



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, March 28, 2018; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: John Larson (Chair), Peter Sachs (Vice Chair), Myla Ablog, Kian Alavi, Hala Hijazi, Becky Hogue, Brian Larkin, Peter Tannen, Shannon Wells-Mongiovi and Chris Waddling

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- 6:00 1. Call to Order
- 6:05 2. Chair’s Report – **INFORMATION**
- 6:10 **Consent Agenda**
 - 3. Approve the Minutes of the February 28, 2018 Meeting – **ACTION *** 5
 - 4. Adopt a Motion of Support on the ConnectSF Vision Document – **ACTION*** 15
 - 5. Citizens Advisory Committee Appointment – **INFORMATION**
 The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its April 10, 2018 meeting. The vacancy is the result of the term expiration of Bradley Wiedmaier (District 3 resident), who is seeking reappointment. His term expiration also coincides with an automatic suspension from the CAC due to missing 4 regularly scheduled CAC meetings in a 12-month period. 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.
 - 6. State and Federal Legislation Update – **INFORMATION*** 21
 - 7. Update on the Valencia Street Bikeway Implementation Plan [NTIP Planning] – **INFORMATION*** 25
 - 8. Update on the Adult School Crossing Guard Program – **INFORMATION*** 37
 - 9. Update on Late Night Transportation Plan – **INFORMATION*** 43

End of Consent Agenda

CAC Meeting Agenda

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| 6:15 | 10. | Adopt a Motion of Support for the Allocation of \$17,008,851 in Prop K Funds for Four Requests, with Condition – ACTION* | 61 |
| | | Projects: (Caltrain) Caltrain Business Plan (\$350,000); (SFMTA) Central Subway (\$13,752,000) and Bayview Community Based Transportation Plan (\$57,851); (SFPW) Parkmerced/ Twin Peaks/ Mt. Davidson Manor Residential Street Resurfacing (\$2,894,000) | |
| 6:35 | 11. | Adopt a Motion of Support for the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report – ACTION* | 69 |
| 6:50 | 12. | Adopt a Motion of Support Authorizing the Executive Director to Enter Into an up to \$140 Million Revolving Credit Agreement with State Street Public Lending Corporation and U.S. Bank National Association – ACTION* | 73 |
| 7:00 | 13. | Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2017/18 – ACTION* | 83 |
| 7:10 | 14. | Adopt a Motion of Support for the 2019 Prop K Strategic Plan Update and 5-Year Prioritized Programs of Projects – ACTION* | 99 |
| 7:25 | 15. | Adopt a Motion of Support Authorizing the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the US101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions – ACTION* | 125 |
| 7:30 | 16. | San Francisco Freeway Corridor Management System Study Update – INFORMATION* | 129 |
| 7:40 | 17. | Major Capital Projects Update – Van Ness Bus Rapid Transit – INFORMATION* | 135 |

Other Items

- | | | | |
|------|-----|--|--|
| 7:50 | 18. | Introduction of New Business – INFORMATION

During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration. | |
| 7:55 | 19. | Public Comment | |
| 8:00 | 20. | Adjournment | |

*Additional Materials

Next Meeting: April 25, 2018

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CAC Meeting Agenda

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, February 28, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Myla Ablog, Kian Alavi, Becky Hogue, Brian Larkin, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and (8)

CAC Members Absent: Shannon Wells-Mongiovi (entered during item 6), Hala Hijazi and Bradley Wiedmaier (3)

Transportation Authority staff members present were Michele Beaulieu, Tilly Chang, Eric Cordoba, Anna LaForte, Maria Lombardo, Linda Meckel, Mike Pickford, Alberto Quintanilla, Oscar Quintanilla, Aprile Smith, Mike Tan and Eric Young

2. Chair's Report – INFORMATION

Chair Larson thanked Chris Waddling on behalf of the Transportation Authority and CAC for his 3 years of service as CAC chair. He reported that phase two of the Caltrain Downtown Extension Tunnel Alternatives Study, which expanded on the most promising aspects of the initial study to minimize cut-and-cover along the alignment, and the Board-requested Peer Review of three operational analyses to determine whether the Downtown Extension should have two or three tracks as it approaches the Transbay Transit Center were in their final stages. He said a full report on both studies would be provided to the Board and CAC in March.

He said that the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA) hosted an emerging mobility design-thinking workshop in January and that the research identified at the workshop would be incorporated into the Emerging Mobility Studies Report, planned for release in the spring. He reported that the Transportation Authority continued to develop system enhancements to improve staff efficiency, inter-agency communication, and customer service and was in the process of making improvements to the mystreetSF.com mapping platform. He said that staff expected the project to be completed by June 2018.

Chair Larson mentioned an organized nighttime walkthrough through the Hairball with Commissioner Ronen and CAC representatives from Districts 9 and 10. He said the walkthrough was scheduled for April 11, 2018 and would be inspecting lighting throughout each section of the Hairball. He suggested that other CAC members let staff (Deputy Director Anna LaForte) know if they were interested in participating in the walkthrough.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the January 24, 2018 Meeting – ACTION
4. Exercise Contract Options for On-Call Legal and On-Call Transportation Planning

Services in an Amount Not to Exceed \$2,650,000 – ACTION

Contracts: Nossaman LLP and Wendel, Rosen, Black & Dean LLP (\$850,000); Arup North America, Ltd., Iteris, Inc., Nelson\Nygaard Consulting Associates, Stantec Consulting Services, Inc., and WSP (\$1,800,000)

5. Citizens Advisory Committee Appointment – INFORMATION

The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its March 13, 2018 meeting. The vacancy is the result of the term expiration of John Larson (District 7 resident), who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

There was no public comment on the Consent Agenda.

Chris Waddling moved to approve the Consent Agenda, seconded by Brian Larkin

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Absent: CAC Member Hijazi, Wells-Mongiovi and Wiedmaier (3)

End of Consent Agenda

6. Adopt a Motion of Support for Allocation of \$8,795,721 in Prop K Funds for Six Requests, with Conditions – ACTION

Oscar Quintanilla, Transportation Planner, presented the item per the staff memorandum.

Vice Chair Sachs asked why closed-circuit television (CCTV) footage from traffic cameras was not recorded.

Robert Lim, Project Engineer at the SFMTA, said that when the traffic camera program started the SFMTA agreed with a condition requested by the Board of Supervisors to not record footage captured on traffic cameras.

Vice Chair Sachs contrasted the cost of the cable car pulley rebuild with the proposed new traffic signals work that would cost over 5 million dollars. He asked if the SFMTA had thought about buying the components of the traffic signals and doing the work themselves.

Dusson Yeung, Project Manager at the SFMTA, said the signal shop was not currently equipped to do heavy construction work (e.g. no excavators) and could only handle day to day maintenance. He said the signal shop did not have the staff expertise to complete the proposed project.

Vice Chair Sachs asked if it made better economic sense to hire additional signal shop staff, as opposed to using a contractor.

Mr. Yeung said that an analysis had not been done but that an advantage of hiring a contractor was that staff resources could increase or decrease depending on project workload.

Peter Sachs moved to sever the request for New Traffic Signals, seconded by Kian Alavi.

The motion was approved by the following vote:

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

Absent: CAC Member Hijazi and Wiedmaier (2)

Peter Tannen said from his prior experience working with the Department of Parking and Traffic,

he recalled that the largest cost for traffic signal installation was performing the excavation and putting in the conduits and that the SFMTA traffic signal shop normally worked on ground-level projects.

During public comment Jackie Sachs asked why bus stops were being removed from 19th Avenue and asked if the project considered the needs of elderly individuals that lived in District 4.

Vice Chair Sachs moved to approve the underlying requests, seconded by Chris Waddling.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hogue, Larkin, Larson, Sachs, Tannen and Waddling (8)

Abstain: Wells-Mongiovi (1)

Absent: CAC Member and Wiedmaier (2)

Brian Larkin moved to approve the severed request for New Traffic Signals, seconded by Peter Tannen.

The severed item was approved by the following vote:

Ayes: Ablog, Hogue, Larkin, Larson, Tannen and Waddling (6)

Nays: Sachs (1)

Abstain: Alavi and Wells-Mongiovi (2)

Absent: Hijazi and Wiedmaier (2)

7. Adopt a Motion of Support for a One-Year Professional Services Contract with the Top-Ranked Firm in an Amount Not to Exceed \$150,000 for the Redesign and Upgrade of the Transportation Authority's Website – ACTION

Eric Young, Senior Communications Officer, presented the item per the staff memorandum.

Vice Chair Sachs asked if the scope included a mobile version of the website

Mr. Young stated that the upgraded website would be compatible on all web platforms.

Becky Hogue asked for additional information about lowercase productions.

Mr. Young said lowercase productions specialized in printed and digital design and would be collaborating with two additional firms. He said lowercase productions would be the project manager and would work with Civic Edge Consulting, a communications firm which would help with content creation, and Exygy, a digital technology firm that would provide the back-end work of the website.

Chris Waddling asked if stakeholders would have the opportunity to provide user feedback.

Mr. Young said there would be initial research involving internal and external users that would help influence the decision-making process.

Shannon Wells-Mongiovi asked if the website would be ADA compliant and if it would be accessible for individuals who spoke different languages.

Mr. Young said that the website would be ADA compliant and able to be translated in over 80 languages, likely using Google Translator, which is currently used on the agency's website.

Shannon Wells-Mongiovi requested that the most important content on the website be translated by professionals to avoid using translation applications.

Mr. Young said that given the size of the website, it had been discussed to have certain pages professionally translated on the website with their own URLs.

There was no public comment.

Becky Hogue moved to approve the item, seconded by Myla Ablog.

The item was approved by the following vote:

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

Absent: CAC Member Hijazi and Wiedmaier (2)

8. Adopt a Motion of Support for the Construction Manager/General Contractor Project Delivery Method for the Yerba Buena Island Westside Bridges Seismic Retrofit Project – ACTION

Eric Cordoba, Deputy Director for Capital Projects, presented the item staff memorandum.

Brian Larkin asked for the total project cost.

Mr. Cordoba said that the total project cost would be \$66 – \$69 million and that construction cost would be between \$45 – \$48 million.

Brian Larkin asked if there were opportunities to streamline the environmental process for future projects.

Mr. Cordoba said that from a federal funding point of view each of the 8 bridges were independent, which meant 8 separate environmental reports were drafted. On the positive side, he said that they were able to obtain categorical exemptions from the California Environmental Quality Act (CEQA) and categorical exclusion from the National Environmental Policy Act (NEPA) which helped streamline the process. He said that Caltrans and their relevant guidelines recognized that they needed to expedite approvals for seismic projects. Mr. Cordoba also noted that no significant environmental impacts were found after the environmental impact reports and studies.

Brian Larkin said that the environmental process could have been quicker if one report was drafted for all 8 bridges.

Mr. Cordoba said that he had tried to gain approval for one report; however, the Federal Highway Administration (FHWA) and Caltrans stated that each bridge had independent utility which required separate reports for each bridge.

Peter Tannen asked if Mr. Cordoba could provide examples of other CM/GC contracts and the end results.

Mr. Cordoba mentioned that the demolition of the old Bay Bridge successfully used the CM/GC method to implode the concrete piers in the waters and that the contract was within budget. He also said that the environment was protected using the CM/GC method in this case as work done had to take into account impacts on marine life. He said the key to avoid issues was to bring the contractor in early.

Myla Ablog asked if there was any part of the project that was below the high tide line and required Army Corps permits. Mr. Cordoba said that the project was above the high tide line and would not require Army Corps permits.

Vice Chair Sachs asked if drones were used for any form of analysis.

Mr. Cordoba said he was going to the Contra Costa County Transportation Authority on Friday to learn about how they used drones for surveying and construction. He said drones were being used for earth work quantities, which identified how much cut and fill there was on a project and provided topographical graphics.

Vice Chair Sachs said that there were drone applications that could create 3D surface mapping and volume estimating. He noted the potential value of drones to save time and money and suggested incorporating drones where appropriate.

Chris Waddling noted the cost of Yerba Buena Island Westside Bridges project compared to the cost to construct the Quint-Jerrold Connector Bridge made the latter look disproportionately expensive.

During public comment Ed Mason asked what would be done to address trucks getting stuck on the Yerba Buena Island off-ramp. Through the Chair, Deputy Director Cordoba clarified that Mr. Mason was referring to the east bound off ramp leaving San Francisco on the left-side and that the project would make that ramp safer.

Becky Hogue moved to approve the item, seconded by Shannon Wells-Mongiovi

The item was approved by the following vote:

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

Absent: CAC Member Hijazi and Wiedmaier (2)

9. Update on the Quint Street – Jerrold Avenue Connector Road Project – INFORMATION

Eric Cordoba, Deputy Director for Capital Projects, presented the item staff memorandum.

Chris Waddling asked if anyone was taking into consideration that TransMetro might not sell the land after an environmental study and appraisal. He asked if TransMetro could be trusted.

Mr. Cordoba said that Real Estate has stated that TransMetro was willing to sell the land but wanted to know where they would be relocated.

Chris Waddling thanked Chair Peskin for his advocacy and involvement in the project.

Mr. Cordoba added that Commissioner Cohen's office also had been urging the Transportation Authority to push for the purchase of the land and was assisting.

There was no public comment.

Chair Larson called Items 10 and 11 after item 7.

10. Update on the ConnectSF Vision Document – INFORMATION

Linda Meckel, Senior Transportation Planner, presented the item staff memorandum.

Brian Larkin asked if the Subway Vision study would be incorporated into ConnectSF and if the ConnectSF was the place where the various plans that the CAC hears about all get brought together.

Ms. Meckel replied in the affirmative and said that the Subway Vision study kicked-off the ConnectSF process and that the corridors and alignments identified through that process were being carried forward through the transit corridor study.

Brian Larkin asked if he could still make comments on the 50-year vision document. Ms. Meckel said that comments for the 50-year vision document were still being taken and that Transportation

Authority staff would be returning to the CAC in March seeking a recommendation to support the vision.

Chair Larson asked if there was an alignment between ConnectSF and other regional transportation efforts. Ms. Meckel mentioned that futures task force members included regional transit operators and members of the Metropolitan Transportation Commission (MTC). She noted that the ConnectSF 50- year vision was not typical in terms of timeframe because most long-range plans usually followed the 25-year federal requirement.

Chair Larson observed that the whole sphere of education seemed to be missing from the Vision, but probably should be included as a prerequisite to achieve vision goals related to a vibrant, diverse, well-educated community.

Ms. Meckel said that the document was a transportation vision exercise and was grounded in land use. However, she acknowledged that the ConnectSF team had received a lot of feedback about other areas and she reiterated that the task force did consider accountability, engagement and other livability factors.

Shannon Wells-Mongiovi asked if the ConnectSF Vision document looked to improve outreach and accountability among underserved and non-English speaking residents.

Ms. Meckel said that the document listed 6 different objectives for accountability and engagement. She said the task force members commented that projects and plans did not always have the best engagement and that the ConnectSF Vision document included some objectives to try and address those issues.

Chris Waddling asked about the level of involvement among other regional partners. Ms. Meckel said that in the vision process, regional partners had been attending future task force meetings and that regional transit operators would be involved in the transit corridor study, as well as the street and freeways study. She said those processes had not yet begun and that the transit regional operators did not play as big of a role when creating the vision for San Francisco.

Chris Waddling asked if it was the choice of the regional transit operators to not be as involved in the first phase. Ms. Meckel said that participation was optional and that BART and MTC attended future task force meetings. She said there were different levels of engagement from AC Transit, SamTrans, and Caltrain.

Becky Hogue asked how outreach was designed to reach underserved communities. Ms. Meckel said that focus groups were held with paid participants who attended mini workshops and that 60 organizations that work with underserved groups, were consulted. She said outreach was continuing and that some of the focus group participants attended the October 2017 future task force meeting.

Becky Hogue said that future task force participants appreciated the opportunity to interact with each other. She asked if the list of all participants could be shared. Ms. Meckel said that there was a list of participants available, but that contact information was not included.

Kian Alavi asked if the demographics of the futures task force participants was available and asked if there was any data about the number of participants who saw themselves living in San Francisco in the next 10 years.

Ms. Meckel said that self-identified demographics were not asked for among the futures task force participants, but that an appendix was available in the vision document that detailed outreach. She said that a question regarding demographics was asked among focus group and online participants. She said that the question about living in San Francisco over the next 10 years was not asked.

Kian Alavi asked if enough of the underserved population in San Francisco was reached.

Ms. Meckel said that a robust outreach effort was conducted.

During public comment, Ed Mason asked if a similar process to ConnectSF had been previously conducted and asked what the impact would be if Senator Wiener's Senate Bill (SB) 827 was passed. He said that Plan Bay Area stated that San Francisco, Oakland, and San Jose would be responsible for housing a significant portion of the Bay Area's future growth in housing and employment. He also asked if there were comments from the developers on the Vision. He asked what the population capacity would be for San Francisco if SB 827 was passed. He said there was an imbalance between high-cost and low-cost development projects being permitted by the Planning Department contrasted with the significant need for low-cost development projects.

11. **Update on Regional Measure 3 (RM3) – INFORMATION**

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

Chris Waddling asked if there were numbers from Regional Measure 1 and Regional Measure 2 that quantified the number of cars that drove through toll bridges after the passage of previous regional measures.

Ms. Beaulieu speculated that the approval of prior regional measures that increased toll bridges did not change traffic patterns.

Chris Waddling asked if an increase in public transportation availability would take cars off the road, nothing that the RM3 description stated that it was a plan to reduce auto and truck traffic.

Maria Lombardo, Chief Deputy Director, said that RM3 was about improving conditions and reliability on bridges and bridge corridors and offering more options to travelers, including taking public transportation. She stated that the measure was looking to relieve congestion in certain bottleneck areas and offer other improved forms of reliable transportation. She said that at the same time, the population of the Bay Area was growing significantly and expected to continue to do so in the future which would make it difficult to decrease the number of cars on the road in the long term. She also commented that another way to look at it is without RM3 there isn't a ready source of revenues to make the proposed improvements, most of which are needed now.

Shannon Wells-Mongiovi asked if there were plans to relieve truck transport traffic by extending the water corridor into Sunol and down the South Bay.

Ms. Beaulieu said there was a goods movement improvement program, where projects that relieved truck traffic would be eligible. She said there was a lot of planning related to the Port of Oakland that would also address truck traffic relief.

Vice Chair Sachs spoke about equity and affordability issues and asked what would stop the Legislature from proposing an additional bridge toll increase in 2026. He said he wanted to make sure that the public was aware of the various transportation fees and taxes that they would be paying in the upcoming years.

Ms. Beaulieu said that similar observations had been made by MTC commissioners and Transportation Authority commissioners. She said the MTC had data that indicated that most individuals that crossed the bridges were wealthier and that the proposed measure would offer a discount for commuters who crossed more than one bridge during commute hours.

Ms. Lombardo added that MTC had conducted a voter poll that showed support among all income levels, but not surprisingly the support went down among lower income levels. She said the affordability issue had been coming up not just in San Francisco, but in other Bay Area counties.

She said that MTC staff had advised that an income adjusted rebate or toll was possible, but that it would require state legislation.

Chair Larson asked if the polling data was aggregated across all 9 counties and if it was supported across the 9 counties.

Ms. Beaulieu said that the polling data was disaggregated among the counties and did not believe that every county had majority support. She said all counties had the pattern of additional support after education of what the money would be spent on. She clarified that the voter threshold for RM3 on the ballots would be 50% across the entire Bay Area population and did not need to meet that threshold in every Bay Area county.

During public comment Bob Allen spoke about equity and affordability and the need for MTC to pursue the low-income toll/rebate program. He said that while the RM3 revenues are needed now to implement the expenditure plan projects, it needs to be coupled with something like a congestion cap to truly address the congestion issues.

Jackie Sachs said that she had heard talk that one of the Muni fleet maintenance facilities would be closed on weekends and asked the Transportation Authority investigate the situation.

12. Introduction of New Business – INFORMATION

In light of the hundreds of millions of dollars that the Transportation Authority directs to the SFMTA, Vice Chair Sachs requested a presentation from Director Reiskin of the SFMTA to brief CAC members on Muni Metro's operational reliability and performance issues. He said that the last CAC update on this topic was about a year ago and CAC members were told that a change in supervisor authority would enable more dynamic rerouting of trains, but that was not happening routinely. He asked what the specific timeline would be for reduction of 1-car trains in the subway during peak periods. He asked what steps were being taken to address delay issues at West Portal.

Chair Larson seconded the request made by Vice Chair Sachs and asked for an update on the Twin Peaks tunnel project.

Vice Chair Sachs mentioned that he received a "quick reference guide" from a train operator on the fare boxes installed in the new Siemens trains and that because of the elimination of paper transfers, operators now followed many steps to issue transfers for riders who needed them. He asked if it posed a further risk to operational/schedule reliability.

Shannon Wells-Mongiovi asked for a Transbay Terminal update and an update on the Central Subway Chinatown station. She mentioned that Muni paid for training to become a driver, but drivers were not given a probationary period once they passed the training and she heard that many completed the training and they opted to work for other transit agencies. She asked why drivers were being trained without a commitment to work for Muni.

Peter Tanned asked for an update on Van Ness Bus Rapid Transit and at least a monthly written summary if a presentation cannot be provided.

Becky Hogue asked for a TIMMA update on its congestion pricing program.

Chris Waddling asked for an overview of South East transportation issues from the Warriors stadium all the way down to the Bayview. Ms. Lombardo said she believed that an overview was provided at a previous CAC meeting that Mr. Waddling had not attended. She said she would forward the materials to Mr. Waddling and see if they need a refresh.

During public comment Ed Mason asked what was being done to address delays and 3 car Muni trains on the J-line.

Jackie Sachs asked for an update on the other 9 to 5 that Muni operators be invited to provide their input. She also requested an update on Central Subway.

13. Public Comment

During public comment Ed Mason said that the rail replacements on 24th Street and Church Street took 3 weeks though he had understood that there would be concrete up the rails and yet, the top layer was asphalt. Mr. Mason also provided an update on corporate commuter buses in San Francisco.

Jackie Sachs said that the Muni new buses do not consider the disabled and elderly and that the new street cars had more standing room and less seating for disabled people.

14. Adjournment

The meeting was adjourned at 8:05 p.m.



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Memorandum

Date: April 10, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 04/10/18 Board Meeting: ConnectSF Vision Document Adoption

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>SUMMARY</p> <p>This memo outlines the changes from the Draft ConnectSF Vision document, presented to the Transportation Authority Board on February 27, to the Final ConnectSF Vision document presented now for adoption. The Goals and Objectives outlined in the Vision document will guide Phases 2 and 3 of the ConnectSF Long Range Transportation Planning Program. The Vision document is included as Attachment 1 to this memo.</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> <hr/>
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DISCUSSION

Background

To define the desired and achievable transportation future for San Francisco, the Transportation Authority, the San Francisco Municipal Transportation Agency and the Planning Department are collaborating on the San Francisco Long Range Transportation Planning Program, also known as ConnectSF. Additional program partners include San Francisco Office of Economic and Workforce Development and the Mayor’s Office.

The ConnectSF program is composed of several related efforts, including:

- Subway Vision (completed 2016, to be updated every four years)
- 50-year Vision (subject of this memorandum)
- San Francisco Transportation Plan (SFTP) 2050 (needs assessment underway)
- Transit Corridors Study (in scoping phase)
- Streets and Freeways Study (in scoping phase)
- General Plan Transportation Element Update

These efforts will also draw on other planning and policy studies that have been completed recently or will be underway in similar timeframes, such as work related to transportation demand management, emerging mobility services and technologies, and adaptation and resilience. Combined, the efforts of the ConnectSF program will achieve the following:

- Create a common vision for the future that will result in common goals and objectives that subsequent efforts work to achieve.
- Serve as San Francisco’s long-range transportation planning program, integrating multiple priorities for all modes based on robust technical analysis and public engagement.
- Identify current and long-term needs and opportunities to improve transportation that support key city policies and priorities.
- Identify and prioritize long-term transit strategies and investments to support sustainable growth.
- Develop a revenue strategy for funding priorities.
- Establish a joint advocacy platform, including policy and project priorities.
- Guide San Francisco’s inputs into the Regional Transportation Plan/Sustainable Communities Strategy update.
- Codify policies in the San Francisco General Plan.

Changes from the Draft to Final Vision Document.

The ConnectSF team made the Draft Vision document available to the public in February and March 2018. The Vision was collaboratively developed among the Futures Task Force, leadership from City agencies, and the public. Staff incorporated comments and suggested edits if they were consistent with the overall character of the Vision and with the scale and scope of the Vision document. Overall, the changes to the final document were not substantive, however, readers will notice refinement of the text and updates to graphics. A table with comments and responses is available in Appendix E.

ConnectSF 50-year Vision.

The Vision document of the ConnectSF program answers the question “what is the future of San Francisco as a place to live, work and play in the next 30 and 50 years?” To answer this question, staff employed a scenario planning framework – a methodology used by businesses and large-scale public agencies and governments designed to help organizations think strategically about the future. This methodology identifies drivers of change and critical uncertainties, develops plausible future scenarios to understand how the city may react in those scenarios, the implications and paths for the city to navigate each of those plausible futures, and a preferred future to strive towards.

The Vision is grounded through the following goals that were codified through over a year of outreach:

- **Equity:** San Francisco is an inclusive, diverse, and equitable city that offers high-quality, affordable access to desired goods, services, activities, and destinations.
- **Economic Vitality:** To support a thriving economy, people and businesses easily access key destinations for jobs and commerce in established and growing neighborhoods both within San Francisco and the region.
- **Environmental Sustainability:** The transportation and land use system support a healthy, resilient environment and sustainable choices for future generations.
- **Safety and Livability:** People have attractive and safe travel options that improve public health, support livable neighborhoods, and address the needs of all users.

Agenda Item 4

- **Accountability and Engagement:** San Francisco agencies, the broader community, and elected officials work together to understand the City's transportation needs and deliver projects, programs, and services in a clear, concise, and timely fashion.

The Vision, described qualitatively, outlines a future where San Francisco is a regionally minded city with effective governmental institutions and an engaged citizenry, both of which consider community-wide and regional effects when making policy choices. This new socio-political dynamism results in the development and implementation of key plans related to transportation, land use, and housing. Overall, the Vision see high growth focused on equity outcomes and affordability, robust transportation options for all, and faster project delivery resulting from strong civic and government alignment. Further, key tenets of this future are:

- Numerous transportation and mobility options are available, accessible and affordable for all, and there is less need for individually owned cars.
- Robust and reliable transportation funding sources exist to support maintenance and management of the existing system as well as strategic expansions of high-capacity rail and bus services.
- There are seamless transit connections to local and regional destinations.
- Public rights-of-way are dedicated to sustainable transportation modes, improving operations and efficiency
- Neighborhoods are safe, clean, and vibrant with many people walking and biking.
- Infrastructure projects are developed and built more quickly and cost-effectively.
- New mobility/private transportation services are well-regulated and integrated with traditional public transportation and active modes
- There is significant construction to meet the needs of the rising population and workforce.
- There is a large increase in funding for affordable housing at all income levels.

The Vision document is included as Attachment 2 to this memo. The entire Vision document and appendices can be found on the www.connectsf.org website.

ConnectSF Outreach to date.

All outreach activities are detailed in Appendix B of the Vision document.

To develop the Vision, the ConnectSF team has conducted several public engagement activities since summer 2016. Staff used input from these activities to guide the development of the preferred Vision for the city. The goals and objectives outlined in the Vision document will inform the next two phases of the ConnectSF program.

In summer and fall of 2016, ConnectSF staff used pop-up workshops and an online tool to ask where San Francisco should expand its subway network. Participants submitted more than 2,600 ideas.

In May 2017, seven on-sidewalk pop-ups scattered around San Francisco and an online survey encouraged public participants to think broadly about the future of transportation in San Francisco and ask what they are excited and concerned about. Collectively, the ConnectSF team collected over 1,100 open-ended responses from over 450 individuals. This feedback showed the importance of a future San Francisco that is equitable, livable, sustainable, and economically competitive.

Agenda Item 4

Additionally, starting in May 2017, a Futures Task Force was invited to three co-learning events, designed to delve into the specific topics, including impacts of development in neighborhoods, the changing future of mobility, and how work may change in the future. Then, in June 2017, the Futures Task Force participated in the Scenario Building Workshop. This workshop was designed to understand how uncertain drivers of change may influence the future of San Francisco and how the city can prepare for those possible futures. The day and a half workshop culminated with the production of four plausible future scenarios, which were further refined by staff and discussed by the Futures Task Force at follow-up webinars.

During September 2017, focus groups, also called Small Group Experiences, engaged small groups in thinking about the four scenarios and the tradeoffs between them. The project team made special efforts to meet with groups and organizations from communities of concern. Two of the focus groups were held in languages other than English: one in Spanish and one in Chinese. Additionally, an online public survey was made available in English, Spanish, Chinese, and Filipino. The survey discussed the four plausible future scenarios and the inherent tradeoffs between them, and it asked for feedback about them. These efforts were designed to give both staff and the Futures Task Force insight into broader opinions about how San Francisco should react to plausible futures.

The Futures Task Force met again in October 2017 for the Scenarios Implications Workshop, where participants discussed the implications of each plausible future and provide direction for staff to develop the Vision. In December, staff presented and took feedback from the Futures Task Force on the Vision through webinars and invited members of the task force to help edit and co-author the document. The Draft Vision document was available for comment during February and early March 2018. Comments from public agencies, advocacy groups and individuals have been incorporated into the final version.

Staff is in the process of scoping and funding the technical elements and designing the outreach process for Phase 2 of the ConnectSF program. This next phase will continue to incorporate three streams of involvement: the public, the Futures Task Force, and the multi-agency ConnectSF staff team.

Next Steps.

The Vision document is available online (www.connectsf.org). The SFMTA Board and the Planning Commission are anticipated to take action on the Vision document on April 17 and April 19 respectively. Meanwhile the ConnectSF project team is beginning work on Phase 2 of the program, analyzing current and future transportation needs that will inform the Transit Corridors Study and the Streets and Freeways Study. We anticipate providing overviews for these studies in late spring 2018, once we finalize study budgets and schedules.

FINANCIAL IMPACT

None.

CAC POSITION

The CAC will consider this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Agenda Item 4

Enclosure – Vision Document



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**San Francisco County Transportation Authority
March 2018**

State Legislation – Updates on Activity This Session

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

Staff is recommending four new support positions on Assembly Bill (AB) 2865 (Chiu), AB 3059 (Bloom), AB 3124 (Bloom), and Senate Bill (SB) 1119 (Newman), and two new oppose positions on AB 2712 (Allen, Travis) and SB 1132 (Hill), as shown in **Table 1**, which also includes four new bills to watch. The Board does not need to take an action to add bills to watch. **Table 2** indicates the status of bills on which the Board has already taken a position this session.

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

Recommended Positions	Bill # Author	Bill Title and Description
Watch	AB 2418 Mullin D	Transportation: advanced technologies: grant program. This bill would state the intent of the Legislature to enact legislation to establish a pilot program that allows municipalities to compete for grant funding, and to leverage both public and private funding to promote flexible innovation and encourage the use of advanced technologies to improve the state's transportation system.
Oppose	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. Would provide that no further bonds shall be sold for high-speed rail purposes, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.
Support	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA). This is a spot bill, authored by Assemblymember Chiu on behalf of the Transportation Authority in case the Board decides to pursue managed lanes on US 101 and I-280 north of the split with US 101. We are still working with Legislative Counsel on the final language. Once amended, this bill would allow San Francisco to authorize VTA to operate them in San Francisco as part of a continuous system down the Peninsula, similar to the authorization they currently have to operate high occupancy toll lanes in San Mateo county. While VTA would operate the lanes (providing a seamless customer experience along the Peninsula and achieving cost efficiencies), net revenues would be reinvested in San Francisco projects according to an expenditure plan approved by the Transportation Authority Board. We are pursuing this legislation now so as to be able to coordinate with the other two counties that are further along developing managed lanes projects on US 101.

San Francisco County Transportation Authority
March 2018

Watch	AB 2923 Chiu D	<p>San Francisco Bay Area Rapid Transit District (BART): transit-oriented development.</p> <p>This bill would require the BART Board to adopt new transit-oriented development guidelines by a majority vote that establish minimum local zoning requirements for BART-owned land that is located on contiguous parcels larger than 0.25 acres, within 1/2 mile of an existing or planned BART station entrance, in areas having representation on the BART Board of Directors (i.e. San Francisco, Alameda, and Contra Costa counties). Local jurisdictions would then be required to adopt zoning regulations on those sites consistent with BART’s guidelines. BART’s current transit-oriented development guidelines provide guidance to local jurisdictions on its expectations for development on its properties, but local jurisdictions are not required to adopt zoning regulations consistent with them. This would apply to only one site in San Francisco – the small parcel adjacent to the Glen Park BART Station currently used for surface parking. This bill originated from housing advocates, not BART, and BART staff is recommending adopting a neutral position at its March 8 Board of Directors meeting. The San Francisco Planning Department has submitted a request that the Mayor’s Office State Legislation Committee adopt a support position on the bill.</p>
Support	AB 3059 Bloom D	<p>Congestion pricing demonstration pilot projects.</p> <p>This bill would authorize two congestion pricing demonstration projects in northern California and two in southern California. The bill would define “congestion pricing” to mean the assessment of a charge on motor vehicles using local streets and roads in a participating jurisdiction, which charge could vary based on the time of day or the day of the week. The bill would require the governing body of an eligible participating jurisdiction to adopt a congestion pricing ordinance containing various elements, and would require the proposed ordinance to be approved by the applicable congestion management agency subject to a finding that the proposed demonstration project is likely to be successful. The bill would require a charge by a congestion pricing ordinance to be imposed consistent with the California Constitution and federal law. Former Supervisor Farrell was seeking this type of authority to enable a tolling and reservation system to manage Lombard “crooked street” congestion. San Francisco’s Transportation 2045 Task Force recently recommended that the city continue to research, develop and, as appropriate, seek legislative authority for congestion pricing.</p>
Support	AB 3124 Bloom D	<p>Vehicles: length limitations: buses: bicycle transportation devices</p> <p>Existing law prohibits the buses and trolley coaches that operate on highways from having a folding bicycle rack that extends more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would increase the lengths described in the exemption above from 36 to 40 inches, and from 42 to 46 inches. This will accommodate 3-bicycle racks on buses and trolley coaches operating on highways. The San Francisco Municipal Transportation Agency (SFMTA) is supporting this bill, and the Metropolitan Transportation Commission (MTC) is recommending a support position at its March 9 Legislation Committee meeting.</p>

San Francisco County Transportation Authority
March 2018

Support	SB 1119 Newman D	Low Carbon Transit Operations Program. Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.
Oppose	SB 1132 Hill D	Vehicles: right turn violations. Current law requires a driver facing a steady circular red signal alone to stop at a marked limit line, and violation is punishable by a fine of \$100. This bill would, beginning July 1, 2019, reduce the fine to \$35. This is substantially the same bill as SB 493 (Hill) from 2017, which the Board took an oppose position on in March 2017.
Watch	SB 1376 Hill D	Transportation network companies (TNCs): accessibility plans. Existing Public Utilities Commission regulations require a TNC to allow passengers to indicate whether they require a wheelchair-accessible vehicle or a vehicle otherwise accessible to individuals with disabilities and requires the TNC to submit a specified report to the Public Utilities Commission detailing the number and percentage of their customers who requested accessible vehicles and how often the TNC was able to comply with requests for accessible vehicles. This bill would express the intent of the Legislature that every TNC ensure that it provides full and equal access to all persons with disabilities.
Watch	SB 1427 Hill D	High-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes. MTC is sponsoring this bill to state the intent of the Legislature to enact legislation to improve the performance of HOV and HOT lanes by providing additional resources for, and authorizing new approaches to, the enforcement of lane occupancy requirements. MTC is concurrently in discussions with California Highway Patrol about how to increase enforcement efforts administratively, and exploring other policies and strategies to improve lane performance.

Table 2. Bill Status for Active Positions Taken in the 2017-2018 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 3/1/2018)
Support	AB 1 Frazier D	Transportation Funding	Assembly Dead
	AB 17 Holden D	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	AB 87 Ting D	Autonomous vehicles	Senate Desk

**San Francisco County Transportation Authority
March 2018**

	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Assembly Desk
	SB 768 Allen , Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Transportation
	SB 182 Bradford D	Transportation network company: participating drivers: single business license	Chaptered
	SB 423 Cannella R	Indemnity: design professionals	Senate Dead
	SB 493 Hill D	Vehicles: right-turn violations	Assembly Appropriations

¹Under this column, “Enrolled” means the bills has passed out of both houses of the Legislature and is on the Governor’s desk for consideration. “Chaptered” indicates the bill is now law.



Memorandum

Date: March 12, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy & Programming
Subject: 03/20/18 Board Meeting: Update on the Valencia Bikeway Implementation Plan [NTIP Planning]

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY At the request of Commissioners Sheehy and Ronen, San Francisco Municipal Transportation Agency (SFMTA) staff have provided an update (Attachment 1) on the project status and anticipated next steps, including near-term improvements, for the Valencia Street Bikeway Implementation Plan [NTIP Planning]. The plan will comprehensively assess alternatives for improving Valencia Street between Market and Mission streets. SFMTA staff will present this item at the March 20 Transportation Authority Board meeting.</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>
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DISCUSSION

Background. On December 5, 2017 the Transportation Authority Board allocated \$145,000 in Prop K funds to the Valencia Street Bikeway Implementation Plan [NTIP Planning] project. The study, partially funded with District 8 Neighborhood Transportation Improvement Program funds, focuses on opportunities to upgrade the existing bike lanes given the high volume of cyclists on Valencia Street, history of bicycle-motor vehicle crashes, and evidence suggesting that illegal parking and loading within the bike lane are prevalent.

The Valencia Bikeway Improvements project began in February 2018. The attached memorandum summarizes the current project status and anticipated next steps. This nine-month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the Transportation Authority Board in Fall 2018.

Given the high level of interest in this corridor, Commissioner Sheehy has requested that SFMTA staff present this progress update at the March 20 Transportation Authority Board meeting.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

Agenda Item 7

None. This is an information item. The CAC will be briefed on this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Memorandum from SFMTA: Valencia Street Bikeway Implementation Plan Update



Mark Farrell, *Mayor*

Cheryl Brinkman, *Chairman*

Joél Ramos, *Director*

Malcolm Heinicke, *Vice-Chairman*

Cristina Rubke, *Director*

Gwyneth Borden, *Director*

Art Torres, *Director*

Lee Hsu, *Director*

Edward D. Reiskin, *Director of Transportation*

DATE: March 1, 2018

TO: San Francisco County Transportation Authority Board of Commissioners

FROM: Kimberly Leung
Project Manager, San Francisco Municipal Transportation Agency

SUBJECT: Valencia Street Bikeway Implementation Plan Update

The Valencia Street Bikeway Implementation Plan (also referred to as the Valencia Bikeway Improvements project) will comprehensively assess alternatives for improving Valencia Street between Market and Mission Streets. The planning process will result in proposed designs to upgrade the existing bike lanes, an evaluation of enforcement and curb management needs, and traffic flow and safety recommendations. This nine month study will culminate in a phased Implementation Plan with near- and long-term recommendations to be presented to the SFCTA Board in Fall 2018.

The Valencia Bikeway Improvements project began in February 2018. This memorandum summarizes the current project status and anticipated next steps.

Project Website and Materials

In February, the Valencia Bikeway Improvements project website went live at sfmta.com/valencia, including the initial project fact sheet and a commercial and passenger loading survey. Both the fact sheet and survey were prepared in English, Spanish, and Chinese (see attached). The fact sheet provides project background, key facts, and project timeline. SFMTA will provide updated fact sheets every two to three months throughout the project to reflect current conditions.

Merchant Door-to-Door Outreach

The SFMTA project team is currently contacting businesses and merchants along the ~1.9 mile length of Valencia Street between Market and Mission Streets to understand commercial and passenger loading needs along the corridor. During the door-to-door outreach, the project team shared hard copies of the February fact sheet and the commercial and passenger loading survey. Businesses and merchants had the options of filling out hard copies of the survey for the project team to pick up, e-mailing scans of the survey to the project e-mail address, or completing the survey online via the project website.

As of February 26, the project team has contacted over 130 businesses on eight blocks of Valencia and has received 19 completed surveys. This initial door-to-door outreach to all 17 blocks of Valencia will continue through early March. As the project progresses in the coming months, the project team will have follow up conversations with merchants.

Stakeholder Interviews

The project team has invited 37 local stakeholders via e-mail and phone calls for 30-45 minute long stakeholder interviews. Meeting topics include safety, curb management, and enforcement. The project

team structures these interviews as listening sessions to understand how stakeholder groups view important traffic safety issues for those who live, work, visit, and or/travel on the Valencia corridor.

As of February 26, the project team has completed 7 stakeholder interviews, with another 9 interviews scheduled. A list of the advisory committees, advocate groups, community groups, neighborhood associations, places of worships, schools, and transportation network companies/ courier services that the project team has contacted are included below.

Advisory Committees	Stakeholder Interview Status
SFTMA Bicycle Advisory Committee	Scheduled

Advocate Groups	Stakeholder Interview Status
People Protected Bike Lane	Completed
San Francisco Bicycle Coalition	Scheduled
WalkSF	Scheduled

Community Groups	Stakeholder Interview Status
Calle 24	Declined
Companeros	Contacted
Dolores Street Community Services	Contacted
Fix 26	Contacted
Instituto Familiar de la Raza	Contacted
Instituto Laboral de la Raza	Contacted
La Raza Centro Legal Inc	Completed
La Raza Community Resource Center	Contacted
Mission Cultural Center	Contacted
Mission Economic Development Agency	Contacted
Mission Housing – Valencia Gardens	Contacted
Mission Housing Development Corporation	Contacted
Mission Public Library	Scheduled
Mujeres Unidas y Activas	Completed
PODER	Contacted
Reading Partners	Contacted
The Salvation Army Adult Rehabilitation Center	Completed
The Salvation Army Mission Corps Community Center	Contacted
Women's Building	Completed

Neighborhood Associations	Stakeholder Interview Status
Mission Dolores Neighborhood Association	Scheduled
Mission Merchants Association	Completed
Valencia Corridor Merchants Association	Contacted

Places of Worship	Stakeholder Interview Status
Annunciation Greek Orthodox Cathedral	Contacted
Bethel Christian Church	

Schools	Stakeholder Interview Status
Buena Vista Horace Mann K-8	Contacted
City College of San Francisco - Mission Campus	Contacted
Millennium School	Contacted
Parents for Public Schools Inc.	Contacted
San Francisco Friends School	Scheduled
Synergy School	Scheduled

Transportation Network Companies/ Courier Services	Stakeholder Interview Status
Lyft	Completed
Postmates	Scheduled
Uber	Scheduled

Data Collection

The project team has engaged a consultant for data collection and analysis. The scope of work is approximately \$50,000 and will result in the following data:

- *Bi-directional volumes*
This data will be collected via tube counts and will document the number of vehicles traveling on Valencia Street for a week-long period.
- *Parking occupancy and turnover*
Parking occupancy data will be collected via DashCam, and parking turnover will be collected manually by staff. This data will summarize the parking and loading demand of the corridor at various times of day. The analysis will differentiate between parked vehicles and loading/unloading vehicles adjacent to the curb and will document the frequency and type of vehicle blockages in the bike lanes.
- *Video data of bike lane activity*
This data will be collected with mounted cameras and will provide insight into the interactions and behaviors in the bike lanes, including but not limited to double-parking, loading, and drop-offs for passengers, freight, and deliveries. The vehicle blockage data will be analyzed and reported by frequency, duration of the blockage, and vehicle type.

This data collection will inform the curb management strategies needed to better allocate curb space to serve the corridor's needs.

Near-Term Improvements

The project team used the initial data analysis and stakeholder outreach to identify locations for the installations of delineators to reduce vehicles double-parking and loading in the bike lane. Delineators are plastic posts that are installed, in this case, to provide a vertical element to separate the vehicle and bike lanes. The locations for these posts focus on areas adjacent to mid-block bulbs and parklets, where double-parking is common. The posts will not block access to any legal parking spaces. The first round of posts will focus on Valencia Street between 15th and 19th Streets, with implementation scheduled for March 2018. These near-term improvements are being funded through the SFMTA “Bike Spot Improvements” program, separately from the \$145,000 in Prop K NTIP funds allocated to the Planning phase of this project. These improvements are estimated to cost approximately \$20,000.

The project team is currently performing a crash analysis and will make recommendations for intersection spot improvements to be implemented in Summer 2018. Additionally, using the information from the loading surveys, the project team will identify and implement improvements to color curb designations along the corridor.

Next Steps

In late Spring, the project team will hold up to five workshops to summarize the results of the merchant loading surveys and stakeholder interviews and to present initial draft recommendations based on this feedback. These workshops will be an opportunity for the public to share additional comments.

The project team looks forward to providing additional updates, including a preliminary analysis of the merchant survey and stakeholder interviews, at the March 20th SFCTA Board Meeting and at the March 28th SFCTA Citizen Advisory’s Committee Meeting.



PROJECT BACKGROUND



Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become more popular, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, posing safety concerns for all traveling on Valencia Street.

Over the next nine months, the SFMTA will work with the community to assess and recommend safety improvements for Valencia Street between Market and Mission streets. The public engagement process will include outreach to local businesses, public meetings, design workshops and other forums for community input.

This planning process will result in:

- Proposed designs to upgrade the existing bike lanes
- An evaluation of enforcement and curb management needs
- Traffic flow and safety recommendations

KEY FACTS

- Valencia Street is on the city's **High-Injury Network**, the 13 percent of city streets that account for 75 percent of severe and fatal collisions.
- **2100 cyclists commute** along Valencia on an average weekday.
- From January 2012 to December 2016, there were **204 people injured and 268 reported collisions**, of which one was fatal.
- **Dooring is the most frequent crash type** along the entire corridor.

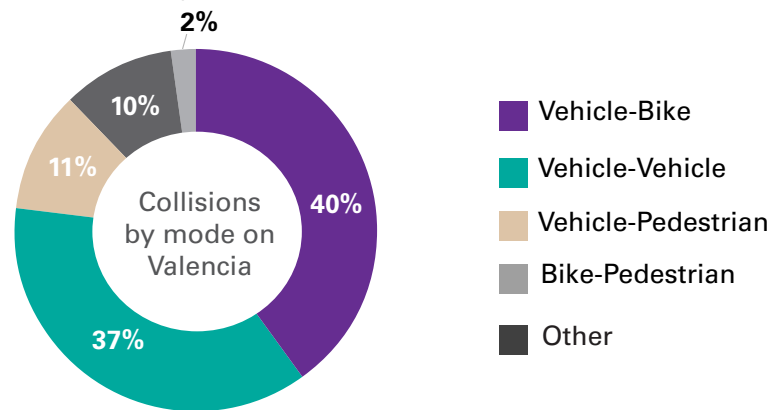


Valencia Bikeway Improvements

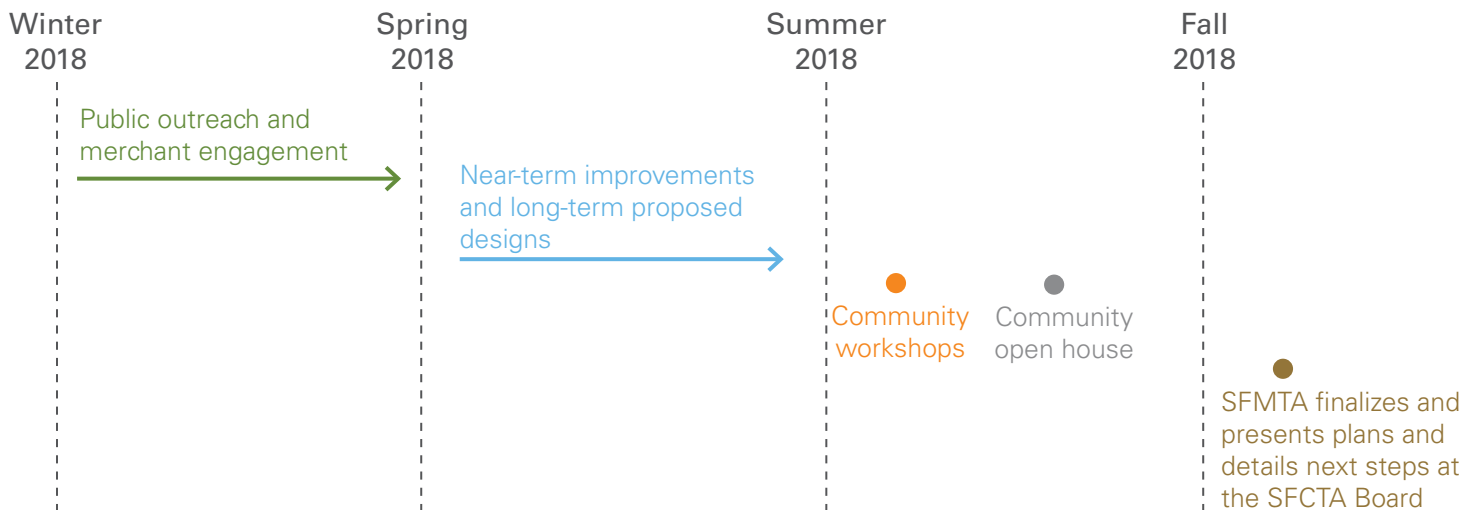
Fact Sheet - February 2018

COLLISIONS AT A GLANCE

This pie graph represents the total reported collisions between 2012-2016, broken down by transportation mode.



PROJECT TIMELINE



PROJECT UPDATES

Visit the project webpage to learn more about the project and to sign up for project updates: sfmta.com/Valencia

You can also contact project manager, Kimberly Leung, at Kimberly.Leung@sfmta.com

PROJECT FUNDING

The implementation plan is funded by Prop K funds. The total amount for the Planning & Conceptual Engineering phase is \$145,000.

SFMTA.COM/VALENCIA

VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

Valencia Street is a vibrant commercial corridor with a diverse set of restaurants, shops, bars and services. Valencia also serves as a major north-south bike route for those who live, work, visit and travel through the neighborhood. As the street has become a more popular destination, the city has heard increasing community concern about traffic safety and congestion. Ride-hailing services and other vehicles are frequently double-parking in the bike lane, causing safety concerns for all traveling on Valencia.

The SFMTA understands the importance of loading to businesses on Valencia Street and the information gathered through this survey will help inform safety improvement recommendations for Valencia Street between Market and Mission Street. Completed surveys can be emailed to the project team at valencia@sfmta.com or online at sfmta.com/valencia.

ABOUT YOU AND YOUR BUSINESS

Name Address

Contact Phone Email

Business Name Business Type

What is your relationship to this business?

Would you like to receive email updates about this project? Yes No

PLEASE NOTE THAT QUESTIONS #1 TO #6 PERTAIN TO LOADING COMMERCIAL GOODS.

1. My business usually does its loading:

<input type="checkbox"/> Multiple times a day	<input type="checkbox"/> Daily	<input type="checkbox"/> Every other day
<input type="checkbox"/> Several times a week	<input type="checkbox"/> Weekly	<input type="checkbox"/> Less than weekly

2. My business usually does its loading on (mark all that apply):

<input type="checkbox"/> Mon	<input type="checkbox"/> Tues	<input type="checkbox"/> Wed	<input type="checkbox"/> Thur	<input type="checkbox"/> Fri	<input type="checkbox"/> Sat	<input type="checkbox"/> Sun
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3. My business usually does its loading during (mark all that apply):

<input type="checkbox"/> Before 6 a.m.	<input type="checkbox"/> 6 a.m. to 9 a.m.	<input type="checkbox"/> 9 a.m. to 12 p.m.	<input type="checkbox"/> 12 p.m. to 3 p.m.	<input type="checkbox"/> 3 p.m. to 6 p.m.	<input type="checkbox"/> After 6 p.m.
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VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

4. My business uses _____ for loading (mark all that apply):

Parking meters

Loading zones

Double parking in bike lane

Driveways

Double parking in travel lane

Private loading dock/parking lot

5. The type of vehicle typically used for loading at my business is (mark all that apply):

Semi-truck

Van

Package delivery service style truck

Pick-up truck

Beverage truck

Other: _____

6. How long does your loading usually take per trip?

Less than 10 minutes

20 to 30 minutes

10 to 20 minutes

More than 30 minutes

7. Would a commercial loading zone (yellow curb) in front or near your business make loading easier?

Yes

No

There is an existing commercial loading zone that could be longer

There is an existing commercial loading zone that is adequate

PLEASE NOTE THAT QUESTIONS #8 TO #12 PERTAIN TO PASSENGER AND COURIER SERVICE LOADING. If your business is not interested in passenger or courier service loading, please skip questions #8 to #12.

8. How many patrons visit your business in a typical day?

Less than 100

Between 100 and 250

Between 250 and 500

Between 500 and 750

Between 750 and 1000

More than 1000

9. What times are the busiest for passenger loading at your business?

Before
12 p.m.12 p.m.
to 3 p.m.3 p.m.
to 6 p.m.6 p.m.
to 9 p.m.9 p.m.
to 12 a.m.After
midnight

VALENCIA BIKEWAY IMPROVEMENTS

Business and Merchant Loading Survey

SFMTA.COM/VALENCIA

10. How do patrons typically get to and from your business? Please rank the following ways patrons travel to your business, where 1 is the most utilized and 7 is the least utilized.

Drive Transit Walk Taxi
 Bike/Bikeshare Ride-Hailing (Uber, Lyft, etc) Paratransit Other (please specify): _____

11. Does your businesses utilize courier services (i.e., Postmates, Uber Eats, Caviar, DoorDash, etc.) for food pick-up and delivery?

Yes No* *If you answered no to question #11, please skip questions #11a and 11b

11a. On average, how many food orders utilize courier services at your business per day during weekdays?

Less than 25 25 to 50 50 to 100 More than 100

11b. On average, how many food orders utilize courier services at your business per day during weekends?

Less than 50 50 to 100 100 to 200 200 to 300 More than 300

12. Would a passenger loading zone (white curb, five-minute loading) in front or near your business make passenger and courier services loading easier?

Yes No There is an existing passenger loading zone that could be longer There is an existing passenger loading zone that is adequate

DO YOU HAVE ANY ADDITIONAL COMMENTS ON HOW LOADING ON YOUR BLOCK OPERATES?

Thank you for your time and participation in this survey to help improve safety on Valencia Street!



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Memorandum

Date: March 12, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 03/20/18 Board Meeting: Update on the Adult School Crossing Guard Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>At its January 9, 2018 meeting, the Board approved \$2,813,264 in One Bay Area Grant Cycle 2 (OBAG 2) funds for the Safe Routes to School (SRTS) Non-Infrastructure Project. This action was conditioned upon the San Francisco Municipal Transportation Agency (SFMTA) presenting a proposal to the Board by March 30, 2018 for potential changes to the adult crossing guard program to improve recruitment and retention, guard assignment policies, and selection of participating schools. To fulfill this condition, the SFMTA staff has provided a memorandum (Attachment 1) that will be presented at the March 20 Transportation Authority Board meeting.</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 type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: Condition of One Bay Area Grant Cycle 2 Funding Recommendation
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DISCUSSION

Background.

As Congestion Management Agency for San Francisco, the Transportation Authority was responsible for programming \$42.286 million in OBAG 2 funds from the Metropolitan Transportation Commission (MTC), including funding for SRTS. During discussion related to one of the staff recommended OBAG 2 projects, the SRTS Non-Infrastructure Project, several Board members expressed concern over the effectiveness of the project and a desire for better coordination among the various safe routes to school programs such as school crossing guards and capital safety improvements near schools. In addition, Board members expressed a strong desire for the SRTS program to better respond to the unique needs of every school.

At Chair Peskin’s request, we supported staff from Chair Peskin’s and Commissioner Tang’s offices in convening staff from the DPH, SFMTA, and the San Francisco Unified School District to review the current structure of the SRTS program and consider opportunities for improvements. As an outcome of those discussions, at its January 9, 2018 meeting the Board approved programming \$2,813,264 to the SFMTA for the SRTS Non-Infrastructure project, conditioned upon the SFMTA providing the following items to the Transportation Authority Board:

- **By March 31, 2018: A proposal for modifying the crossing guard program.** This timing allows for recommendations to be implemented prior to the start of the 2018 school year. Specifically, SFMTA will consider how it can improve recruitment and retention, guard assignment policies, and selection of participating schools.
- **By June 30, 2018: A report on the transition of the SRTS non-infrastructure project from DPH to SFMTA** including an evaluation of the scope, budget and funding plan, and updated goals and metrics to measure the effectiveness of the project.
- **By June 30, 2018: A proposal for re-establishing the capital program for school area projects,** including how the identification, prioritization, and implementation of capital improvements near schools will be coordinated with the non-infrastructure work.
- **Annually: Provide progress reports** on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals based on the approved metrics.

The first condition above is the subject of this memorandum. Attachment 1 provides an overview of the SFMTA's school crossing guard program, describes some of the challenges associated with administering the program, and outlines next steps to improve the program and effectively use limited resources.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed on this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Memorandum from SFMTA: Crossing Guard Program Overview, Challenges & Next Steps



Mark Farrell, *Mayor*

Cheryl Brinkman, *Chairman*

Malcolm Heinicke, *Vice-Chairman*

Gwyneth Borden, *Director*

Lee Hsu, *Director*

Joél Ramos, *Director*

Cristina Rubke, *Director*

Art Torres, *Director*

Edward D. Reiskin, *Director of Transportation*

MEMORANDUM

DATE: March 1, 2018

TO: San Francisco County Transportation Authority Commissioners

FROM: SFMTA Adult School Crossing Guard Program

SUBJECT: Crossing Guard Program Overview, Challenges & Next Steps

This memorandum gives an overview of the San Francisco Municipal Transportation Agency (SFMTA) Adult School Crossing Guard Program, describes some of the challenges associated with administering the program, and outlines next steps to improve the program and effectively use limited resources.

OVERVIEW

The SFMTA Adult School Crossing Guard Program (the “Program”) employs 195 adult crossing guards (“Guards”) to assist students in safely getting to and from public and private schools. It focuses on providing services to over 100 elementary and middle schools but does not provide Guards for preschools or high schools. Guards focus on crossing children but will also help seniors and disabled pedestrians when needed. They are encouraged to cross all pedestrians when children are not present.

While there are enough Guards on hand to handle over 100 schools, there is currently a waiting list for nineteen intersections that currently qualify for a Guard but for which hiring enough Guards has not been possible. When a school applies for a Guard, counts of children walking and vehicles passing through the intersection are taken and compiled with other information about the location to determine if the location qualifies for a Guard. Each qualifying location is given a score and ranked among other locations that qualify for a Guard.

Guards work part time over a split shift - approximately 1 hour 15 minutes in the morning when children are going to school and 1 hour 15 minutes in the afternoon when school is dismissed. Guards only work during the school year and do not work during the summer or holiday breaks. They are Temporary Exempt employees and do not work over 1040 hours in a calendar year. They earn \$17.96 per hour (only about \$9,000 per year), do not receive medical, dental or pension benefits but are able to accumulate sick pay, vacation and floating holidays. SEIU Local 1021 represents them.

The Program is funded primarily by the SFMTA’s general fund and has a budget of just over \$2.2 million per fiscal year, with about \$1.7 million going towards Guards’ salaries. The remaining funds cover office staff salaries, Guard uniforms and gear, overhead and other expenses. The San Francisco Unified School District (SFUSD) contributes \$250,000 every year, which was negotiated in a 1997 MOU between the SFMTA and the SFUSD.

Guards represent the diverse population of San Francisco. They are seniors, retirees, parents, grandparents, and college students, many of whom are immigrants grateful for this employment opportunity. For more than half of Guards, English is not their primary language. However our office and training staff provide translation in Cantonese, Mandarin, Spanish and Vietnamese. Many are wonderful and caring employees that are highly valued by the community they serve. While many Guards stay with the job for years, a large percentage also quickly tire of the split shift and minimal hours and move on, sometimes after only a few days or a couple of weeks.

PROGRAM CHALLENGES

Staffing is the number one challenge facing the Program. It is difficult to maintain our current optimal number of 195 and it has not been possible to reach a staffing level of 215+ to handle all locations that qualify for a Guard. Interviewing, hiring and training takes place throughout the year but Guards sometimes leave as fast as they are hired. Through increased community outreach and collaboration with our Human Resources (HR) division, progress has been made on the hiring front but reaching full staffing levels has been elusive.

Related to this hiring challenge is the ongoing and growing demand for this popular program. Requests for Guards easily exceed the supply, so placement and assignment of Guards is dependent on a number of criteria to ensure they are placed at intersections where they are needed the most.

Current Placement Procedure:

Applications are accepted from the school principal only. Once received they are logged in for a survey to determine eligibility for a Guard. The four criteria that must be met in order to receive a Guard are:

1. The school must be K - 8th grades or some combination thereof;
2. The corner must be a designated school crossing (having a yellow ladder crosswalk);
3. During school arrival or dismissal there must be a minimum of 300 vehicles per hour traveling through the intersection;
4. During school arrival or dismissal there must be a minimum of 10 children crossing the intersection over a 10 minute period.

If a Guard is warranted at the intersection, it is placed on a ranked priority list according to a variety of factors including pedestrian-related collision history, number of students using the crosswalk, vehicular volume, intersection geometry, school enrollment, presence of MUNI route(s), and any special circumstances. This step places Guards at locations where safety benefits are expected to be the greatest.

There is currently a waiting list of nineteen intersections that qualify for a Guard, with seven applications awaiting surveys. Expanding the Program to include more Guards for more schools will require additional funding, as well as other reforms to make the jobs more attractive and increase retention. While the Program is not eligible for most grants, increasing funding for the Program could be considered as part of any potential new local revenue source aimed at funding transportation improvements and operations. With more funding, the SFMTA could pursue strategies such as increasing pay or hours for Guards to improve retention, or even hiring contractors to expand the number of Guards the program deploys.

RECENT PROGRAM IMPROVEMENTS

The goal of the Program is to serve schools and communities to the best of its ability and resources. In response to feedback about the Program and review of its resources and hiring challenges, a number of improvements have been made in the past two-three years:

- Close collaboration with the SFMTA HR division to improve the hiring process and keep it ongoing throughout the year via a regularly updated list of potential applicants.
- Assignment of Guards to work two schools when scheduling allows, and reduction of intersections with two Guards to one when safety allows, to cover more locations.
- Review of our current survey guidelines to be sure important criteria such as turn movements that conflict with pedestrians and High Injury Network locations are suitably assessed.
- Identification of funding to resurvey all intersections and ensure that staff resources are used at the locations where they are most needed given possible changes to travel patterns.

NEXT STEPS

In the next year, the Program plans to resurvey all locations. Periodic refreshes of data and locations that qualify for Guards is a practice for other model Programs, such as in Marin County, and allows us to better align Guards with locations that need them on a regular basis. This will provide an opportunity to redistribute Guards on a two to five year basis (depending on available funding).

Warrants will be updated to be more context sensitive by better reflecting existing traffic control conditions and will include points for streets on the High Injury Network in San Francisco, where 75% of all fatal and severe injury collisions take place on just 13% of the city's streets.

Combining the refreshed data with updated warrants, the rankings of school locations that have applied for Guards will be updated. Depending on the magnitude of possible changes, which are not expected to be large, outreach to affected schools and principals will take place while working closely with the SFUSD (and district Supervisor, if requested).

Lastly, ongoing efforts to improve hiring processes and retention will continue to find more qualified applicants and make the job more attractive for Guards to stay with it. If more funding is identified, additional steps will be taken to improve retention and expand the Program.

CONCLUSION

The SFMTA Crossing Guard Program is very popular and in high demand. Recent and planned improvements to the Program will allow it to maximize its resources and address as many locations as possible. Every day, rain or shine, an average of 180 Guards work every day to keep the children of San Francisco safe while on their way to and from school.



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Memorandum

Date: March 20, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director for Planning
Subject: 04/24/18 Board Meeting: Late Night Transportation Working Group Phase II Final Report

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>On February 6, 2018, the San Francisco Late Night Transportation Working Group endorsed the final report of its second phase of work to improve late-night and early-morning transportation. These efforts, staffed by the Transportation Authority and the Office of Economic and Workforce Development (OEWD), included planning for improved all-night bus service, conducting surveys to identify late-night neighborhood needs, launching a marketing campaign, and developing an ongoing data monitoring practice. This memo summarizes the work completed, additional recommendations, and next steps from the final report.</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> <hr/>
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DISCUSSION

Background.

In 2014, the Board of Supervisors passed a resolution urging OEWD and the San Francisco Entertainment Commission to launch a Late Night Transportation Working Group comprised of transportation providers, representatives from late-night and early-morning businesses, nightlife advocates, labor unions, and other stakeholders. The Working Group’s purpose was to better understand and address the late-night and early-morning transportation challenges facing San Francisco workers, residents, and visitors.

In February 2015, with the assistance of the Transportation Authority, the Working Group released *The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors*. This report documented the challenges of overnight transportation and identified fifteen recommendations that were distilled into five immediate-term next steps, as follows:

1. Begin a process to refresh and consider expansion of all-night bus service;
2. Use challenge grants to pilot location-specific improvements in neighborhood corridors;
3. Develop and launch a coordinated information campaign on existing services;
4. Regularly monitor all-night transportation metrics to make additional data-driven recommendations; and
5. Continue to convene the Late Night Transportation Working Group.

The report also recommended that the San Francisco Municipal Transportation Agency (SFMTA) should develop shared-ride taxi regulations and that rail service operators should produce white papers documenting constraints to longer rail service hours.

Late Night Working Group Phase II.

Since publication of *The Other 9-to-5*, the Working Group has met seven times and staff has worked to implement the next steps. The final report on this Phase II, endorsed by the Working Group on February 6, 2018, summarizes the work completed and offers further recommendations to improve late-night and early-morning transportation. Moving forward, the Working Group recommends less frequent meetings of the group to discuss any further developments in this work as they arise.

Service planning.

The Transportation Authority led a comprehensive review of late-night and early-morning travel to, from, and within San Francisco, including an evaluation of existing and potential future Muni, AC Transit, and SamTrans service in the AllNighter network, the regional bus services operating between approximately midnight and 5 a.m. In coordination with the transit operators, the team identified recommendations to improve these services. Recommended changes to Muni service include:

- Splitting the circuitous 91-Owl route and extending service to Daly City to improve reliability and connectivity;
- New service to job centers along the Embarcadero to Fisherman's Wharf; and
- More frequent buses on the busy Geary corridor.

Further recommendations focused on improving AC Transit service to the East Bay, adding new SamTrans service to the Peninsula, and reliability improvements for all operators. All three operators are now working to implement the recommended AllNighter changes, including detailed analysis of potential route changes, planning future outreach, and seeking funding for additional service.

Location-specific improvement surveys.

OEWD led a process to engage two interested business improvement districts, the Lower Polk Community Benefit District and the Union Square Business Improvement District, to gain insight into needs for late-night and early-morning transportation in each area. Based on a survey of overnight employers and employees in both corridors, identified needs included safety and security improvements, pedestrian-scale lighting, and access to real-time transit information. Relevant citywide initiatives underway include the San Francisco Public Utilities Commission's LED streetlight upgrades and the SFMTA's efforts to improve stop signage and amenities. As City agencies and partners pursue future street improvement projects along the AllNighter network, and particularly on streets in the Vision Zero High-Injury Network, the Working Group recommends that staff consider integrating upgrades to address the identified needs for improved overnight safety and security as well as enhanced access to transit information where appropriate.

Information campaign.

In order to address low public awareness of existing all-night transportation choices, OEWD worked with transit agencies to design and implement a marketing strategy and campaign. The strategy included modernization of the AllNighter logo, a new regional system map, and launch of a new AllNighter web portal as part of the Metropolitan Transportation Commission (MTC)'s 511.org. A

Agenda Item 9

multilingual, multichannel information campaign supported by funding from MTC directed audiences to the new website. These efforts yielded dramatically increased traffic to 511.org's AllNighter resources during the campaign. Given this success, the Working Group recommends that transit agencies continue to reuse and periodically refresh the campaign concepts in future efforts to increase awareness of the AllNighter system.

Data monitoring.

Together with transit agency staff and the Working Group, the Transportation Authority developed a set of metrics to track in order to identify and assess trends in overnight transportation performance. The metrics focus on transit ridership, productivity, and reliability. The Transportation Authority plans to conduct biennial monitoring of these metrics on an ongoing basis with support from transit agencies to collect the needed data.

Shared-taxi regulations and rail service white papers.

Working Group staff has coordinated with the SFMTA's Taxi Services Division in its development of mobile e-hail application criteria and cab sharing regulations. The proposed regulations were discussed with, but have not yet been adopted by, the Taxi Task Force.

BART and Caltrain have both produced white papers documenting their constraints limiting late-night service hours, explaining that both routine maintenance and major capital programs preclude their ability to extend service hours. The SFMTA is still working to document the constraints on its rail service hours and expects to produce its white paper in April 2018.

Next steps

Moving forward, the Transportation Authority will continue to coordinate with partners to implement recommendations from these Phase II initiatives, including conducting data monitoring, working with transit operators to identify funds for AllNighter service improvements (such as the underway Lifeline Transportation Program call for projects), and following implementation progress. Staff will also work with the SFMTA to monitor progress on its rail service white paper and location-specific improvements, including inventorying and upgrading signage and amenities at bus stops citywide.

While these San Francisco-led initiatives improved the all-night transportation system, the effort's scope was largely limited to travel to, from, and within the city. The Working Group recommends that future work to improve all-night transit should be truly regional in scope and led by MTC, given its regional role in planning, funding, and interagency coordination. OEWD and the Transportation Authority are currently in discussions with MTC about this potential new role for the agency.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

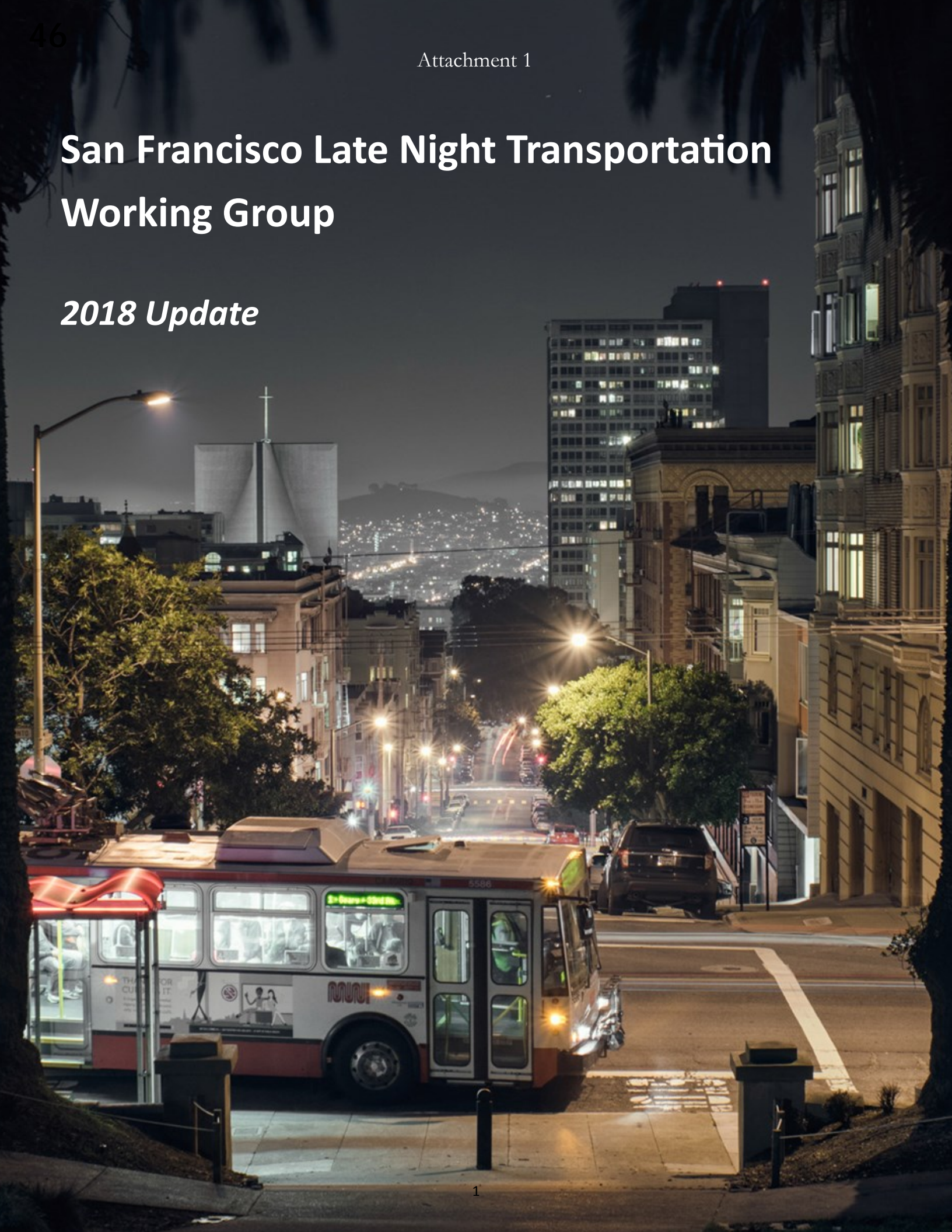
None. This is an information item. The CAC will be briefed on this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Report on Phase II of the Late Night Transportation Working Group

San Francisco Late Night Transportation Working Group

2018 Update



San Francisco Late Night Transportation Working Group

2018 Update Report

Introduction

San Francisco is a 24-hour city, with a number of key industries operating outside of the 9am to 5pm workday. The City's nightlife and entertainment sector, for example, generates \$6 billion in consumer spending annually and employs over 60,000 people. Numerous other industries operate overnight, including hotels, hospitals, janitorial and security services, and many production, distribution and repair businesses, among others.

While the industries that comprise the City's overnight workforce are diverse, San Francisco's late-night and early-morning workers share one constant: limited public transportation options that may make their commutes to and from work significantly longer and more challenging than if those trips occurred during traditional daytime commute hours. Whether heading home late at night, or leaving for work early in the morning, workers who travel between 9pm and 5am must contend with unique challenges related to transit availability, personal safety and security, system navigability, and other concerns.

In order to better understand and address the late-night and early-morning transportation challenges facing San Francisco workers, residents, and visitors, in 2014, then-Supervisor Scott Wiener authored a resolution urging the San Francisco Office of Economic and Workforce Development and the San Francisco Entertainment Commission to launch a Late Night Transportation Working Group comprised of local transportation providers, representatives from late-night and early-morning businesses, nightlife advocates, labor unions, and other stakeholders.

Following nine months of intensive research and analysis conducted with the assistance of the San Francisco County Transportation Authority, the Working Group released *The Other 9-to-5: Improving Late-Night and Early-Morning Transportation for San Francisco Workers, Residents, and Visitors* in February 2015. This groundbreaking report identified fifteen recommendations to improve overnight transportation that were distilled into five immediate-term next steps.

Since the publication of *The Other 9-to-5*, Working Group staff has worked to implement all five of the next steps. This report is intended to serve as a final report on this "Phase II" work, as well as to offer some further recommendations to continue to improve late-night and early-morning transportation in the San Francisco Bay Area moving forward.



Implementing the Next Steps from *The Other 9-to-5*

In *The Other 9-to-5*, the Late Night Transportation Working Group distilled its fifteen recommendations to improve overnight transportation into the following five next steps. The report recommended that Working Group staff:

- Begin a process to refresh and consider expansion of all-night bus service;
- Use challenge grants to pilot location-specific improvements in neighborhood corridors;
- Develop and launch a coordinated information campaign on existing services;
- Regularly monitor all-night transportation metrics in order to make additional data-driven recommendations; and
- Continue to convene the Late Night Transportation Working Group.

In the years since the report's publication, Working Group staff have made significant progress in the simultaneous implementation of all of these next steps, as well as in implementing two other recommendations discussed further in this report.

Next Step #1: Begin a Process to Refresh and Consider Expansion of All-Night Bus Service

As a first step to address our recommendations regarding public transit's availability and coverage during overnight hours, we recommend conducting a comprehensive review of local and regional all-night bus service. The goal of this effort should be to review the current network, propose modifications to the local and regional network serving San Francisco if warranted in light of evolving travel demands and needs, and consider scenarios of local and regional expanded service levels with cost estimates.

Working with consultants at Nelson\Nygaard, the San Francisco County Transportation Authority led a first-of-its-kind comprehensive review of late-night and early-morning travel to, from, and within San Francisco. After conducting a transit demand analysis, which identified key work trip origins and destinations during the overnight period between midnight and 5 a.m., the Transportation Authority team evaluated existing AllNighter service using service design guidelines that included service availability, ridership, reliability, and legibility. The analysis also incorporated detailed ridership data, highlighting existing routes that are especially productive and routes where ridership is particularly low.

Using that research, the Transportation Authority and Nelson\Nygaard developed a set of local and regional service improvement concepts across multiple transit agencies. Working with service planning staff from the transit operators, the team identified several tiers of recommendations for improvement of overnight transit service, including both cost-neutral and cost-incurring proposals. These concepts were subsequently presented to the Working Group for their review and endorsement.

Highlights from the Working Group's service planning recommendations include:

- Splitting the circuitous Muni 91-Owl route and extending service to Daly City to improve reliability and connectivity;
- New service to job centers along the San Francisco Embarcadero to Fisherman's Wharf;
- More frequent buses on the busy Geary corridor;
- Reconfiguring service on the Transbay AC Transit 800 and connecting 801 and 802 routes to better align with ridership demand between major destinations;
- New pilot SamTrans service in the dense residential and employment corridor between Daly City and Millbrae; and
- Ongoing monitoring and improvements to on-time performance for all operators.

A memorandum providing further details regarding these recommendations as well as additional, lower-priority recommendations, is available as an appendix.

Moving forward, transit agencies should work to implement cost-neutral recommendations as expeditiously as possible. Additional steps for agency staff will likely include detailed service planning, outreach to affected riders, and securing necessary agency approvals. Working Group stakeholders should work with operators to identify potential funding sources to support the adoption of cost-incurring service recommendations. These sources could include transit agency operating budgets (to the extent funds are available), a potential Regional Measure 3 bridge toll increase, and the Metropolitan Transportation Commission's Lifeline Transportation Program.

Notably, all three transit agencies operating all-night service in San Francisco have already begun more detailed service planning and implementation steps to move forward with the Working Group's recommendations. SamTrans recently launched a one-year pilot overnight route between Daly City and the San Francisco International Airport (SFO) that is aligned with the Working Group's recommendations. SFMTA and AC Transit are both in the process of developing more detailed cost estimates for the Working Group recommendations and determining which they will be able to move forward in the near term using their existing operating budgets. These improvements would be in addition to recent service expansions implemented prior to completion of the Working Group analysis, including a BART-funded pilot of more frequent AC Transit All-Nighter service introduced in 2014 and new Muni Owl routes added in 2016.



Next Step #2: Use Challenge Grants to Pilot Location-Specific Improvements in Neighborhood Corridors

The Working Group has identified a number of location-specific strategies that could be implemented to improve the safety, security, and comfort of traveling through a particular neighborhood, commercial corridor or area. After defining the parameters of a challenge grant program, we recommend identifying at least two corridors or areas to implement improvements during an initial pilot period. The results should include a feasible plan developed in at least two corridors, implementation of short-term items, cost estimates and implementation plans for longer term items, write-ups of “lessons learned,” and an evaluation to inform further rounds of challenge grants.

In November 2015, OEWD launched a Request for Proposals soliciting proposals from neighborhood stakeholder groups for \$40,000 in challenge grants to support corridor assessments and potential location-specific improvements. Notice of the RFP was posted on OEWD’s web site and was distributed to all of the San Francisco Community Business Districts as well as to the members of the Late Night Transportation Working Group. While several CBD stakeholders expressed interest in applying for challenge grants, no proposals were submitted before the RFP deadline, likely owing to limited capacity to undertake and commit matching funds for this project.

Following the closure of the RFP period, stakeholders from two business districts, the Lower Polk Community Benefit District and the Union Square Business Improvement District, expressed that they remained interested in participating in this project, even though they had been unable to submit timely RFP responses. Given the significant concentrations of late-night and early-morning workers in both neighborhoods, OEWD elected to conduct location-specific assessments in both corridors.

OEWD engaged BAE Urban Economics to develop a survey instrument and survey overnight employers and employees in both corridors, in order to gain insight into the location-specific needs in each area. BAE compiled those survey results, along with additional information about both corridors, into a report issued in September 2016. The BAE report identified several areas of interest among survey respondents, including safety and security improvements, pedestrian-scale lighting, and access to real-time transit information; at the same time, survey response rates were relatively low, owing to challenges securing the participation of overnight workers through their employers.

While neither business district engaged in this process has elected to pursue a project based on the results of this survey, several relevant City initiatives are currently underway. For example, the San Francisco Public Utilities Commission is in the process of replacing 18,500 City-owned high pressure sodium streetlights with LED fixtures that will improve street lighting throughout the City. Additionally, SFMTA is currently exploring how to improve its display of real-time information at transit shelters, online, and through other display methods.

Moreover, as City agencies and partners pursue future street improvement plans and projects along bus routes within the AllNighter network, the Working Group recommends that City staff consider the needs identified in the BAE report for improved overnight safety and security as well as enhanced access to transit information

and, to the extent feasible, integrate elements into projects to address these needs. Safety upgrades are particularly important on corridors that are also part of the City's Vision Zero High-Injury Network. Potential improvements could include crosswalk and other pedestrian safety upgrades, increased pedestrian-scale lighting, improvements to bus stop signage and amenities, and access to real-time transit information where appropriate.

For neighborhood and industry stakeholders, BAE's survey instrument has been published online for future use by anyone who is interested in assessing their local workforce's transportation needs.



Next Step #3: Develop and Launch a Coordinated Information Campaign on Existing Services

To increase awareness of existing transportation choices, we recommend the development of a coordinated information campaign. This campaign should produce accurate and easy to understand all-night travel information available through multiple communication channels, including physical collateral and signage as well as a flexible, sustainable website with comprehensive travel information.

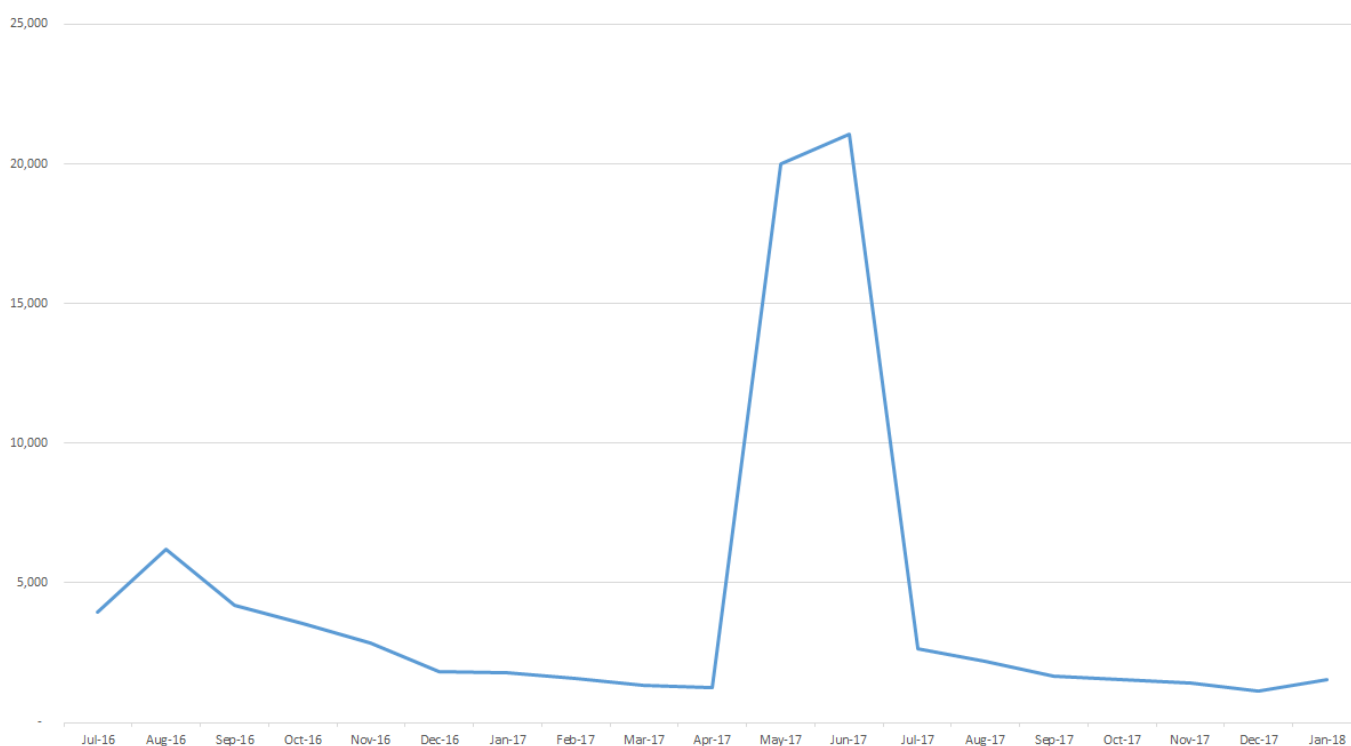
In order to combat low public awareness of existing all-night transportation choices, OEWD worked with transit agency marketing staff and consultants at Circlepoint to design a marketing strategy to target late-night and early-morning workers, residents, and visitors. The strategy included the modernization of the AllNighter logo and system map covering Muni, AC Transit, and SamTrans AllNighter routes, and the launch of a brand new AllNighter web portal as part of the Metropolitan Transportation Commission's redesign of 511.org.

The strategy's core concepts focused on overnight workers, emphasizing the role of AllNighter service for trips to and from work shifts. The strategy's messages were designed to be customizable to reach a variety of different audiences and highlight any of the system's overnight routes. All of the messaging directed audiences to visit the AllNighter page on 511.org for more information.

This strategy was deployed in a multilingual, multichannel information campaign supported by \$200,000 in funding from the Metropolitan Transportation Commission. The campaign was initially launched at a press conference in summer 2016, with a second, larger phase in May and June of 2017.

Over these two phases, the campaign included a cable television commercial, radio advertisements, print ads in neighborhood newspapers, ads on local buses, trains, and in BART and Muni stations, social media promotion, and the distribution of branded collateral to a variety of audiences. These efforts yielded dramatically increased traffic to 511.org's AllNighter resources during both campaign phases.

All Nighter Web Page Views



Given the campaign's success, we recommend that transit agencies continue to reuse – and periodically refresh – the campaign concepts in future efforts to increase awareness of the AllNighter system. The campaign concepts are designed to be evergreen and are being shared with agency marketing staff for their future adaptation and use. Notably, SamTrans recently launched a new pilot overnight bus route using branding adapted from the AllNighter campaign concepts.

Next Step #4: Regularly Monitor All-Night Transportation Metrics in Order to Make Additional Data-Driven Recommendations

Comprehensive data analysis on late-night and early-morning transportation trends (and how those trends compare to daytime conditions) was not possible given the scope and schedule of this effort. For need areas identified related to transit reliability, cleanliness, and safety and security, we recommend that a regular transportation monitoring practice be developed to monitor data and diagnose trends. We recommend a coordinated effort across relevant agencies to define an appropriate set of metrics to collect relevant data, identify trends, and make public reports that are useful and meaningful.

Working with transit agency staff and other stakeholders, the Transportation Authority developed a set of metrics to track in order to identify and assess trends in overnight transportation performance over time. The Transportation Authority has agreed to conduct ongoing data monitoring of these metrics in conjunction with its biennial updates of the Congestion Management Program, which include a multimodal performance analysis. Transportation Authority staff plans to lead the data analysis with support from transit agencies to collect the needed data; staff is currently developing a project charter to be signed by all of the transit operators in order to establish agreement on the data monitoring process, timeline, metrics, and roles. The Transportation Authority will release the next round of overnight transportation data monitoring as a follow-on report to the 2017 Congestion Management Program update.



While transit reliability and performance metrics were comparatively easy to develop, it proved infeasible to develop systematic metrics related to transit vehicle cleanliness and safety. With respect to cleanliness, operators expressed that while they had established practices for drivers to clean their vehicles, they did not conduct any systematic data collection or have any objective evaluation standards in this area. Data for safety and security is widely dispersed between transit agencies and various jurisdictions' law enforcement agencies; moreover, accurately and efficiently attributing individual incidents to the transit system (especially off-vehicle incidents, such as those occurring at or near stops) appears untenable.

Moving forward, Working Group stakeholders should monitor the Transportation Authority's all-night data analyses over time in order to identify any emerging trends related to overnight transportation. Over time, the Transportation Authority should evaluate the efficacy of the metrics and consider revisions to these metrics as appropriate.

Moving forward, Working Group stakeholders should monitor the Transportation Authority's all-night data analyses over time in order to identify any emerging trends related to overnight transportation. Over time, the Transportation Authority should evaluate the efficacy of the metrics and consider revisions to these metrics as appropriate.



Next Step #5: Continue to Convene the Late Night Transportation Working Group

The Working Group's efforts to date were very broad in scope, seeking to define all transportation needs affecting overnight travel and feasible strategies to address these needs. Going forward, our work will unfold in more defined channels and some Working Group members will be more interested in and have more expertise to participate in some initiatives than others. We recommend that the Working Group continue to be convened periodically while the more detailed specific initiatives are pursued. We believe that the Working Group should hear about progress in implementing our recommendations, leveraging our collective expertise to resolve obstacles as needed.

The Other 9-to-5 recommended continuing to convene the Working Group, given the important role that the group's diverse collection of stakeholders played in informing the first phase of overnight transportation work. In total, the Working Group has met twelve times over the past three years. Seven of these meetings occurred during the implementation phase, and the Working Group provided important feedback at every step of the implementation process.

Given the outcomes reached on each of the priority next steps identified above, however, there is less need to convene the Working Group on a frequent basis. At the same time, the group has provided an important and unique public forum in which to discuss and gain feedback on critical issues impacting the overnight workforce. Moving forward, we recommend less frequent meetings of this group, or infrequent meetings of a similarly positioned group convened around late night transportation issues, to discuss any further developments in this work as they arise. Future meetings could, for example, review progress in implementing service planning recommendations or evaluate the performance metrics published in the biennial Congestion Management Program reporting.

Additional Working Group Recommendations

1) Produce White Papers Documenting the Operations Constraints Preventing Longer Rail Hours

While a short answer to this question is available on BART's website, greater understanding of the complexities and nuances of this issue is needed to understand whether maintenance innovations or near-term capital investments could enable longer rail hours for each of these services. Such white papers should cover topics including: the considerations involved in periodic decisions to extend hours for special events, the impact of extended service hours on system maintenance and performance, the potential use of single-tracking and skip-stop operations to facilitate maintenance during service hours, improvements to the existing system that could enable limited service during maintenance windows, and the approximate scope and cost of additional studies or other resources needed to better answer these questions. Transportation stakeholders should discuss these papers with the transit operators and decide on any next steps.

Following the release of *The Other 9-to-5*, Working Group staff developed a proposed outline for transit agencies to follow in developing their white papers, which was reviewed by the Working Group prior to its distribution to transit agency staff. To date, BART and Caltrain have provided white papers, both of which were reviewed and discussed at a Working Group meeting, with feedback subsequently conveyed to the agencies. Overall, Working Group feedback for both papers focused, to varying degrees, on a desire for further discussion and exploration of future strategies and resources that could be pursued to reduce the length of maintenance hours required of each system.

In January 2018, SFMTA assigned staff to complete the agency's white paper. Staff anticipates the completion of this paper in April, at which point it will be circulated to Working Group members and published online.



2) Develop Shared-Ride Taxi Regulations

The SFMTA should develop shared-ride taxi regulations. In 2013 the SFMTA Board of Directors amended the Transportation Code to enable taxicab drivers to charge a flat rate of up to \$11 per person for trips involving two or more passengers sharing a cab to or from different origins or destinations. Before such a program can be implemented, however, the SFMTA must adopt regulations guiding its development. By reducing the cost of taxi rides for shared trips, a shared-ride program would better enable all-night travelers to afford taxi rides. Such a program would work best with a smartphone taxi-hailing app that could facilitate shared rides among people with similar origins or destinations and enable easy payment of shared fares.

Since the Working Group's formation, staff has worked with taxi industry stakeholders to identify potential opportunities and barriers related to shared-taxi ride services. Staff worked to support SFMTA's Taxi Services Division in its development of mobile e-hail application criteria, which include a requirement for the application to provide a shared ride option, as well as the development of cab sharing regulations. The proposed regulations were discussed with, but have not yet been adopted by, the Taxi Task Force.

Moving Forward

Through the work described above, the Late Night Transportation Working Group has made significant progress to improve overnight transportation for San Francisco workers, residents, and visitors. At the same time, substantial future work is required in order to achieve the robust local and regional all-night transportation vision first articulated in *The Other 9-to-5*.

Moving forward, transit agency operators and other Working Group stakeholders can continue to fulfill the Group's recommendations through the following actions:

- Working to implement the cost-neutral recommendations identified in the Working Group's service planning work;
- Identifying funding streams to support the implementation of the cost-incurring transit improvements, and any other improvements that could increase the coverage, frequency, speed, reliability, and productivity of AllNighter service;
- Providing insights about overnight travel needs to inform future streetscape projects;
- Continuing to promote the availability of the AllNighter system through awareness-building efforts;
- Reporting relevant data to the Transportation Authority for inclusion in its regular analyses of all-night transportation performance and using trends in those metrics to inform policy decisions;
- Championing system improvements that could facilitate additional hours of service by rail providers; and
- Continuing to participate in the Late Night Transportation Working Group as appropriate.

Additionally, as the landscape of emerging transportation services continues to evolve, transit agencies ought to consider whether some form of public-private partnership with taxis, transportation network companies, carpooling systems, shuttle providers or other services might boost access to local transit hubs or better address first or last mile challenges to increase use of the existing AllNighter system.

Such an analysis was beyond the scope of the Working Group's efforts. Notably, the Transportation Authority is currently conducting a set of Emerging Mobility Services and Technologies studies to develop a policy framework and evaluate how new transportation services are serving the city's needs, and is considering late night travel as part of that evaluation.

More broadly, the Working Group's efforts over the past three years make a strong case for a sustained, regional investment in improving our all-night transportation system. While the Working Group was initially formed by San Francisco stakeholders in order to improve late-night and early-morning travel to, from, and within San Francisco, future work to improve all-night transit should reflect a truly regional approach and should be led by a regional transportation planning agency with strong expertise in transit funding and inter-agency coordination.

After careful consideration, it is our recommendation that this work would be best led by staff at the Metropolitan Transportation Commission, the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area.

Future work should include applying the Working Group's transit productivity methodology to evaluate the needs of overnight workers traveling exclusively within the East Bay and the Peninsula (who were not included in the service planning analysis conducted by Working Group staff), coordinating the implementation of future information campaign efforts to promote the AllNighter system, identifying funding opportunities, facilitating inter-agency coordination to advance long-term regional efforts, and convening future meetings of the Late Night Transportation Working Group.

Over the last several years, the Late Night Transportation Working Group has provided an important platform to unite diverse stakeholders to advocate for a vision of 24-hour, reliable, efficient, and safe transit service for local workers, residents, and visitors. Through our work to-date, we have reached a number of significant milestones in improving overnight transportation in the Bay Area. With continued focus, further substantial progress can be made toward achieving this vision.

Appendices

Transit Service Planning:

- Memorandum of service improvement recommendations: http://nightlifefsf.org/wp-content/uploads/2016/12/Late-Night-Transit-Refined-Service-Concepts_FINAL.pdf
- Late night transit service evaluation memorandum: <https://www.dropbox.com/s/advy3so2o278ich/Late-Night-Transit-Service-Eval-Memo-FINAL.pdf>
- Late night transit demand analysis memorandum: <http://nightlifefsf.org/wp-content/uploads/2016/06/Late-Night-Transportation-Demand-Analysis-Key-Findings.pdf>

White Papers:

- Caltrain Late Night Service White Paper: <http://nightlifefsf.org/wp-content/uploads/2016/11/Caltrain-Late-Night-Service-White-Paper-Draft.pdf>
- BART Discussion Paper & Technical Supplement for San Francisco Late-Night Transportation Working Group: http://nightlifefsf.org/wp-content/uploads/2016/11/BART.LateNight.20161003.Text_.pdf

BAE Urban Economics report on needs assessments for pilot neighborhoods: <http://nightlifefsf.org/wp-content/uploads/2016/11/Location-Specific-Assessment-Report.pdf>

Press release and information campaign collateral: <http://nightlifefsf.org/new-campaign-to-increase-awareness-of-late-night-and-early-morning-bus-network/>

The Other 9-to-5: <http://nightlifefsf.org/the-other-9-to-5-improving-late-night-and-early-morning-transportation-for-san-francisco-workers-residents-and-visitors/>

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Memorandum

Date: March 21, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 4/10/2018 Board Meeting: Allocation of \$17,008,851 in Prop K Funds for Four Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Allocate \$350,000 in Prop K funds to Caltrain for one request: <ul style="list-style-type: none"> o Caltrain Business Plan • Allocate \$13,809,851 in Prop K funds to the San Francisco Municipal Transportation Agency for two requests: <ul style="list-style-type: none"> o Central Subway – RTIP Fund Exchange (\$13,752,000) o Bayview Community Based Transportation Plan (\$57,851) • Allocate \$2,849,000 in Prop K funds to San Francisco Public Works for one request: <ul style="list-style-type: none"> o Parkmerced/ Twin Peaks/ Mt. Davidson Manor Residential Street Resurfacing 	<ul style="list-style-type: none"> <input checked="" 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 type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We are presenting four requests totaling \$17,008,851 in Prop K sales tax funds to the Board for approval. 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. Albert Hoe, Acting Program Director for the Central Subway project, will provide an update on the project as part of this item.</p>	

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax 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. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is included in Attachment 5, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate \$17,008,851 in Fiscal Year (FY) 2017/18 Prop K sales tax funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules

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contained in the attached Allocation Request Forms.

Prop K 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 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 March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K 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	7	PCJPB	Caltrain Business Plan	\$ 350,000	\$ 5,000,000	69%	93%	Planning	6, 10	
Prop K	22M	SFMTA	Central Subway - RTIP Fund Exchange	\$ 13,752,000	\$ 1,226,547,988	78%	93% including previous Prop K allocations	Construction	3, 6	
Prop K	34	SFPW	Parkmerced/ Twin Peaks/ Mt Davidson Manor Residential Street Resurfacing	\$ 2,849,000	\$ 4,998,284	79%	43%	Construction	7	
Prop K	44	SFMTA	Bayview Community Based Transportation Plan	\$ 57,851	\$ 350,000	38%	83%	Planning	10	
TOTAL					\$ 17,008,851	\$ 1,236,896,272	78%	99%		

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: PCJPB (Caltrain); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Caltrain Business Plan	\$350,000	The Business Plan will define how both the Caltrain service and corridor should grow and change in the future. It includes a service vision for operating an electrified railroad as part of a blended system with High Speed Rail in the peninsula corridor, an organizational assessment identifying changes needed to support the long-range service vision, and a community interface strategy to promote development and leverage opportunities while addressing local impacts particularly at grade crossings.
22M	SFMTA	Central Subway - RTTP Fund Exchange	\$13,752,000	The SFCTA has long-standing, Board-adopted Regional Transportation Improvement Program (RTIP) priorities which designate the Central Subway as the highest priority for the next \$75.5 million in RTIP funds. However, RTIP funds cannot be directly given to the Central Subway because all contracts have been awarded. Therefore, in October 2017 the Board honored the commitment by programming \$13.752 million in RTIP funds to the SFMTA's Restoration of Light Rail Lines - Axle Counters project and approving a RTIP/ Prop K fund exchange to partially fund the Central Subway's budgeted contingency. The fund exchange action concurrently amended the Prop K Strategic Plan and the Muni-Guideway 5-Year Prioritization Program (5YPP) to advance \$13.752 million and program the funds to the Central Subway RTIP Fund Exchange project. The subject request is for allocation of the aforementioned Prop K funds.
34	SFPW	Parkmerced/ Twin Peaks/ Mt Davidson Manor Residential Street Resurfacing	\$2,849,000	Street resurfacing of 2.8 miles of residential streets (43 blocks) in the Parkmerced, Twin Peaks, and Mt Davidson Manor neighborhoods. The project consists of repairs to the road base, paving work, construction of 76 curb ramps, and sidewalk and curb repairs. See the attached Allocation Request Form for specific locations. Prop K funds will leverage \$2,106,000 in SB 1 Local Partnership Program funds programmed by the Transportation Authority Board in December 2017. Construction is expected to start in late summer 2018 and be completed by December 2019.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFMTA	Bayview Community Based Transportation Plan	\$57,851	Funds will leverage a Caltrans Planning Grant to engage residents, businesses, local stakeholders, and the District 10 Supervisor's office in identifying transportation priorities for the Bayview District that improve mobility in this historically underserved area. Recommendations that emerge from this community-based planning process could be eligible for up to \$500,000 in Lifeline Transportation Program implementation funds from the Metropolitan Transportation Commission's Participatory Budgeting (PB) pilot. Through this PB process, residents will directly engage with the SFMTA to identify, develop, and ultimately prioritize projects through a voting process. A final report is expected by February 2020.

TOTAL	\$17,008,851
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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
7	PCJPB	Caltrain Business Plan	\$ 350,000	Additional project delivery support and oversight will be consistent with the anticipated Project Charter for the Business Plan. Caltrain is developing a project charter that will identify the 11 agencies (including SFCTA) that have an elevated roll in the Business Plan because they are funding the Business Plan itself, and/or are PCJPB members, and/or are involved in terminal planning processes. The Charter will also set up committees that include representatives from these 11 organizations to meet monthly to review and provide feedback on Business Plan progress, as well as an executive level group that will meet (anticipated quarterly), and larger stakeholder meetings that will include peer agencies, business and advocacy groups.
22M	SFMTA	Central Subway - RTIP Fund Exchange	\$ 13,752,000	Recommendation is conditioned compliance with Ground Rules for Financial Management of the Central Subway Project approved through Resolution 2010-051 and with the oversight protocols currently in place.
34	SFPW	Parkmead/ Twin Peaks/ Mt Davidson Manor Residential Street Resurfacing	\$ 2,849,000	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon an amendment the Street Resurfacing 5YPP to reprogram \$55,000 in deobligated funds from projects completed under budget to the subject project. See attached 5YPP amendment for details.
44	SFMTA	Bayview Community Based Transportation Plan	\$ 57,851	Project will comply with the requirements of the Metropolitan Transportation Commission's Participatory Budgeting (PB) pilot program. This will allow the SFMTA to quality for up to \$500,000 in Lifeline Transportation Program funds to implement the priorities identified through the PB process.
TOTAL \$			17,008,851	

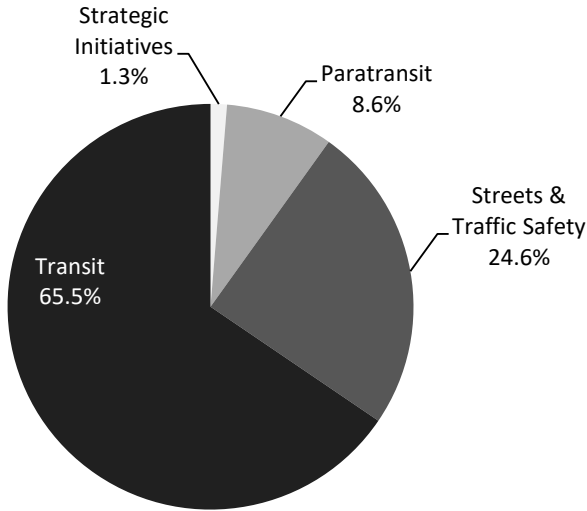
¹ See Attachment 1 for footnotes.

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

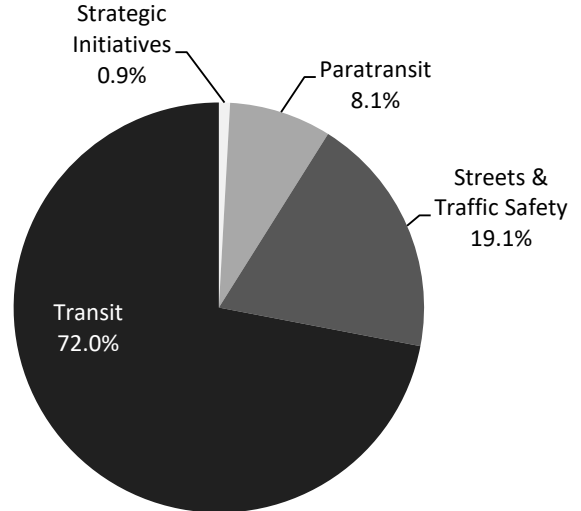
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22
Prior Allocations	\$ 89,622,085	\$ 35,467,298	\$ 49,535,887	\$ 1,584,777	\$ 920,651	\$ 786,830
Current Request(s)	\$ 17,008,851	\$ 53,120	\$ 15,996,949	\$ 958,782	\$ -	\$ -
New Total Allocations	\$ 106,630,936	\$ 35,520,418	\$ 65,532,836	\$ 2,543,559	\$ 920,651	\$ 786,830

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: March 16, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 4/10/18 Board Meeting: Adoption of the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Route 66 Quintara Connectivity Study [NTIP Planning] Final Report.</p> <p>SUMMARY</p> <p>The Route 66 Quintara Connectivity Study project was recommended by Commissioner Tang for \$100,000 in Prop K sales tax funds from the Neighborhood Transportation Improvement Program (NTIP) to engage the community to identify a set of strategies that improve the rider experience on the 66 Quintara and related routes in the Sunset, through service and route planning. The project’s draft final report, prepared by the San Francisco Municipal Transportation Agency (SFMTA), is included as an enclosure in this packet.</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"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <p>_____</p>
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DISCUSSION

Background.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Route 66 Quintara Connectivity Study [NTIP Planning] project was led by the SFMTA with the aim of engaging the community to identify a set of strategies that improve the rider experience on the 66 Quintara and related routes in the Sunset, through service and route planning. Attachment 1 shows the route and study area, which includes a northern terminus at 8th Avenue and Judah near UCSF Medical Center, and a southern terminus at 29th Avenue and Vicente, near Stern Grove.

In 2016, the Transportation Authority released a Strategic Analysis Report on Improving West Side Transit Access. The report, initiated by Commissioner Tang, explored how the area’s transit hubs could be better utilized by residents in this area of the city. Recommendations from this report suggest both near-term and long-term solutions that focus on improving transit hub access with the goal of reducing vehicle travel. The Route 66 Quintara Connectivity Study analyzed one of the recommendations of the Strategic Analysis Report, specifically, to leverage underutilized routes to strengthen connections to transit hubs. The 66 Quintara was identified as a route that stands out as

one of the least utilized routes serving the West Side and suggests reconfiguring this route as an opportunity to improve route performance and strengthen the West Side's access to transit hubs.

The Route 66 Quintara Connectivity Study analyzed reconfiguration options and presents a set of strategies to improve the service and routing of the 66-Quintara and related routes in the Sunset. The project and its recommendations were informed by technical analysis, neighborhood travel behavior surveys, and public and rider outreach.

Recommendations.

The Study recommends a range of physical and operational modifications to Route 66 and the nearby 48 Quintara/24th Street route in the study area, including:

- Stop adjustments in several locations.
- Route realignment to reduce delays.
- Nextbus system timepoints to improve the accuracy of Nextbus predictions.
- Monitoring at terminals to ensure on time departures and successful connections with transferring routes.
- Service span on the 48-Quintara/24th Street to be extended beyond the peak commute hours to include the midday ridership and capture school trips.

Figure 41 on page 57 of the draft final report (see enclosure) lists the improvement concepts considered and includes an estimate of the cost and potential impact of each. Chapter 7, starting on page 70 of the enclosure, lists the Study's recommendations and how they respond to themes heard during outreach. Following an extensive outreach effort, the SFMTA concluded that recommendations should maintain what riders value about the 66 Quintara today, including the existing stop locations, connections to the Judah and Taraval corridors, and to Lincoln high school. At the same time, recommendations seek to improve the rider experience and route reliability through minor scheduling and routing modifications.

Community Engagement.

The public process that went into developing the Study included multiple rounds of community feedback as described in Chapter 4, starting on page 33 of the final report. Commissioner Tang was briefed on the draft final report in Fall 2017, and requested that SFMTA conduct additional outreach to ensure a larger number of Chinese language speakers provided input. In response, the SFMTA conducted additional intercept surveys in Chinese in fall, 2017. The SFMTA presented the draft recommendations at a community meeting in November 2017.

Commissioner Tang also requested that the SFMTA analyze extending evening service on the 48 Quintara/24th Street route from 6:30 to 7:30 p.m. Although the SFMTA does recommend extending the route's service through the midday, staff indicated that while the demand analysis does not support the evening extension, the SFMTA will revisit the demand analysis this spring by conducting field observations. The SFMTA does recommend adding an additional bus trip on the 66 Quintara during evenings and weekends, based on customer complaints regarding reliability.

Next Steps.

Chapter 7, starting on page 70 of the report, lists each recommendation. The SFMTA has included each of the proposed recommendations for the 66 Quintara in its proposed Fiscal Year 2018/19

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budget. The service span increase to include the midday service on the entire 48 Quintara/24th Street route will be recommended to the SFMTA Board for approval in the Fiscal Year 2019/20 budget.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at its March 28, 2018 meeting.

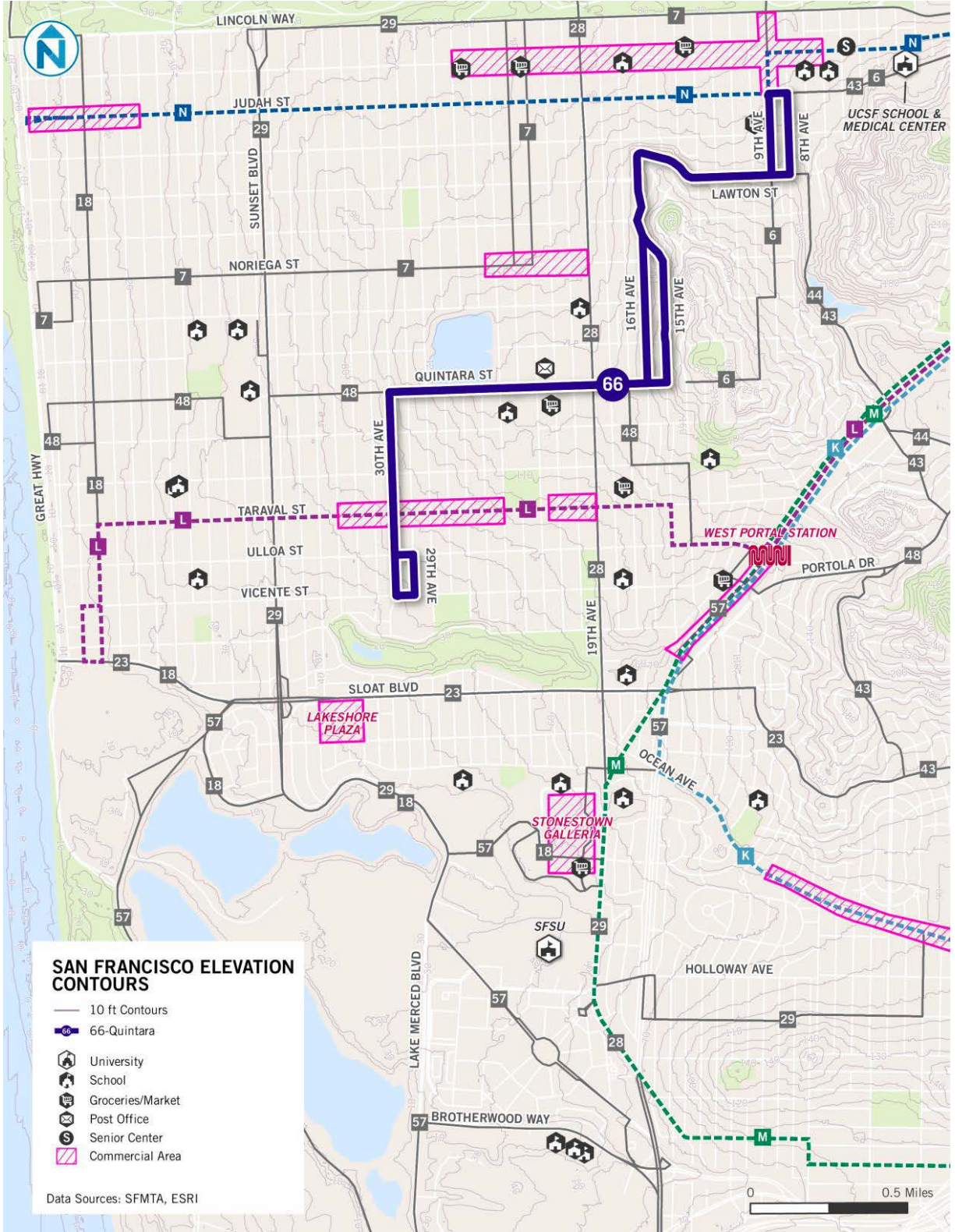
SUPPLEMENTAL MATERIALS

Attachment 1 – Framework Study Area

Enclosure 1 – Draft Final Report

Attachment 1.

Route 66 Quintara Connectivity Study Route and Study Area





Memorandum

Date: March 21, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 04/10/18 Board Meeting: Authorization for the Executive Director to Enter Into an up to \$140 Million Revolving Credit Agreement with State Street Public Lending Corporation and U.S. Bank National Association

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Authorize the Executive Director: <ul style="list-style-type: none"> ○ Enter into an up to \$140 million Revolving Credit Agreement with State Street Public Lending Corporation (State Street) and U.S. Bank National Association (U.S. Bank) ○ Enter into an Alternate Credit Facility if negotiations with State Street are not successful ○ Amend or enter into the associated legal documents ○ Take all necessary related actions ○ Negotiate payment terms and non-material terms and conditions <p>SUMMARY</p> <p>In order to ensure we have sufficient funds in hand when needed to support delivery of the projects and programs in the Prop K sales tax Expenditure Plan, we plan to continue to utilize an interim borrowing program in combination with pay-go sales tax revenues and bond proceeds. The Transportation Authority’s existing Revolving Credit Facility with State Street expires in June 2018. In advance of the expiration date, the Transportation Authority solicited financial institutions seeking up to \$200 million of replacement credit facilities. We issued a Request for Proposals (RFP) in February 2017, and by the proposal due date, we had received proposals from four financial institutions. The review panel recommends that the Transportation Authority enter into a new Revolving Credit Agreement with State Street and U.S. Bank.</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 type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

The Transportation Authority has historically relied on pay-go sales tax revenues and interim financing – initially through a \$200 million commercial paper (CP) facility which was converted to a \$140 million revolving loan (Revolving Credit Agreement) with State Street Bank – to fund the capital projects and

programs included in the Prop K Expenditure Plan. We currently have \$49 million in remaining capacity, out of a total \$140 million, under the Revolving Credit Agreement with State Street.

In November 2017, the Transportation Authority issued its first sales tax revenues bonds: \$248,250,000 Senior Lien Bonds, Series 2017. As part of the bond issuance, we prepared a Third Amended and Restated Indenture (Indenture) which created three tiers of debt: “Senior Lien Debt,” “Parity Debt,” and “Subordinate Obligations.” The Transportation Authority’s current Revolving Credit Agreement is considered Parity Debt under the Indenture. The replacement credit facility established through the subject RFP will also be Parity Debt under the Indenture.

Procurement Process.

On February 16, 2018, the Transportation Authority issued a RFP to various banks for up to \$200 million of credit facilities for Direct-Pay Letter of Credit (“LOC”), Standby Bond Purchase Agreement (“SBPA”) and/or alternative credit facilities such as a direct purchase or a revolving credit facility to support the Transportation Authority’s interim borrowing program. While a pre-proposal conference was not held, proposers were able to submit questions to the Transportation Authority and receive responses by February 28. We advertised the RFP in both the San Francisco Chronicle and San Francisco Examiner.

By the due date of March 9, 2018, we received four proposals from financial institutions in response to the RFP, as shown in Attachment 1. The proposals included bank commitments to provide LOC and SBPAs as credit facilities to support a CP program and Revolving Credit Agreements as alternate new financing structures. Each bank offered the Transportation Authority a three-year to five-year commitment, terms and fees. See Attachment 1 for a summary of the credit facility pricing received from the four bank proposals.

Facility Type Analysis.

Traditional CP or Notes are a form of variable rate financing, which mature and become due every 270 days or less. The issuance of CP requires the support of a bank credit facility in two basic forms: (1) a direct-pay LOC or (2) a SBPA (sometimes called a liquidity facility). If the CP notes are not remarketed, then the commercial bank (not the remarketing agent) pays the maturing CP Notes through the LOC or SBPA. The primary difference between the LOC and SBPA is that the LOC provides liquidity in the event of a failed roll as well as a guarantee of principal and interest payments by the issuer while a SPBA provides only liquidity support in the event of a failed roll.

A tax-exempt Revolver is an alternative variable rate financing method to traditional CP notes and is a loan directly from a commercial bank. The value of the Revolver over the traditional CP Note structure is from both cost and administrative perspectives. The Revolver structure charges interest cost only on the drawn portion of the facility and a minimal commitment fee on the undrawn portion of the facility. Additionally, given the direct purchase structure, the Transportation Authority minimizes its transaction costs by eliminating costs associated with a public offering (offering document, ratings, etc.). Further, the Transportation Authority does not need to manage the ongoing remarketing of CP Notes, procure a remarketing agent, and pay remarketing agent fees.

Recommended Facility Type.

A review panel consisting of Transportation Authority staff evaluated the bank credit facility proposals based on responsiveness to the RFP, as well as qualifications and other criteria identified in the RFP, with an emphasis on proposers’ fees, length of agreement, their credit ratings and various terms. Based on this competitive selection process and due to the need to address the expiring

Agenda Item 12

Revolving Credit Agreement with State Street in June 2018, with concurrence from KNN Public Finance and Nixon Peabody LLP (the Transportation Authority's municipal advisors and bond counsel, respectively), the review panel recommends extending the current Revolving Credit Agreement with State Street under a new Revolving Credit Agreement with State Street and U.S. Bank. The banks have offered a combined commitment of \$140 million, with \$70 million from each bank, allowing them to offer the most cost-effective financing solution to the Transportation Authority.

Both State Street and U.S. Bank have provided bank credit support to a number of issuers in the San Francisco community. State Street provides SBPA support for the San Francisco Public Utilities Commission (SFPUC) and LOCs for the City and County of San Francisco, the San Francisco Municipal Transportation Agency, San Francisco International Airport, and the Moscone Center. U.S. Bank provides Revolver facilities to the City and County of San Francisco and the SFPUC.

Given the Transportation Authority's recent partnership with State Street, we do not foresee any challenges in the contract negotiations. However, the review panel recommends that, as a contingency if negotiations reach an impasse with the banks, the Executive Director should be authorized to secure an alternate credit facility from one or more of the other proposers.

Taking into account fees and terms proposed, trading differentials between banks, and the relative risks of the different alternatives presented, the review panel determined that the State Street/U.S. Bank Revolver is the most advantageous and cost effective to the Transportation Authority. As with the existing Revolver, the Transportation Authority will be entering into a loan agreement directly with the bank, eliminating the need to regularly remarket the CP Notes and procure a remarketing agent, which will reduce costs, complexity, administrative burden, and bank credit downgrade risk.

Attachment 2 is the RFP response containing the term sheet for the State Street/U.S. Bank Revolver. Information deemed proprietary and/or a trade secret for a financial institution has been redacted per California Government Code Section 6254.

FINANCIAL IMPACT

The proposed Fiscal Year 2018/19 budget already assumes fees for the Revolver. Based on the fees and interest rates proposed for a three-year agreement and assuming the Transportation Authority's current utilization under the Revolver. The all-in total cost is estimated to be \$1,130,000 in year one and \$1,085,000 in the subsequent years. Assuming a fully drawn Revolver facility at \$140 million, the Transportation Authority's total annual cost in subsequent years is estimated to be \$2,452,000.

CAC POSITION

The CAC will consider this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Table of RFP Responses

Attachment 2 – State Street/U.S. Bank RFP Response (Term Sheet Included)

Attachment 1: Table of RFP Responses

Bank	Estimated All-in Cost of Debt in Basis Points ¹ (3-year term / Current Utilization)	Estimated All-in Cost of Debt in Basis Points ² (3-year term / Full Utilization)	Type of Facility in the Amount of \$140,000,000	Credit Ratings (Moody's / Standard & Poor's/Fitch)	Credit Worthiness
<i>Current: State Street Revolver³ (Expires June 2018)</i>	79.3	180.2	Revolver	Aa1/AA-/AA	Very Strong
Barclays Bank PLC	83.5	159.5	SBPA	A1 (neg) / A / A	Strong
JP Morgan Chase Bank, N.A	79.9	154.0	SBPA	Aa3 / A+ / AA-	Very Strong
JP Morgan Chase Bank, N.A	111.8	245.2	Revolver	Aa3 / A+ / AA-	Very Strong
State Street Public Lending Corporation / U.S Bank National Association	76.4	150.5	SBPA	Aa1 / AA- / AA Aa2 (neg) / AA- / AA-	Very Strong
State Street Public Lending Corporation / U.S Bank National Association	77.6	175.2	Revolver	Aa1 / AA- / AA Aa2 (neg) / AA- / AA-	Very Strong
Sumitomo Mitsui Banking Corp.	76.0	152.0	LOC	A1 / A / A	Strong

¹ Estimated All-In Cost of Debt is based on the RFP proposal responses (bank fees and upfront fees) and estimated interest rates based on short-term interest rates as of February 28, 2018. All-In Cost of Debt changes with changing interest rates, market conditions and credit. Assumes the Transportation Authority's current interim borrowing utilization - \$49 million outstanding; \$91 million unutilized.

² Estimated All-In Cost of Debt is based on the RFP proposal responses (bank fees and upfront fees) and estimated interest rates based on short-term interest rates as of February 28, 2018. All-In Cost of Debt changes with changing interest rates, market conditions and credit. Assumes full utilization of the interim borrowing program at \$140 million.

³ All-in cost of current Revolver including the application of the State Street Margin Rate Factor – 1.2154 multiplier.

San Francisco County Transportation Authority

Proposal to Provide Revolving Credit Agreement

Indicative Terms and Conditions

March 21, 2018

Borrower:	San Francisco County Transportation Authority (“SFCTA,” the “Authority” or the “Borrower”).
Debt Issue:	A Revolving Credit Agreement among the Borrower, State Street, individually and as Administrative Agent (the “Agent”) and U.S. Bank (the “RCA”) pursuant to which the Banks will make tax-exempt Loans to the Borrower (the “Loans”).
Security:	The Loans and the obligations owed to the Banks under the Facility are secured as Parity Debt under the Indenture by Sales Tax Revenues to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax imposed in the City and County of San Francisco.
Facility:	RCA providing interim financing on a tax-exempt basis.
Facility Documents:	Documentation will include the RCA and such other documents, instruments, certificates, and agreements executed and/or delivered by the Borrower in connection with the Facility as reasonably determined by the Banks (collectively, the “Facility Documents”).
Banks:	State Street Bank and Trust Company’s wholly-owned subsidiary State Street Public Lending Corporation (“State Street”) and U.S. Bank National Association (“U.S. Bank” and together with State Street, individually referred to herein as a “Bank” and collectively as the “Banks”).

1. Credit Rating

State Street Ratings:	Moody’s	S&P	Fitch
	Aa1 / P-1	AA- / A-1+	AA / F1+
	Stable Outlook	Stable Outlook	Stable Outlook
	Not On Watch	Not On Watch	Not On Watch
U.S. Bank Ratings:	Moody’s	S&P	Fitch
	Aa2 / P-1	AA- / A-1+	AA- / F1+
	Negative Outlook	Stable Outlook	Stable Outlook
	Watch	Not on Watch	Not on Watch

Please refer to Appendix A for the Banks’ ratings over the past three years.

2. Bank Counsel

Counsel:	Chapman and Cutler LLP 111 West Monroe Street	David Field, Partner Telephone: (312) 845-3792
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This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

Legal Fees: Estimated at [REDACTED] and capped at [REDACTED], plus disbursements.

3. Fees

Revolving Credit Agreement

Please refer to Appendix B (Attachment 1) for the corresponding pricing matrix in the RFP.

Commitment Amount: Up to \$140,000,000 of principal:
 State Street \$70,000,000
 U.S. Bank \$70,000,000

Term: 3 Years.

Index Rate: Prior to the Maturity Date, the Loans and the Bank Note shall bear interest at a tax-exempt per annum rate of interest equal to the sum of (i) 80% of 1-month LIBOR plus (ii) the Applicable Spread set forth below (collectively, the “Index Rate”), subject to adjustment as provided herein.

The Loans and the Bank Note shall bear interest at the Index Rate prior to the Maturity Date, so long as no Event of Taxability or Event of Default exists.

Tenor	Applicable Spread
3 Years	[REDACTED]

Commitment Fee: The undrawn portion of the RCA will be charged the Commitment Fee set forth below, subject to adjustment as provided herein.

Tenor	Commitment Fee
3 Years	[REDACTED]

Downgrade Rate/Fee Adjustments: The Applicable Spread and Commitment Fee shall be adjusted according to the schedules below for any rating downgrade as well as for any rating suspension, withdrawal, or cancellation (“WD/NR”):

Rating Level	Applicable Spread	Commitment Fee
Aa2/AA and above	[REDACTED]	[REDACTED]
Aa3/AA-	[REDACTED]	[REDACTED]
A1/A+	[REDACTED]	[REDACTED]
A2/A	[REDACTED]	[REDACTED]
A3/A-	[REDACTED]	[REDACTED]
Baa1/BBB+	[REDACTED]	[REDACTED]
Baa2/BBB	[REDACTED]	[REDACTED]
Below Baa2/BBB*	Default	Default

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

WD/NR*

Default

Default

* Note: Event of Default rate/fee adjustment applies.

The lowest long-term unenhanced rating assigned to SFCTA's Senior Lien Bonds will determine the Applicable Spread and the Commitment Fee. An Applicable Spread and Commitment Fee adjustment shall become effective on the date a rating action is announced by the applicable rating agency. In the event of the adoption of any new or changed rating system, each of the ratings referred to above shall be deemed to refer to the rating category under the new rating system which most closely approximates the applicable rating category currently in effect.

Event of Default Rate/Fee Adjustment:

If one or more of the underlying ratings assigned to SFCTA's Senior Lien Bonds are withdrawn or suspended, or shall fall below "Baa2/BBB", or upon the occurrence of an Event of Default, the Loans and the Bank Notes shall bear interest at the Default Rate and the Commitment Fee shall automatically and without notice to the Borrower increase by [REDACTED] per annum above the level specified in the above pricing matrix for the "Baa2/BBB" rating category.

Taxable Rate:

Taxable Rate means an interest rate per annum at all times equal to the product of the Index Rate or the Term Loan Rate, as applicable, then in effect multiplied by the Taxable Rate Factor.

Maximum Federal Corporate Tax Rate:

Maximum Federal Corporate Tax Rate means the maximum rate of income taxation imposed on corporations pursuant to Section 11(b) of the Code, as in effect from time to time (or, if as a result of a change in the Code, the rate of income taxation imposed on corporations generally shall not be applicable to the Banks, the maximum statutory rate of federal income taxation which could apply to the Banks). The Maximum Federal Corporate Tax Rate is currently 21%.

Taxable Rate Factor:

Taxable Rate Factor means the quotient of (i) one divided by (ii) one minus the then current Maximum Federal Corporate Tax Rate.

Event of Taxability:

In the event a determination of taxability shall occur, in addition to the amounts required to be paid with respect to the Loans, the Borrower shall be obligated to pay to the Banks an amount equal to the positive difference, if any, between the amount of interest that would have been paid during the period of taxability if the Loans had borne interest at the Taxable Rate (i.e., the product of the Index Rate and 1.0/1.0-Maximum Federal Corporate Tax Rate) and the interest actually paid to the Banks with respect to the Loans.

Margin Rate Factor:

The Index Rate will be subject to adjustment by a Margin Rate Factor. The Margin Rate Factor means the greater of (i) 1.0, and (ii) the product of (a) one minus the Maximum Federal Corporate Tax Rate multiplied by (b) 1.26582. The effective date of any change in the Margin Rate Factor shall be the effective date of the decrease in the Maximum Federal Corporate Tax Rate resulting in such change.

The Maximum Federal Corporate Tax Rate is currently 21% such that the current Margin Rate Factor equals 1.0 as of the date of this proposal.

Termination/Reduction Fee: In the event that the Borrower elects to terminate or permanently reduce the Facility during the first eighteen months of the Facility, the Borrower will be required to pay a termination or reduction fee equal to the Commitment Fee which would have accrued from the date of termination or reduction through the eighteen-month anniversary of the closing date.

Agent Fee: Waived.

Draw Fee: ██████████ per draw, capped at ██████████ in any calendar year.

Amendment Fee: ██████████ plus reasonable fees and disbursements of counsel, if any.

Base Rate: The greatest of: (i) ██████████ (ii) ██████████ (iii) ██████████

Term Loan Rate:
 Days 1-30: ██████████
 Days 31-90: ██████████
 Days 91 and after: ██████████

Default Rate: ██████████
 Interest accruing at the Default Rate shall be payable on demand.

Computation of Payments: Computations of interest and fees shall be calculated on an actual/360 day basis.

Pro Rata Draws & Repayments: All draws and repayments under the RCA shall be pro rata between the two Banks.

Term Loan: 5 Years.

4. Terms and Conditions of Revolving Credit Agreement

For the RCA, the Banks propose limited modifications as outlined in the Comment Letter from Chapman and Cutler LLP in Appendix C. All other terms and conditions – including conditions precedent to purchase and closing, representations and warranties, covenants, events of default, and remedies – shall remain consistent with the existing Revolving Credit Agreement between the Authority and State Street Public Lending Corp. dated as of June 1, 2015 (the “Existing RCA”).

5. Formal Credit Approval

This proposal is provided for discussion purposes only and does not constitute, and may not be construed as, a commitment to provide financing or other services.

Credit Approval: Any commitment to provide the Facility (including the terms and conditions proposed herein) or to extend credit is subject to all of the Banks' internal approvals and due diligence procedures. In obtaining credit approval, the Banks reserve the right to modify and/or supplement any of the terms and conditions stated herein.

State Street and US Bank anticipate obtaining final credit approval within 10 business days of receiving the mandate to provide the Facility.

6. Other Terms and Conditions

Survival: This proposal does not constitute a Facility Document and shall not survive the execution and delivery of the definitive Facility Documents.

Material Adverse Change: This proposal may be rescinded, in the sole discretion of the Banks, upon the occurrence of a material adverse change in the financial, operational, or legal condition of the Borrower.

Proposal Expiration: Unless otherwise extended by the Banks, this proposal shall expire at 5:00 p.m. EST on July 7, 2018.



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Memorandum

Date: March 28, 2018
To: Transportation Authority Board
From: Cynthia Fong – Deputy Director for Finance and Administration
Subject: 04/10/18 Board Meeting: Proposed Fiscal Year 2017/18 Budget Amendment

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt a motion of support for amendment of the adopted Fiscal Year (FY) 2017/18 budget to decrease revenues by \$6,843,543, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267.</p> <p>SUMMARY</p> <p>Every year we present the Board with any adjustments to the annual budget adopted the previous June. This revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original approval of the annual budget, and adjust for unforeseen expenditures. In June 2017, through Resolution 17-56, the Board adopted the FY 2017/18 Annual Budget and Work Program. Revenue and expenditure figures pertaining to several capital projects need to be updated from the original estimates contained in the adopted FY 2017/18 Budget. Our Fiscal Policy allows for the amendment of the adopted budget during the fiscal year to reflect actual revenues and expenditures incurred. We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.</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"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background. The budget revision is an opportunity to take stock of changes in revenue trends, recognize grants or other funds that are obtained subsequent to the original budget approval, and adjust for unforeseen expenditures. The budget revision is also an opportunity for us to revise revenue projections and expenditure line items to reflect new information or requirements identified in the months elapsed since the adoption of the annual budget. The revisions typically take place after completion of the annual fiscal audit, which certifies actual expenditures and carryover revenues.

Discussion. The budget revision reflects a decrease of \$6,843,543 in revenues, increase of \$34,672,238 in expenditures and decrease of \$59,806,486 in other financing sources for a total net decrease of \$101,322,267 in fund balance. These revisions include carryover expenditures from the prior period. The effect of the amendment on the adopted FY 2017/18 Budget (in the aggregate line item format specified in the Fiscal Policy) is shown in Attachments 1 and 2. The detailed budget explanations by line item are included in Attachment 3.

Revenue and expenditure revisions are related to sales tax revenue, several capital project costs, administrative operating costs, and debt service reported in the Sales Tax Program (Prop K), Congestion Management Agency Programs, Transportation Fund for Clean Air Program; Vehicle Registration Fee for Transportation Improvements Program, and Treasure Island Mobility Management Agency Program and impacted the following projects: Interstate 80/Yerba Buena Island Ramps Interchange Improvement and Bridge Structures projects; 101/280 Managed Lanes; 19th Ave Combined City Project & Lombard Street Vision Zero projects; Bay Area Rapid Transit Travel Incentives Program, D10 Mobility Study; Emerging Mobility Services & Technologies; Hub and Civic Center Travel Demand Modeling; Late Night Transportation; Lombard Crooked Street Congestion Management System Development; Solano County Water Transit Plan Travel Demand Modeling; South of Market Freeway Ramp Intersection Safety Improvement Study; Transportation Network Companies Research; Treasure Island Mobility Management Agency; Strategic Highway Research Program; and other revenues and expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget.

We propose that the adopted FY 2017/18 Budget be amended as shown in Attachment 1.

FINANCIAL IMPACT

If approved, the proposed amendment to the FY 2017/18 Budget would decrease \$6,843,543 in revenues, increase expenditures by \$34,672,238 and decrease other financing sources by \$59,806,486 for a total net decrease in fund balance of \$101,322,267 in fund balance as described above.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Fiscal Year 2017/18 Budget Amendment

Attachment 2 – Proposed Fiscal Year 2017/18 Budget Amendment Line Item Detail

Attachment 3 – Fiscal Year 2017/18 Budget Amendment Explanations

**San Francisco County Transportation Authority
Attachment I
Proposed Fiscal Year 2017/18 Budget Amendment**



		Proposed Budget Amendment by Fund							Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
		Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Proposed Budget Amendment Fiscal Year 2017/18			
Revenues:										
Sales Tax Revenues	\$ 104,271,926	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 104,271,926	\$ 106,530,189	
Vehicle Registration Fee	-	-	-	4,834,049	4,834,049	-	-	4,834,049	4,834,049	
Interest Income	627,418	-	1,683	3,853	-	-	-	632,954	287,571	
Program Revenues	1,342,655	13,962,810	737,931	-	-	1,522,170	-	17,565,566	22,537,689	
Other Revenues	43,460	-	-	-	-	-	-	43,460	2,000	
Total Revenues	106,285,459	13,962,810	739,614	4,837,902	1,522,170	1,522,170	1,522,170	127,347,955	134,191,498	
Expenditures:										
Capital Project Costs	251,112,187	10,822,952	933,921	3,488,603	925,951	-	-	267,283,614	275,988,079	
Administrative Operating Costs	6,072,690	4,204,720	46,003	241,702	596,219	-	-	11,161,334	10,724,938	
Debt Service	120,531,275	-	-	-	-	-	-	120,531,275	77,590,968	
Total Expenditures	377,716,152	15,027,672	979,924	3,730,305	1,522,170	1,522,170	1,522,170	398,976,223	364,303,985	
Other Financing Sources (Uses):	269,068,143	1,064,862	-	-	-	-	-	270,133,005	329,939,491	
Net Change in Fund Balance	\$ (2,362,550)	\$ -	\$ (240,310)	\$ 1,107,597	\$ -	\$ -	\$ -	\$ (1,495,263)	\$ 99,827,004	
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ -	\$ -	\$ 28,531,000	\$ (40,650,870)	
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ -	\$ -	\$ 27,035,737	\$ 59,176,134	

**San Francisco County Transportation Authority
Attachment 2
Proposed Fiscal Year 2017/18 Budget Amendment
Line Item Detail**



	Proposed Budget Amendment by Fund							Proposed Budget Amendment Fiscal Year 2017/18	Increase/ (Decrease)	Adopted Budget Fiscal Year 2017/18
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund For Clean Air Program	Vehicle Registration Fee For Transportation Improvements Program	Treasure Island Mobility Management Agency Program					
Expenditures:										
Capital Project Costs										
Individual Project Grants, Programs & Initiatives	250,000,000	-	933,921	3,488,603	-	-	254,422,524	(1,936,506)	256,359,030	
Technical Professional Services	1,112,187	10,822,952	-	-	925,951	-	12,861,090	(6,767,959)	19,629,049	
Administrative Operating Costs										
Personnel Expenditures										
Salaries	2,001,969	2,509,933	31,282	164,357	360,489	-	5,068,030	-	5,068,030	
Fringe Benefits	942,103	1,181,145	14,721	77,345	169,642	-	2,384,956	-	2,384,956	
Pay for Performance	194,965	-	-	-	-	-	194,965	-	194,965	
Non-personnel Expenditures										
Administrative Operations	2,731,653	513,642	-	-	61,888	-	3,307,183	436,396	2,870,787	
Equipment, Furniture & Fixtures	150,000	-	-	-	-	-	150,000	-	150,000	
Commissioner-Related Expenses	52,000	-	-	-	4,200	-	56,200	-	56,200	
Debt Service										
Debt Issuance Costs	2,051,579	-	-	-	-	-	2,051,579	(98,421)	2,150,000	
Interest and Fiscal Charges	3,479,696	-	-	-	-	-	3,479,696	(3,625,437)	7,105,133	
Revolving Credit Agreement Repayment	69,000,000	-	-	-	-	-	69,000,000	47,000,000	22,000,000	
Revolving Credit Agreement Re-finance Repayment	46,000,000	-	-	-	-	-	46,000,000	(335,835)	46,335,835	
Total Expenditures	377,716,152	15,027,672	979,924	3,730,305	1,522,170	-	398,976,223	34,672,238	364,303,985	
Other Financing Sources (Uses):										
Transfers in - Prop K Match to Grant Funding	-	1,064,862	-	-	-	-	1,064,862	(243,293)	1,308,155	
Transfers out - Prop K Match to Grant Funding	(1,064,862)	-	-	-	-	-	(1,064,862)	243,293	(1,308,155)	
Face Value of Debt Issued										
Sales Tax Revenue Bond Proceeds	205,660,000	-	-	-	-	-	205,660,000	(48,004,165)	253,664,165	
Revolving Credit Agreement Re-finance	46,344,075	-	-	-	-	-	46,344,075	8,240	46,352,315	
Premium on Issuance of Debt	18,128,930	-	-	-	-	-	18,128,930	(11,810,561)	29,939,491	
Draw on Revolving Credit Agreement	-	-	-	-	-	-	-	-	-	
Total Other Financing Sources (Uses)	269,068,143	1,064,862	-	-	-	-	270,133,005	(59,806,486)	329,939,491	
Net Change in Fund Balance	\$ (2,362,550)	\$ -	\$ (240,310)	\$ 1,107,597	\$ -	\$ -	\$ (1,495,263)	\$ (101,322,267)	\$ 99,827,004	
Budgetary Fund Balance, as of July 1	\$ 19,004,989	\$ -	\$ 430,670	\$ 9,095,341	\$ -	\$ -	\$ 28,531,000	N/A	\$ (40,650,870)	
Budgetary Fund Balance, as of June 30	\$ 16,642,439	\$ -	\$ 190,360	\$ 10,202,938	\$ -	\$ -	\$ 27,035,737	N/A	\$ 59,176,134	
Includes Sales Tax and Vehicle Registration Fee For Transportation Improvements Reserved for Program and Operating Contingency										
Fund Reserved for Program and Operating Contingency	\$ 10,427,193	\$ -	\$ -	\$ 483,405	\$ -	\$ -	\$ 10,910,598			

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
1.	Sales Tax Revenue	\$106,530,189	\$(2,258,263)	\$104,271,926	Based on FY 2017/18 sales tax revenues earned through January 2018, we project sales tax revenues to decrease compared to the budgeted revenues for FY 2017/18 by 2.17% or \$2.26 million. This projection is aligned with the San Francisco Controller's Office's projection that FY 2017/18 sales tax revenue will decrease as compared to actual revenues earned in FY 2016/17.
2.	Interest Income	287,571	345,383	632,954	In November 2017, we issued Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Interest income has increased due to the investment of proceeds from the bond sale and interest rates have changed from 1.19% to 1.72% over the past eight months in the City's Treasury Pool. This amendment increases Interest Income by \$345,383.
3.	Treasure Island Mobility Management Agency (TIMMA)	\$3,403,168	(1,880,998)	1,522,170	The original work scope for FY 2017/18 included issuance of the Request for Proposals for a System Integrator, launch of System Integration work, and completion of Civil Engineering Design. Since adoption of the original work scope and budget, the developer, Treasure Island Community Development (TICD), estimated a delay in the Treasure Island construction schedule of at least 18 months. Therefore, System Integration should not proceed until FY 2018/19. The estimated contributions from federal Advanced Transportation and Congestion Management Technologies Deployment (ATCMD) funds need to be updated to reflect the reduced work scope and need in this fiscal year. The costs will be incurred and the revenue realized in FY 2018/19. At the same time, we expect to execute the federal ATCMD grant funding agreement this fiscal year and launch the Autonomous Vehicle (AV) Shuttle pilot project, funded by ATCMD funds with matching funds from the Treasure Island Development Authority (TIDA). This amendment adds the cost and revenues associated with the launch of the AV Shuttle pilot. In aggregate, this amendment will decrease Federal Revenues by \$1,803,240 and Regional Revenues by \$77,758. Corresponding Capital Project – Technical Professional Services

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					Expenditures will decrease by \$1,693,598, Administrative Operating – Non-personnel Costs will increase by \$25,088, and Administrative Operating – Personnel Costs will shift from TIMMA Program to Sales Tax Program by \$469,856 for a total decrease of \$2,138,366 in expenditures.
4.	BART Travel Incentives Program	29,622	23,587	53,209	We are partnering with the BART District on a pilot project to address train crowding in downtown San Francisco, by incentivizing riders to shift their travel off the peak period. Modeling activities relating to analyzing the effects of the BART Perks program were deferred to the first half of FY 2017/18. This amendment increases Federal Revenues by \$23,942 and decreases BART operating revenues by \$355. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$23,587.
5.	I-80/YBI Improvement Project	12,278,797	(4,305,707)	7,973,090	We are working jointly with TIDA on the development of the I-80/YBI Ramps Improvement Project. In FY 2016/17, the scope of the project was expanded to include 1) construction activities for the I-80/YBI Ramps project; 2) Vista Point improvements and associated coordination with the opening of the bicycle and pedestrian path on the east span of the San Francisco-Oakland Bay Bridge; and 3) Southgate Road Realignment Improvements. In October 2016, the project reached a significant milestone with the opening of the I-80/YBI Ramps to traffic. To expedite the design and environmental documentation of the Southgate Road Realignment Improvements project, Metropolitan Transportation Commission (MTC) is taking the lead as the contracting agency for the design consultant contract. During the design process, a number of environmental challenges and design issues have been encountered and completion of the project design plans have been delayed. As a result, construction, which was anticipated to start in FY 2017/18, has been delayed to FY 2018/19. In addition, budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/(Decrease)	Proposed Amended Budget FY2017/18	Explanation
					<p>considered as revenue for FY 2017/18. Revenues were collected in September and October 2017. In aggregate, this amendment decreases Federal Revenues by \$3,568,037 and State Revenues by \$824,347 and increases Regional Revenues by \$86,677. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$4,305,707.</p>
6.	YBI Bridge Structures	2,932,097	(875,964)	2,056,133	<p>We are also working jointly with TIDA on the seismic retrofit of the YBI Bridge Structures on the west side of the island. The project schedule has been extended to accommodate coordination with and completion of two projects: 1) Southgate Road Realignment Improvement; and 2) Macalla Road/Treasure Island Road reconstruction (being completed by TICD). The West-Side Bridges project is scheduled to begin construction in 2020. In order to coordinate with the Construction Manager/General Contractor (CMGC) project delivery method, a portion of the design and engineering activities for the project is deferred until we have a CMGC contractor onboard, anticipated to be in summer of 2018. TIDA is providing local match to the federal grant funds, and we've modified our agreement with TIDA from a loan agreement to a reimbursement agreement. This amendment decreases Federal Revenues by \$1,043,440 and increases Regional Revenues by \$167,476. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$875,964.</p>
7.	South of Market Freeway Ramp Intersection Safety Improvement Project	124,342	(27,334)	97,008	<p>This project will expand upon the work of the Vision Zero Ramp Intersection Study Phase 1 to develop a prioritized set of short-, medium-, and long-term safety improvements at up to 10 ramp intersections in the South of Market area with some of the highest rates of injury collisions in the city. We have shifted budgeted expenditures from FY 2017/18 to FY 2018/19, reflecting a longer project initiation process than expected and more staff and consultant time now expected to be spent later in the study timeline. We still expect to complete the</p>

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
8.	Strategic Highway Research Program	77,650	67,728	145,378	<p>study by January 2019. This amendment decreases both Federal Revenues and Capital Project – Technical Professional Services Expenditures by \$27,334.</p> <p>In fall 2014, the Federal Highway Administration (FHWA) awarded us, as part of a three-agency consortium, a \$700,000 grant to implement applied research on transit passenger simulation in a real-world planning environment. At the conclusion of this grant, San Francisco will have a more robust set of tools with which to analyze transit crowding and transit reliability. A portion of the activities in FY 2016/17 was deferred to FY 2017/18 in order to focus resources through the end of FY 2016/17 on other grants with earlier expiration dates. This amendment increases Federal Revenues by \$67,728. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$67,728.</p>
9.	Surface Transportation Program 3% Revenue and Augmentation	1,833,272	427,434	2,260,706	<p>As the CMA for San Francisco, we receive federal Surface Transportation Program (STP3%) funds to support various planning and programming activities, including the San Francisco Transportation Plan and Congestion Management Program updates. The proposed increase in STP3% funds this year is mainly attributed to expanded scope and increased level of effort on three projects, including Transportation Network Companies Research, Emerging Mobility Services and Technologies, and Freeway Corridor Management Study. In January 2018, MTC authorized additional STP3% funds for CMA activities from our share of One Bay Area Grant Program (OBAG) funds, consistent with our 2017 OBAG Board action. This amendment increased Federal Revenues by \$427,434. Corresponding Administrative Operating - Personnel Costs will shift from Sales Tax Program to CMA Program by \$427,434.</p>
10.	Presidio Parkway	-	1,242,655	1,242,655	<p>Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June</p>

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
11.	Late Night Transportation	100,000	(98,607)	1,393	<p>30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in September 2017. This includes \$1,242,655 in revenue reimbursements on the Presidio Parkway Phase I construction costs.</p> <p>In partnership with the San Francisco Entertainment Commission and the Office of Economic and Workforce Development, we have led several elements of the Late Night Transportation Study Phase II. This year we anticipated exploring ways to potentially partner with private mobility services on a pilot program to serve late-night needs. However, during this fiscal year we focused staff resources to complete our EMST' policy study in collaboration with the SFMTA, to establish a policy framework, objectives, and metrics prior to pursuing potential EMST' pilot programs. This amendment decreases Regional Revenues by \$98,607. Corresponding Capital Project – Technical Professional Services Expenditures will decrease by \$25,000 and Administrative Operating – Personnel Costs will shift from CMA Programs to Sales Tax Programs by \$73,607.</p>
12.	Hub and Civic Center Travel Demand Modeling	-	39,837	39,837	<p>We maintain the “SF-CHAMP” San Francisco Travel Demand Forecasting Model, which is the official transportation modeling tool for San Francisco and is certified as compliant with the Regional Transportation Plan by the MTC. The San Francisco Planning Department seeks to use travel demand projections from SF-CHAMP for analysis of the impacts of street designs within the Hub and Civic Center areas, generally bounded by Octavia, Hayes, 9th, Howard, and 13th streets in the Hub area and Gough, Turk, Market, and Fell streets in the Civic Center area. We have agreed to conduct travel demand forecasting in support of the Planning Department’s efforts related to the Hub/Civic Center Plan project. This amendment increases Regional Revenues by \$39,837. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$39,837.</p>

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
13.	19 th Ave Combined City Project & Lombard Street Vision Zero Projects	-	\$147,423	\$147,423	San Francisco Public Works (SFPW) is providing funding for our guidance and assistance in the preparation of the Project Study Report-Project Report for the 19 th Avenue Combined City and the Lombard Street Vision Zero projects, required by Caltrans as part of the project approval process. This amendment increases Regional Revenues by \$147,423. Corresponding Capital Project – Technical Professional Services Expenditures will increase by \$131,023 and Administrative Operating - Personnel Costs will shift from Sales Tax Programs to CMA Program by \$16,400.
14.	Alemany Interchange Improvement Study	-	100,000	100,000	Budgeted revenues from the prior fiscal year's anticipated reimbursements have been deferred to the current fiscal year. Revenues collected 60 days after June 30, 2017 for FY 2016/17 services are considered as revenue for FY 2017/18. Revenues were collected in October 2017. This includes \$100,000 in revenue reimbursements for Alemany Interchange Improvement Study costs.
15.	Lombard Crooked Street Congestion Management System Development (SFM/TA)	100,000	(100,000)	-	On March 21, 2017, the Board adopted the recommendations of the Managing Access to the Crooked Street District 2 NTIP report, including a recommendation to further study and develop a reservations and pricing system for managing automobile access to the Crooked Street (1000 block of Lombard Street). We will utilize NTIP capital funds and other Prop K funds, appropriated through Resolution 17-52 this year, and will defer additional funds from the City's General Fund until FY 2018/19. This amendment decreases both Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$100,000.
16.	U.S. 101/I-280 Managed Lanes	-	123,125	123,125	The U.S. 101/I-280 Managed Lanes project seeks to increase person throughput, improve travel time and reliability between San Francisco and the Peninsula. We are beginning work on the Project Initiation Document (PID), required by Caltrans, which will refine a suite of alternatives for managed lanes

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					<p>in the U.S. 101/I-280 corridor between 5th and King in downtown San Francisco and San Mateo County. The two counties will enter into a cost-sharing agreement to split the expense of the PID phase. Additional funding from the San Mateo County Transportation Authority increases Regional Revenues and corresponding Capital Project – Technical Professional Services Expenditures by \$123,125.</p>
17.	Solano County Water Transit Plan Travel Demand Modeling	-	20,000	20,000	<p>The Water Emergency Transportation Authority (WETA) seeks to use travel demand projections from SF-CHAMP for the Solano County Prospective Water Transit Services Analysis & Conceptual Plan (the Solano Water Transit Plan) analysis, and we have agreed to conduct travel demand forecasting in support of the WETA and Solano Transportation Authority efforts related to the Solano Water Transit Plan. This amendment increases Regional Revenues by \$20,000. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$20,000.</p>
18.	D10 Mobility Study	-	74,698	74,698	<p>We are leading the District 10 (Bayview/Southeast sector) Mobility Management study (partially funded by Prop KNTIP funds) which will develop near- and mid-term strategies to improve multimodal transportation options, and mitigate existing and potential future congestion impacts with a view to increasing access and improving neighborhood livability in District 10. The Toyota Mobility Foundation seeks to undertake projects in District 10 to support responsible mobility. This amendment increases Program Revenues by \$74,698. Corresponding Administrative Operating – Personnel Costs will shift from Sales Tax Program to CMA Programs by \$74,698.</p>
19.	Sublease of Office	-	41,460	41,460	<p>We are continuing our sublease agreement with Zurinaga Associates, for a portion of our office space, after approval of a new three-year contract with</p>

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
20.	Transportation Fund for Clean Air Program – Capital Project Costs	645,660	288,252	933,912	<p>Zurinaga Associates for on-call project management oversight and general engineering services. This amendment increases Other Revenues by \$41,460.</p> <p>Because this program is small and has few active projects at any given time, changes to the timing of cash flow needs for only a few projects can trigger the need to amend the annual capital budget. This fiscal year, higher than expected expenditures are largely attributed to the SFMTA's Paratransit Sedans project, a new project with projections to invoice more quickly than anticipated in the FY 2017/18 budget, which was done before the annual call for projects was completed. The amendment is also needed due to delay in invoicing for the San Francisco State University Gator Pass project, which we had projected to fully bill in FY 2016/17, but ended up billing in FY 2017/18. This amendment increases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$288,252.</p>
21.	Vehicle Registration Fee for Transportation Improvement Program – Capital Project Costs	5,757,300	(2,268,697)	3,488,603	<p>Delays in expenditures are due primarily to the following projects: 1) SFPW's Brannan Street Pavement Renovation had a delay in issuing the Notice to Proceed to the contractor due to Contract Administration awaiting the confirmation of submission of escrow bid documents and local hire forms. 2) SFPW's Haight Street Resurfacing and Pedestrian Lighting project is delayed because SFPW received no bids in response to contract advertisement. SFPW is currently negotiating with qualified contractors to advance the project. 3) SFMTA has delayed finalizing the construction bid documents for the Muni Metro Station Enhancements Phase 1 project to allow additional time during design to refine and maximize the potential work window during construction, and to re-evaluate the location of the wayfinding signage in the stations, some of which is very close to the platform edge. This amendment decreases Capital Project - Individual Project Grants, Programs & Initiatives Expenditures by \$2,268,697.</p>

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
22.	Administrative Operating Costs – Non-personnel Expenditures	2,870,787	436,396	3,307,183	Administrative Operating Costs for non-personnel expenditures need to be updated from the original estimates contained in the adopted FY 2017/18 budget. Original estimates did not anticipate higher legal fees for on-going litigation related to the Presidio Parkway and Geary Corridor Bus Rapid Transit projects. This amendment increases Administrative Operating Costs – Non-personnel Expenditures by \$436,396.
23.	Debt Service Expenditures – Interest and Fiscal Charges	7,105,133	(3,625,437)	3,479,696	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds in an amount up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This amendment decreases Debt Service Expenditures – Interest and Fiscal Charges by \$3,625,437.
24.	Revolving Credit Agreement Repayment	22,000,000	47,000,000	69,000,000	Since interest rates have increased from 1.04% to 1.78% over the past eight months, we are increasing the amount to pay off the revolving credit loan to minimize interest costs. We will continue to monitor capital spending, cash balance and interest rates closely before deciding to accelerate repayment. This amendment increases Revolving Credit Agreement Repayment by \$47,000,000.
25.	Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt	283,603,656	(59,814,726)	223,788,930	We initially anticipated issuing \$300 million of sales tax revenue bonds. In September 2017, the Board authorized issuance of bonds up to \$255 million based on Prop K capital program needs. In November 2017, we competitively sold Sales Tax Revenue Bonds with the total face amount of \$248.25 million. Bond proceeds, bond premiums and interest and fiscal charges came under budget due to the favorable municipal market rates at the time of sale. This

Attachment 3
San Francisco County Transportation Authority
Fiscal Year (FY) 2017/18 Budget Amendment Explanations

No.	Description	Adopted Budget FY2017/18	Proposed Amendment Increase/ (Decrease)	Proposed Amended Budget FY2017/18	Explanation
					amendment decreases Sales Tax Revenue Bond Proceeds and Premium on Issuance of Debt by \$59,814,726.



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Memorandum

Date: March 22, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 04/24/18 Board Meeting: Approve the 2019 Prop K Strategic Plan/5-Year Prioritization Program Update Approach

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Recommend approval of the 2019 Prop K Strategic Plan/5-Year Prioritization Program (5YPP) Update overall approach, including preliminary schedule and outreach approach. • Designate lead agencies for 5YPP development. <p>SUMMARY</p> <p>The Prop K Expenditure Plan requires that the Transportation Authority adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Prop K Strategic Plan, last updated in 2014, sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues, and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The Strategic Plan is informed by the 5YPPs, which identify the projects to be funded by Prop K over a five-year period. Board adoption of the 5YPPs is a prerequisite for allocation of funds from 21 Prop K programmatic categories such as traffic calming, street resurfacing, transit facilities, and bicycle safety. The 2019 5YPPs will cover the five-year period starting July 1, 2019. They will be developed by the eligible project sponsors for each category, with one sponsor designated by the Board as lead agency, and in collaboration with Transportation Authority staff. We are targeting adoption of the 2019 Strategic Plan and 5YPP update by November/December 2018.</p>	<ul style="list-style-type: none"> <input 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"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also

establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan calls for development and periodic update of a Strategic Plan and 5YPPs to guide the day to day implementation of the Prop K program.

We last updated the Strategic Plan and 5YPPs in 2014. We are currently in year four of the 2014 5YPPs, which identify projects for funding from July 1, 2014 through June 30, 2019 (Fiscal Years 2014/15 through 2018/19). Thus, we are rapidly ramping up activities to support the 2019 Strategic Plan and 5YPP update. We anticipate a 10-month development process. A description of the overall approach, and preliminary schedule and outreach strategy are provided below.

Prop K Strategic Plan Update.

The Strategic Plan includes three main elements: policies, revenues, and expenditures. In preparation for the 2019 Strategic Plan update we are working to establish a Strategic Plan baseline that we plan to present to the Board for adoption in May 2018. As part of the baseline, we will update the 2014 Strategic Plan policies for Board adoption. We do not expect major changes given that this is the third update and the policies have already been refined through prior efforts.

The baseline also serves as a “true up” that incorporates actual revenues and expenditures including financing costs since the 2014 update through Fiscal Year 2016/17, updated revenue projections through the end of the program in 2034, and updated debt assumptions based on our first bond issuance in 2017 and the proposed revolving credit facility (a separate item on this meeting agenda). The baseline will also update future Prop K funding and cash flow for the major capital projects and paratransit operations category which do not have the 5YPP requirement. The major capital projects that will be addressed in the Strategic Plan Baseline include the Central Subway, Caltrain Electrification, Doyle Drive Replacement and the Caltrain Downtown Extension to a Rebuilt Transbay Terminal.

For each Expenditure Plan line item (e.g. project or programmatic category), the Strategic Plan baseline establishes how much unallocated Prop K funds are available by Fiscal Year through 2034, the last year of the Expenditure Plan. Adoption of the baseline allows us to initiate the 5YPP updates, described in the section below. As we work with sponsors to develop draft 5YPPs that identify the projects to be funded in the next five years along with their Prop K cash flow needs, we will make corresponding changes to the Strategic Plan baseline expenditures and financing assumptions. Then in fall 2018, the Board will be asked to concurrently adopt the final 2019 Strategic Plan and 5YPP updates.

5YPP Update.

Following Board adoption of the Strategic Plan Baseline, Transportation Authority staff will release final guidance to project sponsors to inform the 5YPP update process. Development of the Strategic Plan and 5YPPs is an iterative process requiring extensive communication between the Transportation Authority and eligible project sponsors to identify a set of proposed projects, schedules, and funding plans that support timely and effective implementation of the Expenditure Plan. Finding a balance between the availability of funds (Prop K and matching funds) and project delivery requires analyzing agency capabilities to delivery projects on the schedule and at the cost they have proposed, while

Agenda Item 14

maximizing fund leveraging opportunities – without which the Expenditure Plan program of projects cannot be delivered.

The 5YPP requirement was added to the Prop K Expenditure Plan to allow the Prop K program to be strategic, coordinated, and transparent by letting the Board, public, and project sponsors know what to expect in the next five years. They are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. In short, the 5YPP development process is the key opportunity to provide input on what projects should be funded with Prop K in the next five years.

The 2019 5YPPs will cover Fiscal Years 2019/20 to 2023/24. In compliance with Expenditure Plan requirements, each 5YPPs will include: a prioritization methodology to rank projects within a category; a 5-year program or list of projects with information on scope, schedule, cost and funding (including non-Prop K funding); and performance measures. The 5YPPs also will include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds as compared to Expenditure Plan assumptions.

5YPP Lead Agencies.

As established in the Expenditure Plan, each 5YPP is developed by a lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. We have consulted with the Transportation Authority's Technical Working Group and are recommending that the Board designate the lead agencies for the 2019 5YPPs as shown in Attachment 1.

Schedule.

Attachment 2 provides a preliminary schedule of major milestones in the development and adoption of the 2019 Prop K Strategic Plan and 5YPPs. Schedule adherence relies on both Transportation Authority staff and project sponsors completing their work in a timely fashion. We are targeting completion of the update process by the end of calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

Outreach Approach.

There are two goals for outreach related to the 2019 Strategic Plan/5YPP Update. The first is to allow the Board, the public, and project sponsors the opportunity to identify and provide input on the projects that will get funded with Prop K funds over the five-year period starting July 1, 2019. The second is to increase awareness of the Prop K transportation sales tax program. Attachment 3 details the preliminary approach for outreach, which is organized into three rounds of outreach. It also lists a menu of strategies to target the relevant audiences for this effort (i.e., the Board, public, project sponsors and other interested stakeholders). We will work with Commissioner's Offices over the coming months to refine the strategies that will be employed.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted or proposed amended Fiscal Year 2017/18 budget associated with the recommendation action. However, the Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Both the Strategic Plan and the 5YPPs will program funds

to specific projects by fiscal year; however, actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC will consider this item at its March 28, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Proposed Lead Agencies for Each 5YPP

Attachment 2 – 2019 Prop K Strategic Plan/5YPP Update Proposed Schedule

Attachment 3 – 2019 Prop K Strategic Plan/5YPP Proposed Outreach Approach

Attachment 4 – 2019 Prop K Strategic Plan/5YPP Update Presentation

Attachment 1.
2019 Prop K Strategic Plan/5YPP Update
Expenditure Plan Programmatic Categories Requiring a 5YPP



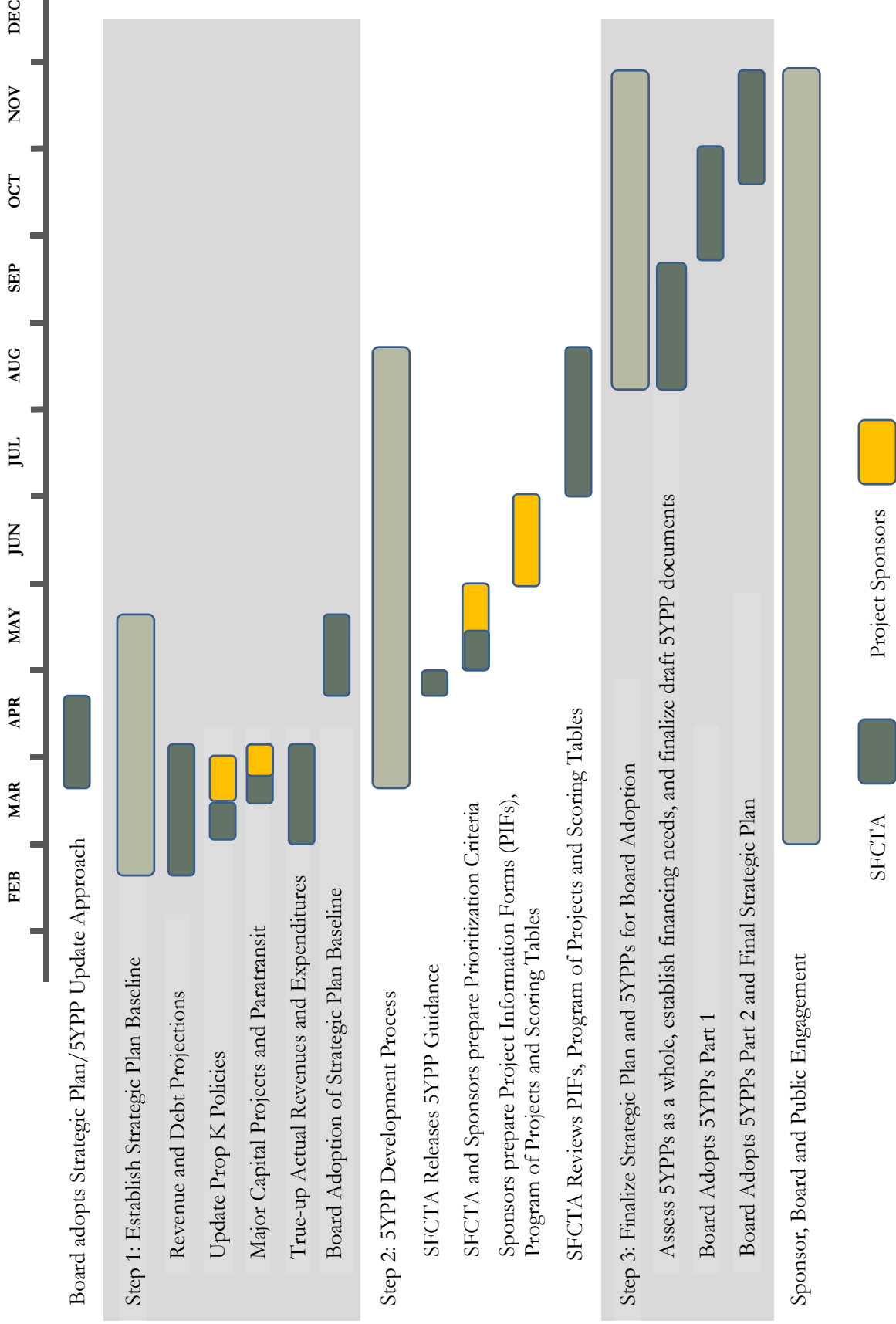
EP ¹ No.	Category	Eligible Project Sponsors ¹ (Agencies in bold are proposed 5YPP leads ²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	PORT , GGBHTD
10	Transit Enhancements	SFMTA , BART, SFPW, PCJPB
17	New and Renovated Vehicles	SFMTA , BART, PCJPB
20	Rehabilitate/Upgrade Existing Facilities	SFMTA , BART, PCJPB
22	Guideways	SFMTA , BART, PCJPB
26	New and Upgraded Streets	SFCTA , Caltrans, SFPW, PCJPB, PORT, SFMTA
31	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33	Signals and Signs	SFMTA
34	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37	Pedestrian and Bicycle Facility Maintenance	SFPW , SFMTA
38	Traffic Calming	SFMTA , SFPW
39	Bicycle Circulation/Safety	SFMTA , BART, SFPW, PCJPB
40	Pedestrian Circulation/Safety	SFMTA , BART, SFPW, PCJPB
41	Curb Ramps	SFPW , SFMTA
42	Tree Planting and Maintenance	SFPW
43	Transportation Demand Management/Parking Management	SFCTA , CAO (formerly DAS), Planning, SFE, SFMTA
44	Transportation/Land Use Coordination	SFCTA , BART, SFPW, PCJPB, Planning, SFMTA

¹ Acronyms include: EP (Expenditure Plan category), BART (Bay Area Rapid Transit District), Caltrans (California Department of Transportation), CAO (City Administrator's Office, formerly Department of Administrative Services), SFPW (Department of Public Works), GGBHTD (Golden Gate Bridge, Highway & Transportation District), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), Planning (Planning Department), SFCTA (San Francisco County Transportation Authority), SFE (Department of the Environment), SFMTA (San Francisco Municipal Transportation Agency), and TJPA (Transbay Joint Powers Authority).

² The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholder. It does not confer veto power.



Attachment 2.
2019 Prop K Strategic Plan/5YPP Update
Proposed Schedule



Attachment 3
2019 Prop K Strategic Plan/ 5-Year Prioritization Program Update
Proposed Outreach Approach

Goals:

- Allow the Board, the public, and project sponsors the opportunity to identify and provide input on the projects that will get funded with Prop K transportation sales tax funds over the five-year period starting July 1, 2019.
- Increase awareness of the Prop K transportation sales tax program.

Overall Outreach Approach:

Development of the 2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) update is anticipated to occur over a ten-month period from March to December 2018. Outreach will occur throughout the next ten-months and will focus on three main audiences: the Board, the public, and project sponsors. Our proposed outreach approach includes three rounds or phases of outreach, which are described below. This is followed by a list of proposed outreach strategies that will be used to engage the target audiences.

Round 1: March - June 2018

- Purpose:
 - Educate the Board, public, and stakeholders about the Prop K transportation sales tax program (e.g. what is it? what projects has Prop K funded in the past?).
 - Provide input to the Transportation Authority and project sponsors on the projects to be funded by Prop K. Input will be sought from the Board, public, project sponsors, and other interested stakeholders.

Round 2: August - October 2018

- Purpose: Present the projects proposed for Prop K funding to the Board and the public to ensure that public input has been appropriately incorporated.

Round 3: October – November 2018

- Purpose: Present the draft final 5YPPs and Strategic Plan for approval.

Potential Outreach Strategies:

Outreach meetings will be conducted in Spanish and Chinese, as appropriate, and key outreach materials will be translated, as well.

- Transportation Authority's website, e-newsletter (The Messenger), and social media (e.g. Next Door, Twitter, Facebook)
- Online slide deck in multiple languages
- Transportation Authority Technical Working Group monthly meetings
- District newsletters from the Commissioner's Offices
- Board briefings

Attachment 3
2019 Prop K Strategic Plan/ 5-Year Prioritization Program Update
Proposed Outreach Approach

- Transportation Authority Board and Committee meetings, and Citizen Advisory Committee meetings
- Participation in public meetings for other Transportation Authority projects
- Participating in District events, such as Town Halls
- Targeted outreach to Communities of Concern through community-based organizations, which may include but are not limited to:
 - APA Family Support Services
 - APRI San Francisco
 - Chinatown Community Development Center
 - Coleman Advocates
 - District 11 Council
 - Mission Economic Development Agency
 - South of Market Community Action Network
 - Tenderloin Neighborhood Development Center
- Stakeholders meetings, which may include but are not limited to:
 - Bicycle Advisory Committee
 - Pedestrian Safety Advisory Committee
 - San Francisco Bicycle Coalition
 - SF Transit Riders
 - SFMTA Citizens Advisory Committee
 - Vision Zero Coalition
 - Walk San Francisco

2019 Prop K Strategic Plan and 5-Year Prioritization Programs Update

Citizens Advisory Committee



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

March 28, 2018

2019 Prop K Strategic Plan/5YPP Update Presentation Overview



- ▶ **Overview of Prop K**
 - ▶ Expenditure Plan
 - ▶ Strategic Plan
 - ▶ 5-Year Prioritization Programs (5YPPs)
- ▶ **Why is the Strategic Plan & 5YPP Update important?**
- ▶ **What is the process to update the Strategic Plan and 5YPPs?**
- ▶ **What is the schedule?**
- ▶ **What is the outreach strategy?**



Proposition K (Prop K)

What is it?

- ▶ **Approved by nearly 75% if San Francisco voters in 2003**
- ▶ **Extended ½ cent local transportation sales tax**
- ▶ **Approved a new 30-year Expenditure Plan, superseding Prop B (prior sales tax)**
- ▶ **Developed through first (2003) countywide transportation plan**
- ▶ **\$2.35 billion in sales tax funds to deliver \$12.9 billion (2003 \$'s) in transportation improvements**



Prop K Expenditure Plan What does it do?

- ▶ Determines eligibility for Prop K funds – specific projects (e.g. Central Subway) and programs (e.g. traffic calming)
- ▶ Allows for financing to accelerate project delivery
- ▶ Sets caps for maximum amount of Prop K funds available to each category over 30 years
- ▶ Identifies eligible project sponsors
- ▶ Establishes other requirements (e.g. Strategic Plan, 5YPPs)



SAN FRANCISCO
PLANNING
DEPARTMENT



TRANSBAY JOINT POWERS AUTHORITY



Municipal Transportation Agency



SF Environment

Our home. Our city. Our planet.

A Department of the City and County of San Francisco



Prop K Expenditure Plan 4 Major Categories of Projects



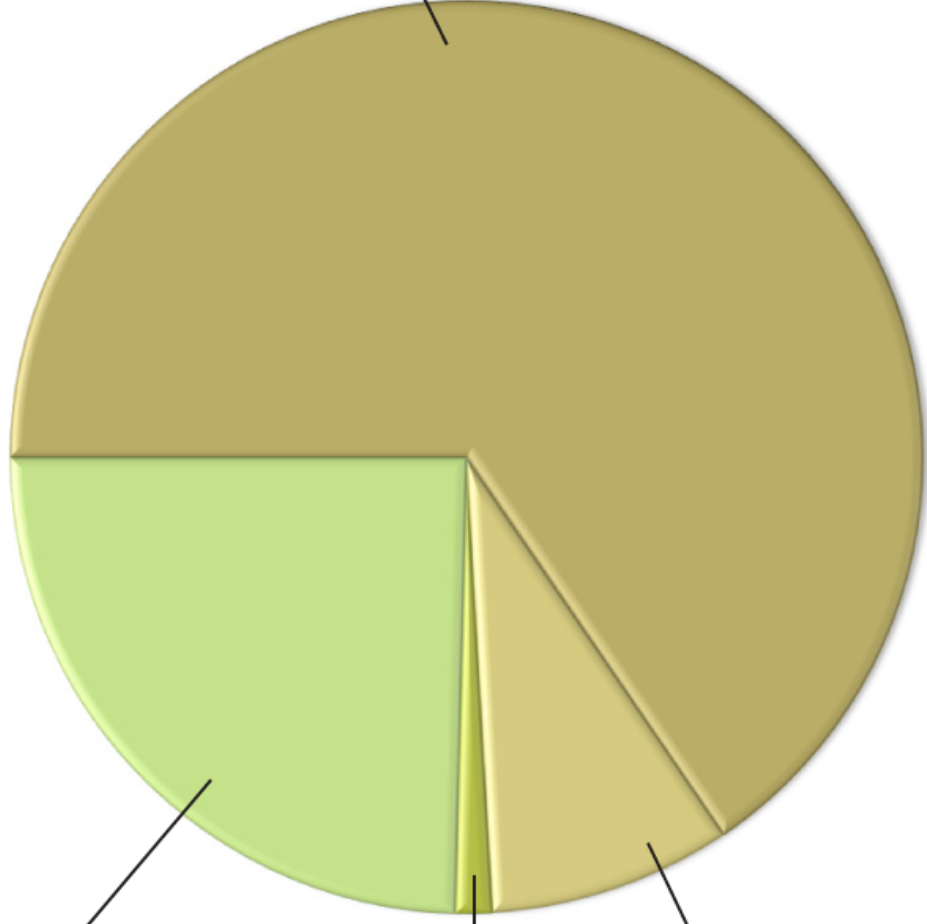
Streets & Traffic Safety 24.6%

- Bicycle and Pedestrian
- Street Resurfacing
- Signals and Signs
- Major Capital Projects

Strategic Initiatives 1.3%

- Parking Management
- Transportation / Land Use Coordination

Paratransit 8.6%



Transit 65.5%

- MUNI
- BART
- Caltrain
- Ferries

Prop K Strategic Plan

What is it?

- ▶ **Primary tool that guides the implementation of the 30-year Expenditure Plan**
- ▶ **Specifically, the Strategic Plan**
 - ▶ **Establishes policies for administration of program**
 - ▶ **Forecasts sales tax revenue over 30 years**
 - ▶ **Assigns Prop K funds to categories by fiscal year**
 - ▶ **Forecasts expenditures by fiscal year**
 - ▶ **Estimates financing needs**



Prop K 5YPPs

What is the purpose?

- ▶ **Establish 5-year program (or list) of projects**
 - ▶ Supports comprehensive funding strategy
- ▶ **Provide transparency for how projects are prioritized**
- ▶ **Encourage coordination across programs and sponsors**
- ▶ **Provide opportunities for public and Board input early in the project development process**



Prop K 5YPPs

Required for 21 Programmatic Categories

- BRT/TPS/MUNI Metro Network *
- Caltrain Capital Improvement Program
- BART Station Access, Safety, Capacity
- Ferry
- Transit Enhancements
- Vehicles
- Facilities
- Guideways
- New and Upgraded Streets
- New Signals and Signs
- SFgo: Advanced Tech and Info Systems

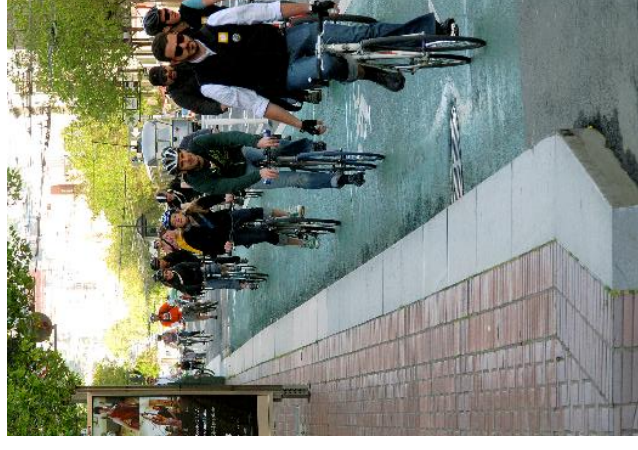
- Signals and Signs Maintenance and Renovation
- Street Resurfacing, Rehab and Maintenance
- Pedestrian and Bicycle Facility Maintenance
- Traffic Calming
- Bicycle Circulation/Safety
- Pedestrian Circulation/Safety
- Curb Ramps
- Tree Planting and Maintenance
- Transportation Demand/Parking Management
- Transportation/Land Use Coordination

*BRT stands for Bus Rapid Transit. TPS stands for transit preferential streets.



Prop K 5YPPs Designated Elements

- ▶ **Each 5YPP includes:**
 - ▶ **Prioritization methodology**
 - ▶ **5-year program (or list) of projects with funding and cash flow by fiscal year**
 - ▶ **Project Information Forms with scope, schedule, cost, and funding**
 - ▶ **Performance measures**
 - ▶ **Project delivery status**

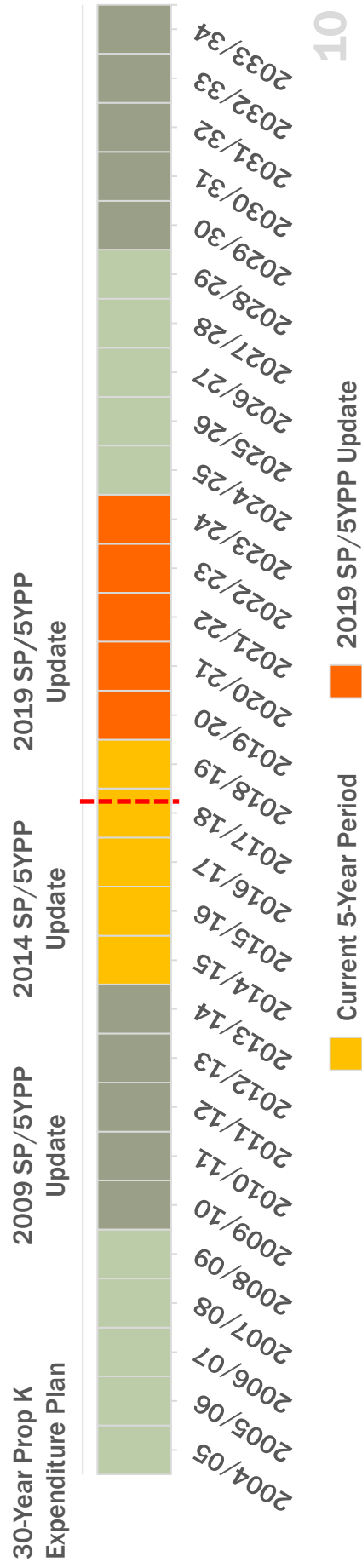


2019 Strategic Plan/5YPP Update

Why is it important? Why now?



- ▶ **Determines which projects will receive funding over next five years**
- ▶ **Respond to current context**
 - ▶ **Board interests, agency priorities, changing funding landscape**
- ▶ **Helps ensure funds are available to support project delivery**
- ▶ **Support transparency and accountability**
 - ▶ **Board, sponsor, public engagement**
- ▶ **Needed now to program funds for 5-year period starting July 1, 2019**

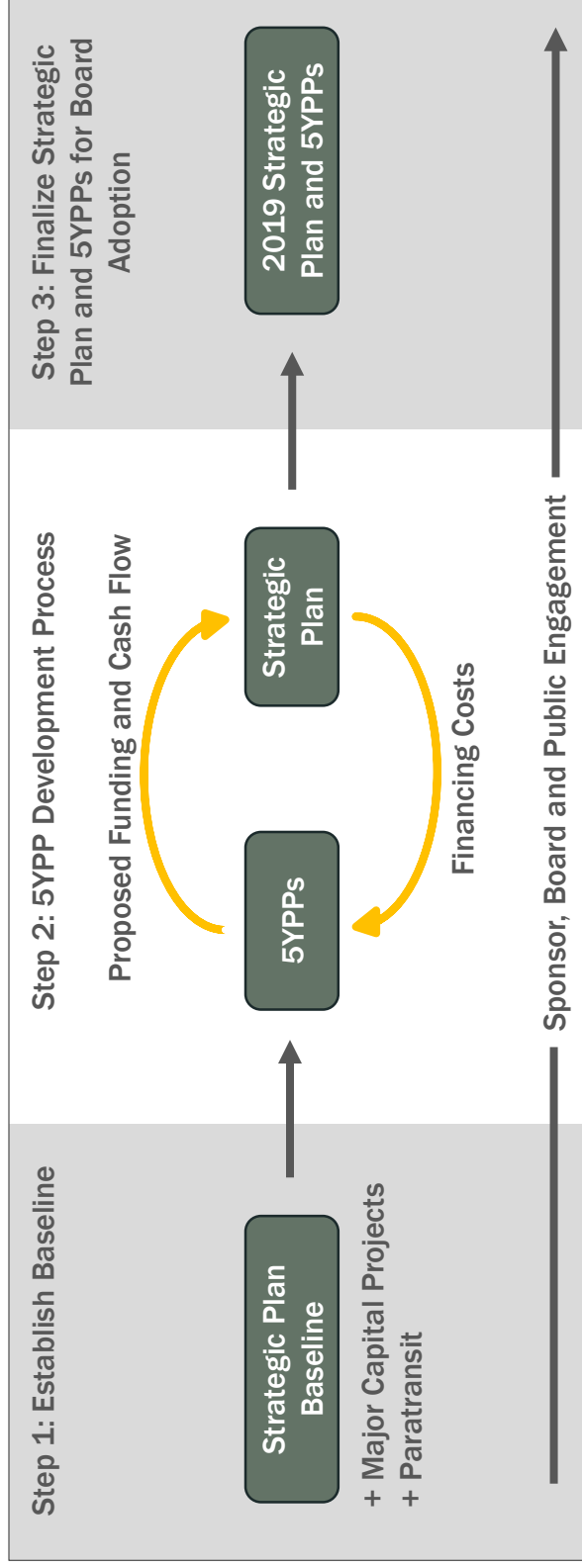


2019 Strategic Plan/5YPP Update

What is the process?



- ▶ **Iterative process requiring extensive communication between SFCTA and project sponsors**
- ▶ **Strategic Plan and 5YPPs evolve in parallel and are closely coordinated**



2019 Strategic Plan/5YPP Update

Step 1: Establish Strategic Plan Baseline

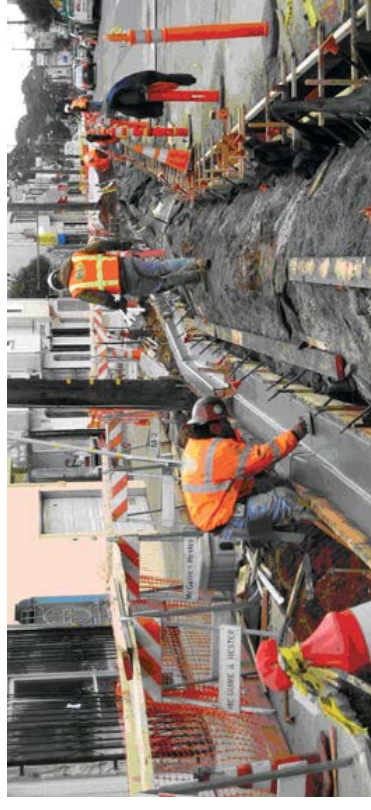
- ▶ For each Expenditure Plan category, Strategic Plan Baseline determines how much Prop K is available by fiscal year through 2034
- ▶ True-up to incorporate actual revenues and expenditures including financing costs since 2014 Strategic Plan update
- ▶ Update revenue projections and debt assumptions
- ▶ Update future funding and cash flow for Major Capital Projects and Paratransit (5YPPs are not required)
- ▶ Review and update Prop K policies
- ▶ Board adopts Strategic Plan Baseline



2019 Strategic Plan/5YPP Update

Step 2: 5YPP Development Process

- ▶ **Transportation Authority issues**
5YPP guidance
- ▶ **Lead agency, with eligible**
sponsors and SFCTA, develop
prioritization criteria, proposed
program (or list) of projects,
performance measures
- ▶ **SFCTA prepares 5YPP project**
delivery status based on Portal
grants reporting
- ▶ **All collaborate to conduct outreach**



2019 Strategic Plan/5YPP Update

Step 3: Finalize for Board Adoption

- ▶ **Assess 5YPPs as a whole to:**
 - ▶ **Ensure Board and public input addressed appropriately**
 - ▶ **Coordinate across categories**
 - ▶ **Establish financing needs and costs by category with Strategic Plan**
- ▶ **Refine as needed**
- ▶ **Transportation Authority Board adopts 5YPPs and final Strategic Plan**



2019 Strategic Plan/5YPP Update Proposed Schedule



Board adopts Strategic Plan/5YPP Update Approach

Step 1: Establish Strategic Plan Baseline

Revenue and Debt Projections

Update Prop K Policies

Major Capital Projects and Paratransit

True-up Actual Revenues and Expenditures

Board Adoption of Strategic Plan Baseline

Step 2: 5YPP Development Process

SFCTA Releases 5YPP Guidance

SFCTA and Sponsors prepare Prioritization Criteria

Sponsors prepare Project Information Forms (PIFs), Program of Projects and Scoring Tables

SFCTA Reviews PIFs, Program of Projects and Scoring Tables

Step 3: Finalize Strategic Plan and 5YPPs for Board Adoption

Assess 5YPPs as a whole, establish financing needs, finalize draft 5YPP documents

Board Adopts 5YPPs Part 1

Board Adopts 5YPPs Part 2 and Final Strategic Plan

Sponsor, Board and Public Engagement



2019 Strategic Plan/5YPP Update Outreach Approach

- ▶ **Main audiences: the Board, the public, project sponsors**
- ▶ **Opportunity to identify and provide input on projects that will get Prop K funds over the 5-year period starting July 1, 2019**
- ▶ **Now through December 2018**
- ▶ **Three rounds or phases**
- ▶ **Proposed menu of strategies to engage target audiences**



2019 Strategic Plan/5YPP Update Opportunities and Other Considerations



- ▶ **Neighborhood Transportation Improvement Program (NTIP)**
- ▶ **School area traffic calming**
- ▶ **Vision Zero**
- ▶ **Geographic equity**
- ▶ **Caltrain Downtown Extension**
- ▶ **Senate Bill 1 project pipelines**

Questions?

Anna LaForte
Deputy Director for Policy & Programming
415-522-4805, anna.laforte@sfcta.org



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY



Memorandum

Date: March 23, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 4/10/18 Board Meeting: Authorize the Executive Director to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes in a Total Amount Not to Exceed \$227,000 and Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt a Motion of Support to Execute Cooperative Agreement No. 04-2647 with the California Department of Transportation for the U.S. 101/I-280 Managed Lanes in the County of San Francisco and part of San Mateo County in a Total Amount Not to Exceed \$227,000, and • Authorize the Executive Director to Negotiate Agreement Payment Terms and Non-Material Agreement Terms and Conditions. <p>SUMMARY</p> <p>To address freeway congestion on the U.S. 101/I-280 corridor, the Transportation Authority is conducting a study to explore the feasibility of a carpool or express lane from the U.S. 101/I-380 interchange near San Francisco International Airport into Downtown San Francisco. The final report for this study will be released in May 2018. The next phase of work will establish the purpose and need and range of alternatives for the U.S. 101/I-280 Managed Lanes project and produce the Project Initiation Document (PID) or Project Study Report/Project Development Support Report (PSR/PDS) as required by the California Department of Transportation, also known as Caltrans, for projects that affect the State Highway System. In order to advance the project, Cooperative Agreement 04-2647 must be executed with Caltrans. The agreement defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Through the agreement, Caltrans is requesting reimbursement in an amount not to exceed \$227,000 for work associated with this agreement.</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 type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION**Background**

The San Francisco Freeway Corridor Management Study (FCMS) is a performance-based assessment of strategies for improving travel time and reliability for travelers on U.S. 101 and I-280 in San Francisco. The FCMS 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 to existing freeways can help move both current and future travelers in the corridor more reliably and efficiently.

An update on preliminary results and ongoing outreach for FCMS is provided in a separate agenda item for this same meeting. We anticipate seeking Board approval of the final report for FCMS this spring. Caltrans approval is required for the next phase of project work and for implementation of any modifications to the State Highway System.

Cooperative Agreement No. 04-2647

The overall project budget for the next phase of work in which we will prepare the PSR/PDS, is \$1,450,000. We have secured full funding for this phase including \$200,000 from a Prop K appropriation approved in December 2017, through Resolution 18-25; \$500,000 in CMA planning funds, and an additional \$750,000 in Measure A transportation sales tax funds provided through a funding agreement with San Mateo County Transportation Authority (SMCTA).

Our initial schedule anticipates completion of the project development phase, including Caltrans review and a signed PSR/PDS by all parties, by January 2019.

Cooperative Agreement No. 04-2647 defines the responsibilities for both the Transportation Authority and Caltrans for project development work required for the project. Government Code section 65086.5 authorized Caltrans to review and approve PIDs prepared by local agencies as reimbursed work. Caltrans responsibilities include review and approval of the PSR/PDS prepared by the Transportation Authority, provision of relevant Caltrans proprietary data and maps for the project area to the Transportation Authority, participation in project development team meetings, and provision of independent quality insurance of the work performed by the Transportation Authority and its consultants. The culmination of this phase of work will be approval of the PSR/PDS and hence approval to move into the environmental clearance phase.

The Transportation Authority is responsible for preparation of the PSR/PDS, and reimbursement to Caltrans. Project costs will be shared between the Transportation Authority and SMCTA. The latter is covering the costs associated with the portion of the project that is in San Mateo county extending from the U.S. 101/I-380 interchange near San Francisco International Airport to the San Francisco county line.

Caltrans staff have reviewed the project description and evaluated the expected level of effort.

FINANCIAL IMPACT

Budget for services identified in this agreement will be provided for by Prop K sales tax funds, federal CMA planning funds and Measure A sales tax funds from SMCTA. Amounts corresponding to this

Agenda Item 15

year's anticipated expenditures are included in the Transportation Authority's proposed Fiscal Year 2017/18 Budget Amendment.

CAC POSITION

The CAC will consider this item at its March 28, 2018 meeting.



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Memorandum

Date: March 23, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director Capital Projects
Subject: 4/10/18 Board Meeting: San Francisco Freeway Corridor Management Study Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>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 both a carpool lane and express lane alternative. Outreach with advocacy and community groups has helped refine the scope of additional analyses that will be required to advance these alternatives into and through environmental review. The full study, including recommendations and next steps, will be brought back for board approval in May 2018.</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> <hr/>
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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.

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, approximately 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. We last brought an update on Phase 2 of the study in December 2017. Preliminary results of the operational analysis and additional detail on outreach efforts are now available and are the subject of this month’s update.

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). Consistent with other carpool lanes in the Bay Area, these lanes could have minimum 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 has determined that one potential feasible configuration could entail the features described below:

- 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.

Attachment 1 includes a lane diagram figure illustrating this concept.

Operational Analysis.

The configuration detailed above was analyzed for performance across four potential operational policies in the near term (2020):

- No Build, where the configuration of freeways remains as it is today. This serves as a point of comparison for the following three build scenarios.
- High Occupancy Vehicle (HOV) with a two-person minimum requirement (HOV2+).
- HOV with a three-person minimum requirement (HOV3+).
- Express Lane with a three-person minimum requirement to access the lane at no cost and a demand based, variable toll for others to access the lane (EL3+).

The analysis was performed by determining the demand for travel across all modes and routes in each scenario in the Transportation Authority's travel demand model, SF-CHAMP, and then applying these demands to a high-level, morning and evening peak hour traffic model. This analysis provided information about travel times and delays for both carpool/Express Lane users and non-users, estimates of the change in number of people moved through the corridor, and city/area-wide metrics like overall vehicle miles traveled and air quality impacts.

Preliminary Results.

Preliminary results of the operational analysis indicate feasibility of the proposed lane configuration under at least two of the three evaluated operational policies, HOV2+ and EL3+. In 2020, all operational policies result in free-flow conditions in the carpool or express lane, representing a time savings over the 2020 no-build configuration of about four to nine minutes, depending on time of day and direction. In the general purpose lanes, compared to the no-build configuration:

- HOV2+ increases delay to general purpose lane users by about two to three minutes in both the morning and evening in all directions except northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets increases by between 600 to 1900 travelers, depending on direction and time of day, an increase of 13% to 43%.
- HOV3+ increases delay to general purpose lane users by about six to 14 minutes in both the morning and evening in all directions except Northbound, where travel times decrease by about two minutes. Person throughput at Harney and Mariposa Streets decreases in some times and directions as a result of significant new congestion, by between 500 and 1100 fewer travelers, or a reduction in 5% to 12%, while in other times person throughput increases by between 200 to 1600 travelers, an increase of 7% to 33%.
- EL3+ increases delay to general purpose lane users by about two to four minutes in the northbound direction in the evening and southbound direction in the morning, while saving general purpose lane users about three minutes in the northbound direction in the morning and the southbound direction in the evening. Person throughput at Harney and Mariposa Streets increases by between 100 to 2200 travelers, depending on direction and time of day, an increase of 2% to 43%.

These results indicate that both HOV2+ and EL3+ could address the goals of this study and move forward to more detailed evaluation. HOV3+ creates substantial additional congestion in the corridor, reduces person throughput, and likely does not address the goals of this study.

Outreach.

The study team has met with numerous 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. This is summarized in Attachment 2. Additionally, we initially met with Commissioners' staff in 2017, and will continue to bring updates in briefings as the study progresses. Feedback from this outreach to date has been generally positive, with most participants agreeing with the need for and goals of the study. Many people had specific questions about the proposed physical configuration. Nearly all emphasized the importance of questions of equity and transparency: which travelers would benefit from this project, who would pay, and how would money be spent in any express lane alternative.

For the remainder of 2018, the study team will reach 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 freeways. 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 full quantitative analysis of the proposals outlined and preliminarily analyzed here, will be presented to the Board in May 2018. The next phase of analysis, jointly funded by the Transportation Authority and San Mateo County, will be the project scoping phase under the Caltrans project development process with the Project Initiation Document as the deliverable, and will take approximately 12 months. The approval of a cooperative agreement between the Transportation Authority and Caltrans to begin this next phase of the study is included as a separate agenda item.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

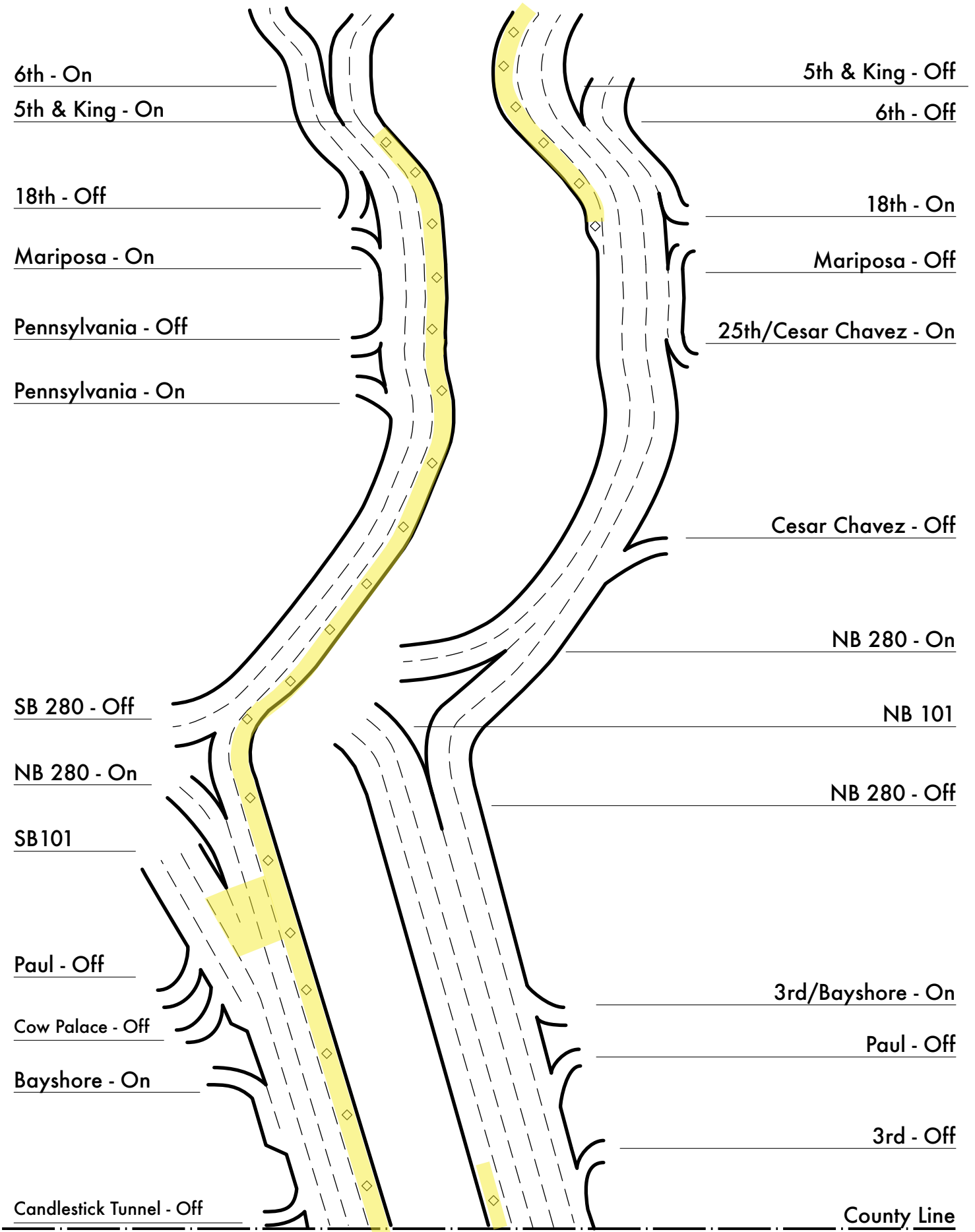
SUPPLEMENTAL MATERIALS

Attachment 1 – Conceptual Lane Diagram

Attachment 2 – Outreach Summary

Southbound

Northbound



Attachment 2
 Freeway Corridor Management Study - Outreach Summary

<u>Community Contacts</u>
Organization
API Council
Bayview - Hunter's Point CAC (Full Meeting)
Bernal Heights Neighborhood Center
Chinatown Community Development Center
Chinatown TRIP
Mission Bay CAC
New Mission Terrace Association
Portola Neighborhood Association
Potrero Hill Boosters
Si Se Puede
South Beach, Rincon, Mission Bay Neighborhood Assoc (Full Meeting)
Southeast Community Facility
TJPA CAC
<u>Citywide Contacts & Advocacy Groups</u>
Organization
SF BOMA
Bay Area Council
SF Chamber of Commerce
SF Bicycle Coalition
SF Transit Riders
SPUR
TransForm
Urban Habitat
WalkSF



Memorandum

Date: March 22, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: April 10, 2018 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>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. Peter Gabancho, the project manager, will present this item.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" 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 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 on Van Ness Avenue to reduce their vulnerability to damage from earthquake and minimize potential service outages. Monitoring hubs are being installed so that portions of the emergency firefighting water system, that supplies more than 1,200 fire hydrants through San Francisco, can be overhauled during this utility phase of construction. One work zone is located on the southbound side of Van Ness Avenue between Sutter Street and McAllister Street and the other work zone is located on the northbound side of Van Ness Avenue between Lombard Street and Jackson Street.

Construction activities since our last update of November 2017 include continuing trenching for duct banks that will power the overhead contact system and other traffic systems. These trenching activities, primarily between McAllister to Eddy streets and between Geary to Post streets, include saw cutting and removal of the sidewalk and roadway and utility pot holing to locate and verify existing utilities. Currently pot holing is underway for future sewer work while Ranger Pipeline, the subcontractor for sewer work, is installing sewer pipe in the two work zones. Crews have surveyed sidewalks on Van Ness Avenue and have done pot holing to assess sub-sidewalk basements. Tree protection continues to be installed in work zones.

Traffic management plans require that construction activities requiring Van Ness Avenue to be temporarily narrowed to one lane be performed at night to maintain worksite safety and minimize traffic congestion. Construction crews are taking measures to reduce nighttime noise by using noise dampening equipment and electric hand tools, coordinating loud activities to limit the period and inconvenience of disruptive noise, as well as starting noisy work early and completing heavy noise work during daytime hours whenever possible. The project team distributes door hangers to properties within 300-feet of night work 72 hours in advance of work. This disruptive utility work along Van Ness Avenue is expected to continue into 2019.

Current Issues and Risks.

The project team continues to work on implementing options from Walsh Construction’s supplemental schedule to accelerate the project, which has fallen behind schedule. The SFMTA and SFPUC have been working closely with Walsh Construction, the prime contractor, to accelerate work by streamlining traffic control plan approvals, and water and sewer reconnection approvals. The SFMTA has also brought additional staff and consultants on board to advance the project.

While Walsh Construction has made certain progress with the activities described above, the extent of underground utility conflicts related to past construction activities along Van Ness Avenue with the proposed sewer alignment is proving to be extremely challenging. These utility conflicts require additional pot holing and coordination between the project team and utility companies to resolve the utility conflicts with the sewer alignments and liability responsibilities. While progress has been made to address these issues, the extent of these utility conflicts pushes back the contractor’s construction schedule from 271 calendar days to 320 calendar days.

Agenda Item 17

Project Schedule and Budget.

The project budget and schedule have been updated: 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 2020 approximately a year delay since construction started.

Attachment 2 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.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 2 – Budget and Expenditures to Date

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: Late Start since last report Late Finish since last report Currently Scheduled																																

Attachment 2: 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	\$ 35.44	22.3%
Procurement (Contribution to Vehicles)	\$ 3.98	\$ 3.98	\$ 0.00	0%
Total	\$ 189.50	\$ 189.50	\$ 62.23	32.8%

¹As of February 2018.