service. While the overall declines in speeds between 2015 and 2017 indicate a continuing degradation of roadway performance, these declines were less significant than the declines between 2013 and 2015. Overall roadway performance has been declining since 2009 (see Figure 0-2).

Figure 0-2: CMP Network Average Travel Speed Change

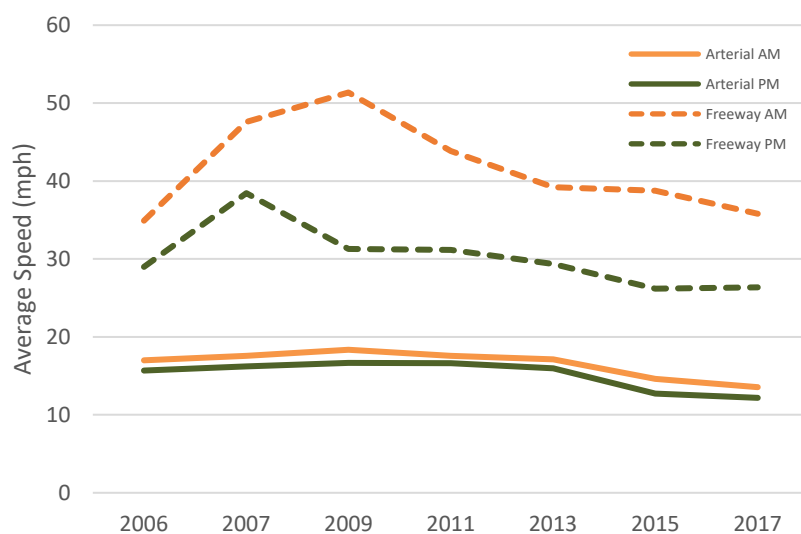


Figure 0-3 shows where the congestion is greatest in the county, primarily concentrated in the downtown and South of Market neighborhoods, and on the freeways and the arterials serving these freeways. An interactive version of this map that allows users to view historical trends can be found at cmp.sfcta.org.

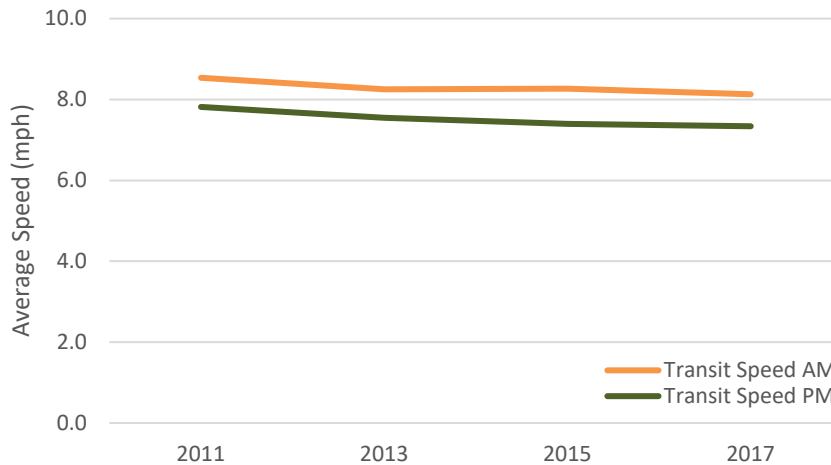
Figure 0-3: Overall Average Transit Speeds Trend for CMP Network



Transit Speeds

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds. Transit speeds on the CMP network declined slightly since 2015, although this decline was less than the decline in roadway speeds on the CMP network, and less than the decline experienced on roadways overall. Compared to 2015, the average transit speed (collected for buses only) in 2017 on the CMP network in the AM peak declined 2% from 8.26 to 8.13 mph. In the PM peak period also transit speed declined 1% from 7.40 to 7.34 mph. This relatively better performance for transit as compared with vehicles may be attributable to the city’s expanded efforts to provide on-street transit priority during this period.

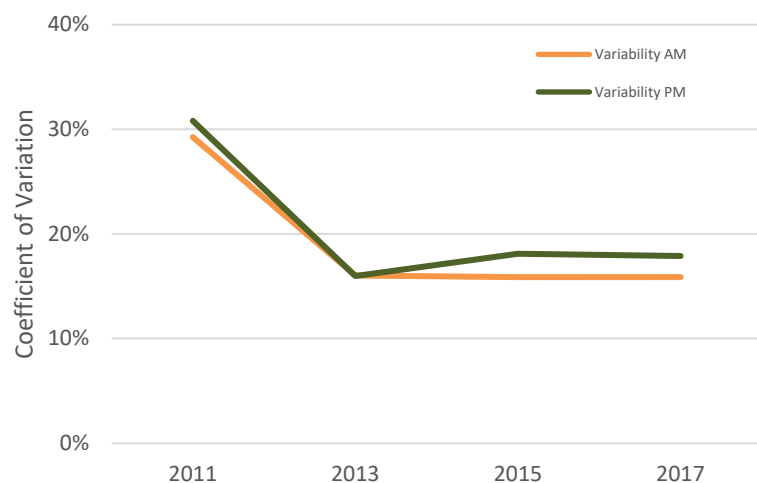
Figure 0-4: Overall Average Transit Speeds Trend for CMP Network



Transit Travel Time Reliability

Transit speed information is also used to calculate measures of transit travel time reliability. Figure 0-5 shows that transit travel time reliability is relatively good, despite increasing roadway congestion, and that this travel time reliability has remained steady between 2015 and 2017, preserving the transit reliability gains observed between 2013 and 2015. Again, this result is an indicator of the effectiveness of the city's on-street transit priority efforts.

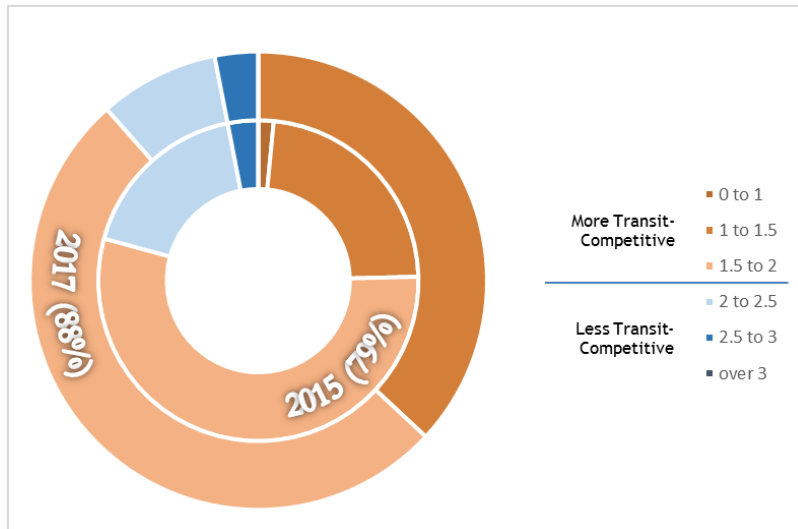
Figure 0-5: Transit Travel Time Reliability



Auto-Transit Travel Time Ratio

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure 0-6, transit speeds continued the trend of improving, relative to auto speeds between 2015 and 2017, with the share of “transit competitive” segments, defined as those segments with a ratio less than or equal to 2.0, increased from 79% to 88%. Overall, between 2015 and 2017 the average auto-to-transit speed ratio improved from 1.77 to 1.67 in the AM peak and 1.72 to 1.66 in the PM peak.

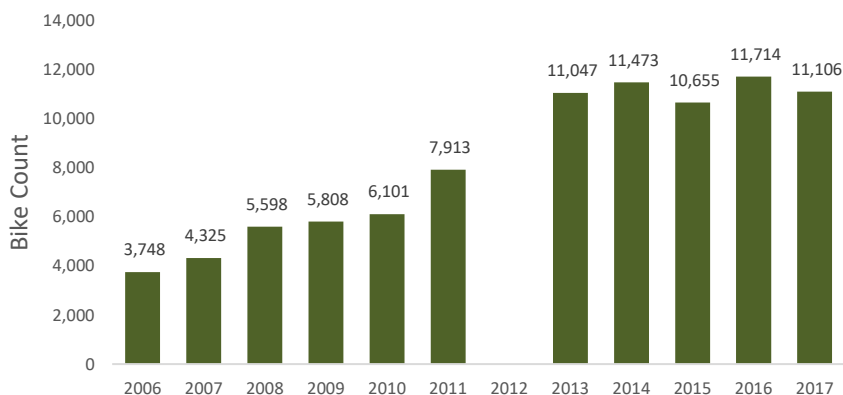
Figure 0-6: Auto-Transit Speed Ratio



Multimodal Volumes

The City and County of San Francisco has placed a high priority on shifting travelers’ modes to increase the number of trips made by walking and bicycling. Figure 0-7 shows bicycle counts collected by SFMTA from 2006 through 2017. It must be noted that, while count locations have been increasing, the figure reflects counts from a subset of the same 19 counters for all years. The most recent data suggests that bicycle ridership has remained steady over the past five years.

Figure 0-7: Bicycle Volumes

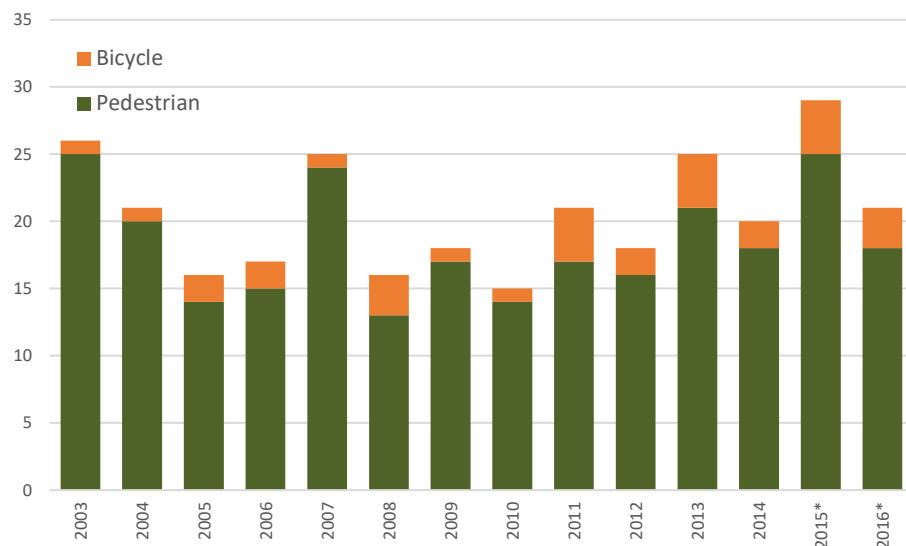


Pedestrian and Bicycle Safety

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for the city of San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure 0-8 illustrates the number of

pedestrian and bicycle fatalities in San Francisco since 2013. It shows that while non-motorized fatalities were lower in 2016 than in 2015, there appears to be an overall increasing trend in the absolute number fatalities since 2010, a period of rapid city housing and job growth.

Figure 0-8: Pedestrian and Bicycle Fatalities



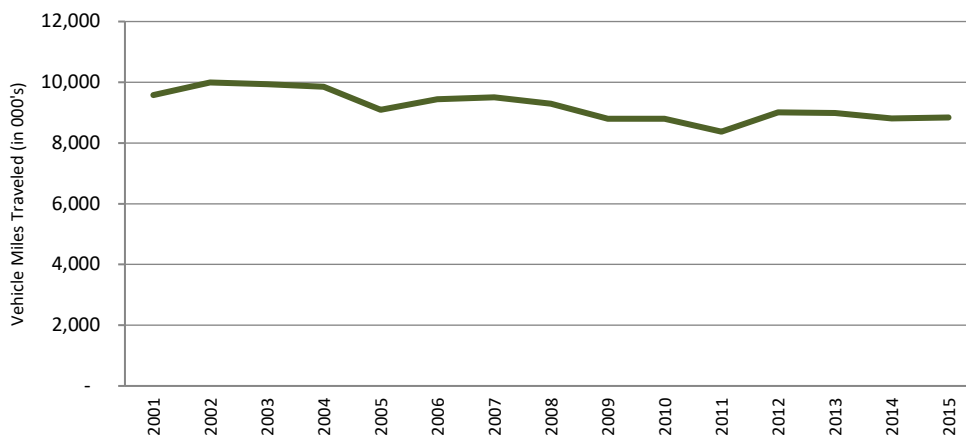
* provisional data

Other Measures

Vehicle Miles Traveled (VMT)

There is evidence that these long-term congestion management strategies are working. As shown in Figure 0-9, vehicle miles traveled (VMT), a measure of the amount of total amount of driving, has generally been holding steady, and is noticeably lower than the levels reached in 2002 and 2003. Given the rapid growth of households and jobs in the city during this timeframe, this flat VMT trend indicates that the city's Transit First policies are working.

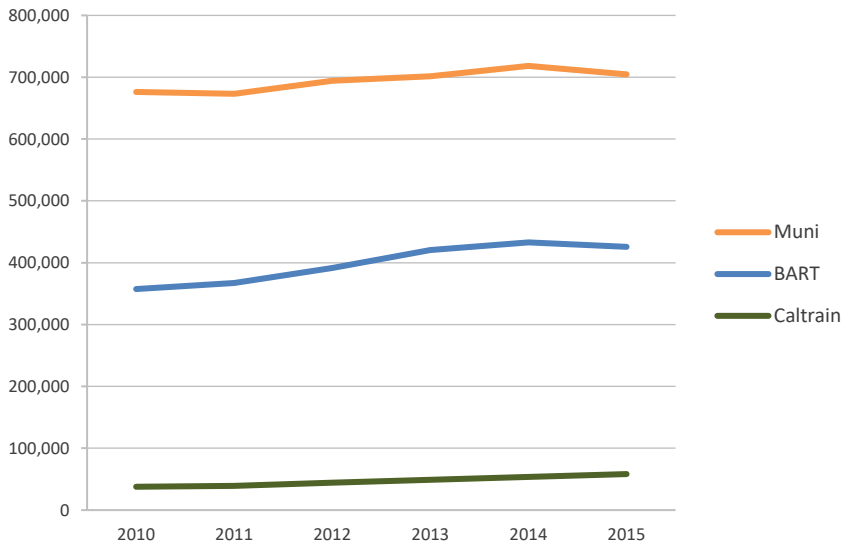
Figure 0-9: Vehicle Miles Traveled



Transit Volumes

San Francisco's strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and a handful of commuter bus lines, help move people into and around the city efficiently. Privately sponsored and operated services are also adding needed capacity. But as demand grows, our major transit systems are becoming crowded. Between 2010 and 2014, ridership on the three largest transit providers in San Francisco has been growing, however both Muni and BART saw decreases in ridership in 2015, as shown in Figure 0-10.

Figure 0-10: Average Daily Passengers by Transit Operator



Transportation Network Company (TNC) Volumes

Transportation network companies (TNCs) such as Uber and Lyft have become an increasingly visible presence on San Francisco streets, but until recently, there has been no comprehensive data source to help the public and decision-makers understand how many TNC trips occur in San Francisco, how much vehicle travel they generate, and their potential effects on congestion, transit ridership, and other measures of system performance. In 2017, the SFCTA released a report, *TNCs Today: A Profile of San Francisco Transportation Network Company Activity*, that revealed that there are a significant number of TNC trips occurring within San Francisco – over 170,000 on a typical weekday and over 220,000 on Fridays and Saturdays. In addition, the report showed that these trips primarily occur in the most congested parts of the city, at the most congested time of day. Table 0-1 indicates that it is estimated that TNCs may comprise up to 25% of peak period intra-San Francisco vehicle trips in the supervisorial districts that encompass South of Market and downtown. Recent research from UC Davis also suggests that the TNC trips draw from other sustainable modes such as transit, cycling and walking, as well as result from newly generated trips, rather than replacing driving trips.³

³ Clewlow and Mishra, "Disruptive Transportation: the Adoption, Utilization and Impacts of Ride-Hailing in the United States", UC Davis Institute of Transportation Studies, October 2017.

Table 0-1: TNC Share of Intra-SF Vehicle Trips by Supervisor District

Supervisor District	% AM	% PM
1	8%	7%
2	20%	17%
3	19%	20%
4	4%	3%
5	14%	13%
6	25%	26%
7	5%	4%
8	10%	8%
9	10%	9%
10	7%	7%
11	3%	2%

C. What are we doing to manage congestion?

C.1 | Managing Demand for Travel

San Francisco has a robust set of travel demand management (TDM) programs, policies, and requirements designed to enable and encourage people to make trips by transit, walking, and biking and to smooth vehicle circulation. These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
 - » Central SoMa Land Use Plan
 - » Central Waterfront development projects
 - » Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
 - » Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
 - » Commuter Benefits Ordinance and Emergency Ride Home Program
 - » SFMTA Commuter Shuttle Policy
 - » SFMTA Carsharing Policy
 - » BART Smart Travel Rewards Pilot Project
 - » Parking Management and SF*park*
 - » SF Moves Neighborhood TDM Outreach Pilot Project
 - » Travel Demand Management Ordinance

» Bayview Moves Pilot Project

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area, the region's Sustainable Communities Strategy, identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

- PDA Planning Projects
 - » Rail Storage Alternatives Analysis and I-280 Boulevard Feasibility Study
 - » Embarcadero Multimodal Design
 - » Bayshore Multimodal Facility Location Study
 - » M-Oceanview Realignment
 - » Ocean Avenue Streetscape Plan
 - » Market/Noe Streetscape Design
 - » Balboa Reservoir TDM

C.2 | Planning Projects

Connect SF, a long-range effort to define the desired and achievable transportation future for San Francisco, was launched in 2016 as a partnership between the Transportation Authority, the SFMTA, San Francisco Planning, and the Office of Economic and Workforce Development. The effort will produce a roadmap to arrive at that future, and will include a major update to the San Francisco Transportation Plan (SFTP), which was passed in 2013, with a minor update in 2017. The 2017 update includes a progress report on projects, policies, and planning studies that support and complement the 2013 SFTP's investment priorities; revises transportation funding revenue forecasts, updates project costs, and reassesses projects previously identified for funding; and identifies new planning efforts and policy papers that are underway or anticipated to begin soon. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- Vision Zero Program
- MTC Regional Core Capacity Transit Study
- Freeway Corridor Management Study (managed lanes/carpool lane feasibility)
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance)
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- Emerging Mobility, Commuter Shuttle, Late Night Transportation, and School Transportation sector studies

- San Francisco Subway Vision

C.3 | Funding and Delivering Projects

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs - primarily capital infrastructure improvements, through grant programs such as Proposition K transportation sales tax, Proposition AA vehicle registration fee, and regional One Bay Area Grants (OBAG), and coordinating with other local and regional agencies to apply for state and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- BART New and Renovated Vehicles
- Central Subway
- Caltrain Extension to a new Transbay Transit Center
- Caltrain Electrification

In its role as Congestion Management Agency, as part of the OBAG framework for distribution of federal transportation funds, the Transportation Authority prepared the Transportation Investment and Growth Strategy and, through OBAG Cycle 2 has programmed funds to the following projects:

- Better Market Street
- Embarcadero Station: New Northside Platform Elevator and Faregates
- Geary Bus Rapid Transit Phase 1
- John Yehall Chin Elementary Safe Routes to School
- Caltrain Electrification
- San Francisco Safe Routes to School Non-Infrastructure 2019-2021

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Presidio Parkway (co-sponsor with Caltrans)
- Folsom Street Off-Ramp Realignment (lead)
- Yerba Buena Island I-80 Interchange Improvement Project (lead)



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Memorandum

Date: November 20, 2017
To: Transportation Authority Board
From: Amber Crabbe – Assistant Deputy Director for Policy and Programming
Subject: 12/5/17 Board Meeting: Approval of 2018 State and Federal Legislative Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the 2018 State and Federal Legislative Program</p> <p>SUMMARY</p> <p>Every year the Transportation Authority adopts high level goals and strategies to guide legislative strategy and advocacy while still providing the necessary flexibility to respond to specific bills and policies over the course of the legislative sessions. The 2018 State and Federal Legislative Program (Attachment 1) was developed in coordination with local, regional, and statewide partners and focuses on advancing San Francisco’s priority projects, protecting existing transportation funds, authorizing new revenues, advancing the City’s Vision Zero goals, engaging in the regulation of new transportation technologies, and expanding the use of pricing and other innovative project delivery and financing approaches.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The State and Federal Legislative Program, adopted annually by the Board, establishes a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. Transportation Authority staff and legislative advocacy consultant in Sacramento will use this program to plan strategy and communicate positions to the City’s legislative delegations in Sacramento and Washington D.C., and other transportation agencies and advocates.

The proposed 2018 State and Federal Legislative Program reflects key principles, gathered from our common positions with the Mayor’s Office, City agencies, transit operators serving San Francisco, other local transportation sales tax authorities around the state, and the Metropolitan Transportation Commission (MTC), as well as our understanding of the most pressing issues facing the city, the region, and our partner agencies. It is presented in the form of principles rather than specific bills or legislative initiatives, in order to allow staff the necessary flexibility to respond to legislative proposals and policy concerns that may arise over the course of the session. Throughout the year we will be reporting on the status of bills that are of significance to the Transportation Authority, and developing recommendations for positions as appropriate.

2017 Legislative Outcomes.

The highlight of the year was the passage of Senate Bill (SB) 1 (Beall), the Road Repair and Accountability Act of 2017 which represented the largest transportation funding package in the Legislature's history. It will raise around \$54 billion over the next decade to help address the state's neglected roadway and public transit systems with ongoing, dedicated funding from increases in transportation user fees. San Francisco is expected to receive over \$60 million annually in formula programs, and stands to receive significant additional funding from various competitive grant programs. Another significant piece of transportation funding legislation for the Bay Area was the approval of SB 595 (Beall) authorized the MTC to place on the ballot in nine Bay Area counties a toll increase of up to \$3 on the seven state-owned Bay Area toll bridges, which would fund up to \$4.5 billion in transit and highway improvements to reduce congestion and improve travel options in bridge corridors. The expenditure plan includes funding for San Francisco priorities such as BART expansion vehicles, new Muni vehicles and facility upgrades, Core Capacity transit improvements, and the Caltrain Downtown Extension. As a first step toward addressing the state's affordability crisis, the Legislature and Governor Brown also advanced a package of bills to fund affordable housing and streamline approvals for qualified housing developments.

2018 State and Federal Legislative Program.

Our 2018 State and Federal Legislative Program (Attachment 1) continues many of the themes from the previous year, emphasizing advancing San Francisco's priority projects and programs, protecting existing transportation funds, authorizing new transportation revenues, supporting allocation of state cap and trade revenues for transportation, improving the implementation for state grant programs, engaging in the regulation of new transportation technologies, supporting the city's Vision Zero goals, and expanding the use of pricing and other innovative project delivery and financing approaches. It also supports increased revenues and redevelopment-like tools to help accelerate the production of moderate and affordable housing.

At the state level, we will continue to work with the San Francisco Municipal Transportation Agency and the City and County of San Francisco on a priority legislative effort to authorize the use of cameras for automated speed enforcement. The Legislature is expected to develop the 2020 cap and trade expenditure plan, so we will advocate that transportation maintains or exceeds its current funding level and look for ways to advance San Francisco's priority projects and programs. We will support efforts at the state level to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations, and may also work with City partners to pursue authorization for one or more local revenue measures in forthcoming recommendations of the San Francisco Transportation Task Force 2045(Finally, we may seek legislation that would leave the door open for San Francisco to join Santa Clara and San Mateo Counties in exploring managed lanes along the length of US 101, and seek authorization for tolling on the crooked portion Lombard Street to manage demand, subject to Board approval.

At the federal level, our efforts will focus on ensuring that Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act, and securing federal appropriations for San Francisco's current and future transit capital priorities such as Central Subway, Better Market Street, and the Caltrain Downtown Extension. We will also carefully monitor a flurry of activity happening around federal regulations for autonomous and connected vehicles to

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ensure state and local governments maintain the ability to oversee safe operation of vehicles on their own highways and local roads.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2017/18 budget.

CAC POSITION

The CAC will consider this item at its November 29, 2017 special meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – 2018 State and Federal Legislative Program

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
1. Funding	a. Protect transportation funding b. Enact new revenue and financing measures for transportation	<ul style="list-style-type: none"> • Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes. • Educate public about transportation projects funded by recently approved funding programs and associated benefits • Support efforts at the state to raise additional transportation revenue to address ongoing funding shortfalls for both capital projects and operations. • Support efforts at the state to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible • Advocate for a next phase of the California Road Charge Pilot Program, which concluded in 2017.
	c. Secure cap and trade revenues for transportation	<ul style="list-style-type: none"> • Maintain funding for current transportation and housing programs and seek opportunities to direct additional cap and trade funds to them. • Advocate for the dedication of a significant portion of the next cap and trade expenditure plan (after 2020) to transportation and to San Francisco's investment priorities.
	d. Increase funding for affordable housing	<ul style="list-style-type: none"> • Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation. • Support efforts to establish new, dedicated state funding for affordable housing. • Support legislative efforts to reduce barriers to the construction of new housing, in particular affordable and moderate rate housing.

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San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
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STATE		
Area	Goal	Strategy
	<p>e. Lower the 2/3 supermajority voter approval requirement for transportation taxes</p> <p>f. Modify allocation formulas for state transportation funds</p>	<ul style="list-style-type: none"> • Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority. • Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage. • Advocate to broaden the definition of disadvantaged communities (DACs) to better align with San Francisco’s communities of concern.
	<p>g. Improve implementation of state grant programs (e.g. cap and trade, Active Transportation Program, Senate Bill 1 program)</p>	<ul style="list-style-type: none"> • Advocate for programming and allocation processes that are clear, streamlined, and flexible. • Advocate for a stronger role for regional and local governments in prioritizing projects for funding.
2. Policy Initiatives	<p>a. Advance San Francisco’s Vision Zero goals, improving safety for all users</p>	<ul style="list-style-type: none"> • Work with local partners to identify and secure state and federal funding for Vision Zero projects. • Support efforts to improve safety for all road users, including bills that provide municipalities the flexibility to reduce speed limits. • Seek advancement of state legislation to authorize a pilot program to test Automated Speed Enforcement on San Francisco’s high injury network.
	<p>b. Support the Treasure Island Mobility Management Agency’s (TIMMA) work for sustainable mobility on Treasure Island</p>	<ul style="list-style-type: none"> • Support funding for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and autonomous vehicles. • Seek authorization to pilot an autonomous vehicle pilot on Treasure Island.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE	
Area	Strategy
<p>c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> • Seek authorization for the operation of managed lanes on US-101 and I-280. • Support new legislation that promotes innovative TDM strategies and authorizes their implementation, potentially including the implementation of tolling on the crooked portion of Lombard Street, subject to Board approval. • Advocate to limit the number of clean air vehicle stickers allowing hybrid and electric single-occupancy vehicles' use of managed lanes to avoid degrading performance. • Support MTC's efforts to strengthen enforcement of High Occupancy Vehicle lanes.
<p>d. Advance the adoption and integration of emerging mobility innovations in a way that balances their benefits and impacts, and ensures safety, equity and accessibility</p>	<ul style="list-style-type: none"> • Support legislation and regulation to ensure that shared mobility services (e.g. Transportation Network Companies, commuter shuttles) balance their benefits and impacts, and ensure safety, equity, and accessibility. • Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate. • Advocate to require open access to critical data. • Participate in local and state efforts to develop a policy framework for testing, deploying, and regulating autonomous and connected vehicles and consider pursuing pilot opportunities.
<p>e. Authorize parking policy reform</p>	<ul style="list-style-type: none"> • Support SFMTA's coordination with other public parking stakeholders on policy advocacy efforts, including accessible parking reform.
<p>f. Modernize Congestion Management Program (CMP) regulations</p>	<ul style="list-style-type: none"> • With other Congestion Management Agencies (CMAs), lead the development of legislation on CMP reform to support key policies and reinforce CMAs' role in state, regional, and local transportation planning and funding.

Attachment 1

San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

STATE		
Area	Goal	Strategy
3. High-Speed Rail (HSR)	<p>g. Reform level of service requirements</p> <p>Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose</p>	<ul style="list-style-type: none"> • Support the Governor's Office of Planning and Research on California Environmental Quality Act (CEQA) rulemaking for implementation of Senate Bill 743 requiring alternative traffic impact analysis measures. • Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the Memorandum of Understanding to develop a blended system. • Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.

FEDERAL		
Area	Goal	Strategy
4. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> • Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act. • Support an increase in transportation and housing investment under any new infrastructure funding initiative. • Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions. • Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit. • Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.

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San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
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FEDERAL		
Area	Goal	Strategy
	b. Secure federal appropriations for San Francisco's Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> • Advocate that Congress approves annual New Starts appropriations consistent with the Full Funding Grant Agreements for the Central Subway and Caltrain Electrification projects. • Work with local and regional partners to secure federal funding for San Francisco's next New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Better Market Street, Geary Boulevard BRT, and the Caltrain Downtown Extension.
	c. Increase local sales tax revenue through the Marketplace Fairness Act	<ul style="list-style-type: none"> • Support efforts to apply state and local sales tax rates to online purchases.
5. Transportation Policy Initiatives	a. Preserve and expand pre-tax commuter benefits on par with parking benefits	<ul style="list-style-type: none"> • Defend the pre-tax commuter and employer benefit for transit and bicycling. • Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and shared mobility.
	b. Advance connected and autonomous vehicle regulations that advance safety and preserve local control	<ul style="list-style-type: none"> • Support efforts to regulate connected and autonomous vehicles that aim to accelerate safety, mobility, environmental, equity, and economic benefits while ensuring the availability of collected data to enable research and inform future policies. • Partner with state and local governments to advocate for regulations that preserve the ability of jurisdictions to appropriately oversee safe operation of vehicles on their own highways and local roads.

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San Francisco County Transportation Authority Draft 2018 State and Federal Legislative Program
 Last modified: November 20, 2017

PROJECT DELIVERY AND ADMINISTRATION (State and Federal)		
Area	Goal	Strategy
6. Project Delivery	<p>a. Expand use of innovative project delivery strategies for transportation infrastructure</p> <p>b. Seek integrated state and federal environmental impact studies and streamlined permitting</p>	<ul style="list-style-type: none"> • Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects. • Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA). • Advocate for more efficient environmental processes (both CEQA and National Environmental Policy Act (NEPA)) to reduce administrative inefficiencies, expedite project delivery, and reduce costs. • Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> • Advocate for the streamlining of administrative restrictions when multiple fund sources are used on a single project. • Oppose legislation and regulations adversely affecting our ability to efficiently and effectively contract for goods and services, conduct business, and limit or transfer the risk of liability and support legislation and regulations that positively affect our effectiveness.



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Memorandum

Date: November 21, 2017
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: December 5, 2017 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

The Van Ness Avenue Bus Rapid Transit (BRT) Project comprises a package of transit improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard Streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the core BRT project is \$189.5 million. The larger Van Ness Improvement Project, totaling \$316.4 million, combines the core BRT project with several parallel projects such as new overhead trolley contacts, signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is using the Construction Manager-General Contractor (CMGC) project delivery method. Currently utility upgrades are underway.

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

DISCUSSION

Background.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project. The project is a partnership between the Transportation Authority, which led the environmental review, and the SFMTA, which is leading the construction phase and will be responsible for operation of the facilities. The SFMTA engineering team is working closely with the San Francisco Public Utilities Commission (SFPUC) on utility upgrade coordination, with support from on-call consultant HNTB for specialized tasks.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles

replacement; SFgo traffic signal replacement; sewer line replacement; water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

The project is replacing water, sewer and emergency firefighting water systems (AWSS) at two work zones. One work zone is located on the southbound side of Van Ness Avenue between Sutter and McAllister Streets and the other work zone is located on the northbound side of Van Ness Avenue between Lombard and Jackson Streets.

To make room for these work zones, southbound lanes on Van Ness Avenue were shifted on November 2 and northbound lanes were shifted on November 15. Existing lane markings were removed, new lanes were marked and temporary traffic signals have been installed. At certain locations, two lanes traveling in the same direction separate to pass on either side of median islands where 12 trees are protected for construction. Bus stops have been temporarily relocated and temporary boarding platforms have been installed. Blue zone parking for people with disabilities, loading zones and street furniture such as newspaper stands, bus shelters, bike racks and trash cans have also been temporarily relocated.

In the two work zones construction activities are underway including saw cutting and removal of the roadway, utility potholing to locate and verify existing utilities, and trenching for duct banks that will power the overhead contact system and other traffic systems. Poles for the Overhead Contact System and street lighting have been ordered from the manufacturer.

To limit the inconvenience to residents living on the corridor and to expedite the construction schedule, project staff canvassed corridor businesses for written permission to waive San Francisco’s “holiday moratorium.” This waiver was approved, allowing construction to proceed during business hours between Thanksgiving and New Year’s Day on most project corridor blocks, except between Eddy and O’Farrell streets.

Current Issues and Risks.

A schedule recovery plan was submitted by Walsh Construction, the prime contractor, that the city is assessing for time and cost, with consideration for their impacts on San Francisco residents and businesses. Walsh’s plan projects recovery of 127 days of the current 271 days the project is behind schedule and includes eight primary options for project acceleration. Four of these were adopted and are being implemented. The other four options require city approval, and evaluation of those is underway by the city. To reduce the schedule delay even further, there are three secondary options tentatively proposed that are being studied for feasibility.

To accelerate the project, the SFMTA and SFPUC are working closely with Walsh. Traffic control plan approval, as well as water and sewer approvals processes have been streamlined, and the majority of Ranger Pipelines’ submittals for sewer work have been approved. Coordination of the upcoming water work including reviewing submittals and Requests for Information (RFIs) is underway. To help in this effort, additional staff have been engaged by the SFMTA and Walsh Construction.

While recovery plans are underway, there are risks that could cause additional delay, such as a particularly wet rainy season or the discovery of unknown underground utilities. Project staff is actively addressing concerns of businesses and residents adjacent to the work zones. The SFMTA is closely monitoring traffic conditions where lane shifts have increased traffic congestion.

The SFMTA has rejected two contractor claims related to the water and sewer subcontract package and is working with Walsh Construction to resolve disputes.

Project Schedule and Budget.

The project budget and schedule have been updated, and both budget and schedule now include contingencies recommended by the risk management report. The current schedule is included as Attachment 1. Under current projections, revenue service will start in fall of 2020.

Table 1 shows the estimated budget for the project by phase as well as expenditures to date for the Core BRT project. All the constructions funds have been previously allocated or programmed to the project.

Table 1: Van Ness Avenue Bus Rapid Transit Budget and Expenditures to Date

Phase Name	Budget (\$ millions)	Estimate at Completion (\$ millions)	Expended to Date (\$ millions)¹	% Complete
Conceptual Engineering + Environmental Studies	\$ 7.44	\$ 7.44	\$ 7.44	100%
Preliminary Engineering (CER)	\$ 6.77	\$ 6.77	\$ 6.77	100%
Final Design (PS+E)	\$ 12.58	\$ 12.58	\$ 12.58	100%
Construction (Including Testing/Startup) Contingency)	\$ 158.74	\$ 158.74	\$ 41.842	26%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 68.63	36%

¹As of November 2017.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1. Conceptual Engineering + Environmental Studies*																																
2. Preliminary Engineering (CER)																																
3. Final Design																																
4. Construction Manager-General Contractor (CMGC) Process																																
5. Construction																																
6. Revenue Operations Begin																																
* Conceptual Engineering and Environmental Studies began in 2007																																
Key:																																

VANNESS

IMPROVEMENT PROJECT



Citizens Advisory Committee

San Francisco County Transportation Authority



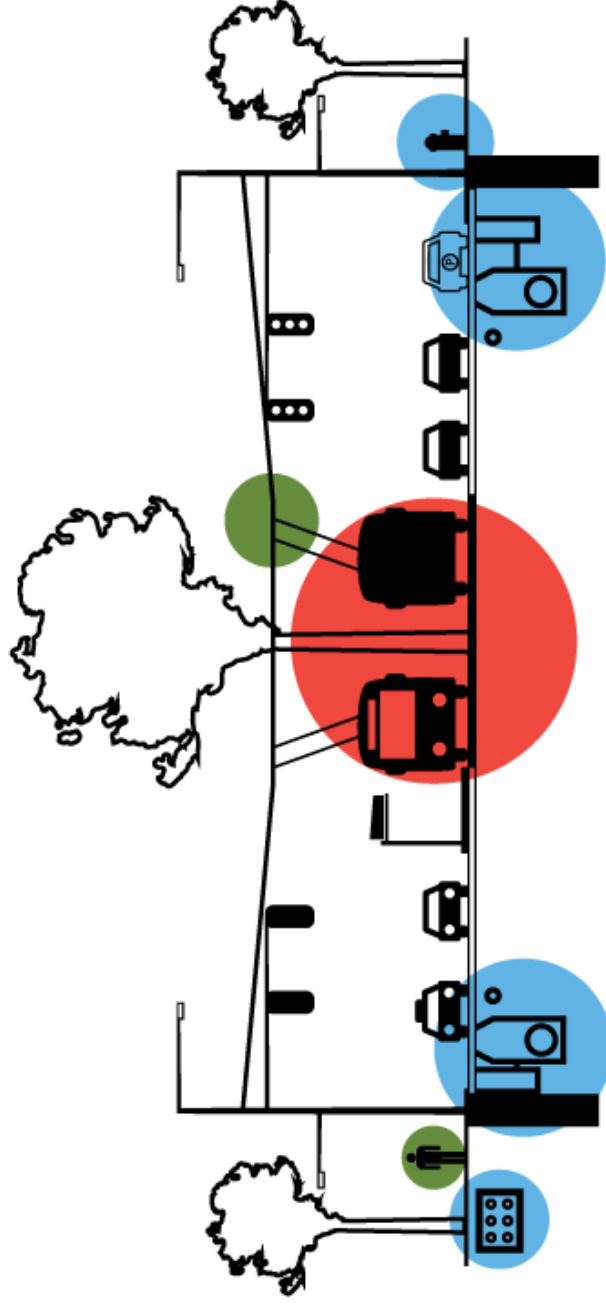


Van Ness Avenue is the backbone of civic life in San Francisco and one of the most important thoroughfares connecting the region. This project will make the street accessible and enjoyable for everyone through:

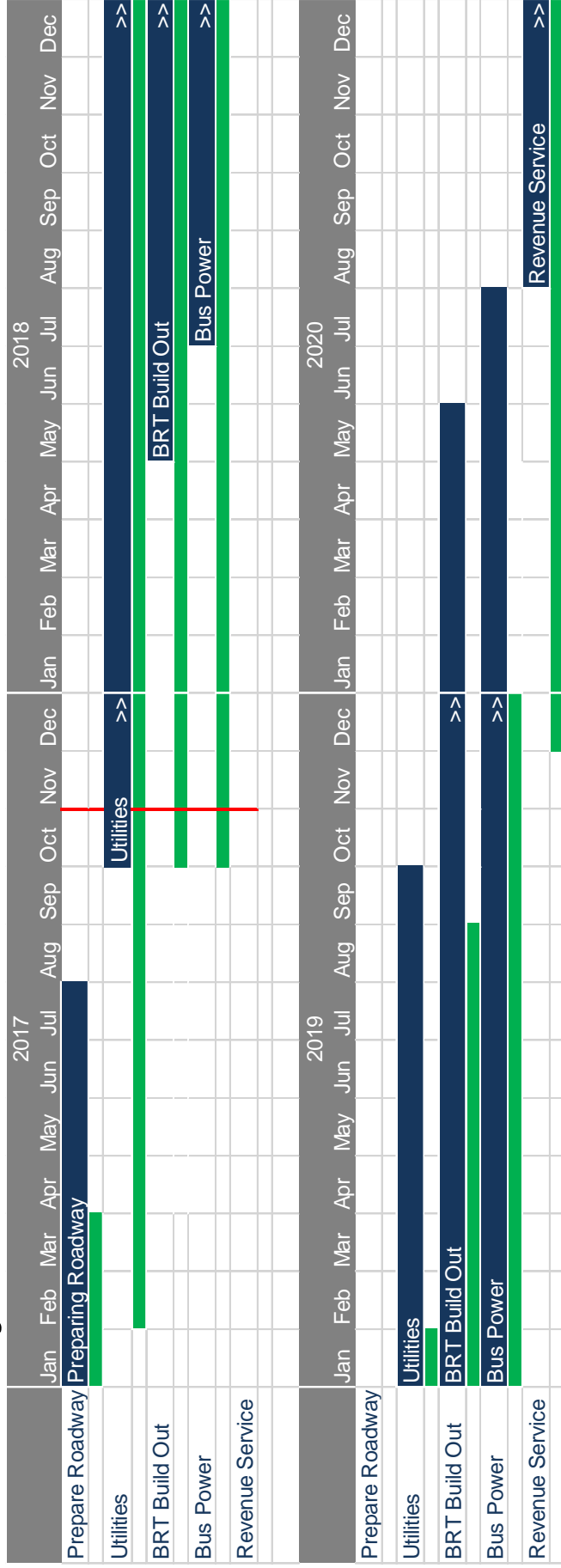
- The City's first Bus Rapid Transit system, a globally proven solution to improve transit service and address traffic congestion.
- Utility maintenance including repaving the street and replacing water and sewer systems to ensure reliability.
- Public improvements like more efficient street lighting, new sidewalk lighting and landscaping.

Overview

- Construction phases and timeline



• Project Schedule



Schedule

- Recovery plan submitted by Walsh, SFMTA assessing options
 - Time and cost
 - Consideration for San Francisco residents and businesses
 - Projected 127 day recovery:
 - Implementing 4 acceleration options
 - Pending city approval, additional 4 acceleration options (evaluation by city is underway)
 - For additional savings, 3 additional recovery options proposed, studying for feasibility

Recent Milestones

- Sewer and water subcontract signed
- Created 2 construction zones:
 - New traffic lanes marked, traffic shifted
 - Temporary bus boarding platforms installed
 - Color curb zones, street furniture relocated

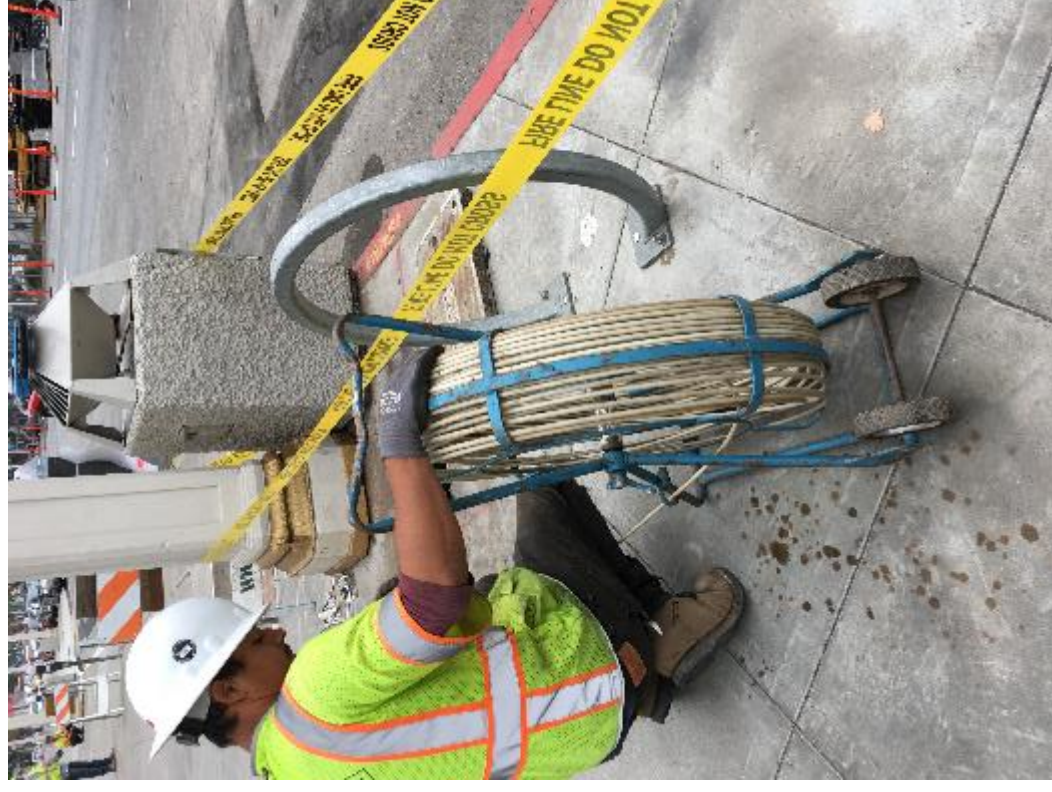


Recent Milestones

- **Holiday Moratorium waiver approved (except Eddy-O'Farrell)**
 - Allows construction during business hours, Thanksgiving – New Year's Day
 - Staff canvassed businesses for permission
 - Limits inconvenience to residents, expedites construction schedule
 - Night work is still required when work requires roadway to be limited to one lane in a direction

Milestones underway

- Installing hubs to monitor emergency firefighting water system (AWSS)
- Saw cutting and removal of the roadway
- Pot holing to confirm utility locations
- Utility trenching for duct bank that will power the overhead contact system and other traffic systems



Upcoming milestones

- Phase 1 utility work
 - Installing twin sewers
 - SFPUC is in collaboration developing construction plan
 - Replacing water main
 - SFPUC coordination of final cutover ongoing
 - Replacing parts of emergency firefighting water system (AWS)

- Ongoing
 - Weekly 14-day Construction Forecast (web, email, text message), weekly “Weekend Release” press release
 - Twice weekly Community Drop-in Office Hours (Tue. 2:00-4:00 p.m., Fri. 10:00 a.m.-noon, excluding holidays)
 - 72-hour noticing for night work
 - “Meet the Expert” speaker series
 - Active Van Ness BRT Community Advisory Committee and Van Ness Business Advisory Committee
 - Briefings to public officials
 - Quarterly newsletters
 - Open for Business marketing program



Thank you



VAN NESS

IMPROVEMENT
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SFMTA
Municipal
Transportation
Agency

