



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, June 27, 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 May 23, 2018 Meeting – **ACTION *** 5
 - 4. Adopt a Motion of Support for a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program – **ACTION*** 13
 - 5. Adopt a Motion of Support for the BART Perks Evaluation Findings Document – **ACTION*** 19
 - 6. State and Federal Legislation Update – **INFORMATION*** 23
 - 7. Progress Report for Van Ness Avenue Bus Rapid Transit Project **INFORMATION*** 27
 - 8. Citizens Advisory Committee Appointment – **INFORMATION**

The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its July 10, 2018 meeting. The vacancy is the result of the term expiration of Brian Larkin (District 1 resident), who is seeking reappointment. Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.

End of Consent Agenda

CAC Meeting Agenda

- 6:15** 9. Adopt a Motion of Support for the Amendment of the Prop K Strategic Plan Baseline, Allocation of \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriation of \$600,000 for One Request – **ACTION*** 31
Projects: (TJPA) Downtown Extension - 30% Design Part 1 (\$9,678,626); (SFMTA) Paratransit and Shop-a-Round/Van Gogh (\$10,321,010) and Downtown Extension – 30% Design Oversight and Support Part 1 (\$600,000)
- 6:30** 10. Adopt a Motion of Support for the Allocation of \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request – **ACTION*** 41
Projects: (SFMTA) Geary Bus Rapid Transit – Phase 1 Near Term (\$1,392,213), Alemany and Rousseau Traffic Signal Conduits (\$150,000) and Local Track Application – Based Traffic Calming Program (\$200,000); (BART) Balboa Park Station Area Improvements (\$700,000); (SFMTA) Geary Bus Rapid Transit - Additional Funds (\$854,000)
- 6:45** 11. Update on the Rail Alignment and Benefits (RAB) Study – **INFORMATION**
- 7:05** 12. Adopt a Motion of Support for the Pennsylvania Alignment as the Preferred Alternative for Grade Separations at 16th Street and Mission Bay Drive on the Approach to the Caltrain Downtown Extension – **ACTION*** 49
- 7:20** 13. Adopt a Motion of Support to Approve Part 1 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, Programming \$444,503 to Five Project – **ACTION*** 55
- 7:30** 14. Adopt a Motion of Support for the Emerging Mobility Evaluation Report – **ACTION*** 65
- 7:35** 15. Update on the District 10 Mobility Study [NTIP Planning] – **INFORMATION*** 69
- Other Items**
- 7:45** 16. Introduction of New Business – **INFORMATION**
During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.
- 7:50** 17. Public Comment
- 8:00** 18. Adjournment

*Additional Materials

Next Meeting: July 25, 2017

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CAC Meeting Agenda

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, May 23, 2018

1. Committee Meeting Call to Order

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

CAC members present: Myla Ablog, Kian Alavi, Hala Hijazi, Becky Hogue, John Larson, Peter Tannen, Chris Waddling and Shannon Wells-Mongiovi (8)

CAC Members Absent: Brian Larkin, Peter Sachs and Hala Hijazi (entered during item 2) (3)

Transportation Authority staff members present were Tilly Chang, Amber Crabbe, Cynthia Fong, Maria Lombardo, Mike Pickford, Paige Miller, Alberto Quintanilla, Steve Rehn, Aprile Smith and Mike Tan.

2. Chair's Report – INFORMATION

Chair Larson reported that the CAC received a 3-minute online survey that would be used to inform the Prop K 5-Year Prioritization Program or 5YPP update. He said the survey could be accessed through the home page of the Transportation Authority's website and that the survey would close on June 1, 2018. He polled the CAC to see if they would be interested in an early June CAC meeting to provide input on the 5YPP project lists before project sponsors turn in draft lists to the Transportation Authority for review. He said Alberto Quintanilla, Clerk of the Board, would circulate a sign-up sheet to see if there was interest in hosting an additional meeting. He announced that a survey would be sent to the CAC asking for ideas and topics of interest to cover at the July CAC meeting. He said the July CAC meeting would provide an opportunity to agendaize topics that had not yet been presented this year since it precedes Board recess.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the April 25, 2018 Meeting – ACTION**
4. **Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$385,933 – ACTION**
5. **Adopt a Motion of Support Authorizing the Executive Director to Increase the Funding Agreement with the Metropolitan Transportation Commission (MTC) by \$150,000, to a Total Amount Not to Exceed \$200,000, for Transportation Network Company Data Collection – ACTION**
6. **Citizens Advisory Committee Appointment – INFORMATION**
7. **State and Federal Legislation Update – INFORMATION**

Shannon Wells-Mongiovi noted a grammatical error in the April CAC minutes and requested that the typo be amended.

There was no public comment on the Consent Agenda.

Becky Hogue moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Hogue, Larson, Tannen, Waddling and Wells-Mongiovi (8)

Absent: CAC Members Larkin and Sachs (2)

End of Consent Agenda

8. Update on the San Francisco Municipal Transportation Agency's (SFMTA) Muni Metro Operational and Performance Issues – INFORMATION

Ed Reiskin, Director of Transportation of the San Francisco Municipal Transportation Agency (SFMTA) and John Haley, Director of Transit for the SFMTA, presented the item.

Chair Larson said the CAC received an update on Muni Metro operational and performance issues about a year ago and were told that a change in supervisor authority would enable more dynamic rerouting of trains, but that was not happening routinely. He asked what authority train operators had to respond to performance challenges and if the change in supervisor authority was working.

Director Reiskin said that the SFMTA had been focused on improvements to the rail service and there were various dimensions to the service which including operator availability, vehicle reliability and infrastructure or state of good repair issues. He said the good news was there were lots of new vehicles coming into service, but the bad news is a lot of older vehicles will remain in service while the fleet turns over, and the older vehicles cause the reliability issues. He said there were infrastructure issues that impacted performance and that the SFMTA was working to get the system into a state of good repair. He said the Twin Peaks project would address a big part of the infrastructure issues. He said the rerailing of a main railyard was also responsible for system wide performance issues over the past year, but that work is now done.

Director Haley said the presentation given to the CAC was done by the former SFMTA Chief Transportation Officer and discussed the concept of dynamic supervision. He said since the presentation, the SFMTA had gone through a series of trainings and retraining to improve trouble shooting and anticipation of future delays. He said an emphasis had been placed on cross qualifying supervisors (e.g. for bus and rail) and training them to proactively tend to operational and performance issues. He said the SFMTA was in the final stages of moving to a modern radio communications systems and consolidating all the relevant central control and communications systems in the new transportation management center. Mr. Haley said the new integrated system would give the SFMTA more tools to manage service. He said the California Public Utilities Commission (CPUC) had certified the next batch of new light rail vehicles (LRVs) and that SFMTA anticipated being able to run two-car trains starting June 5, 2018. He said there were currently 20 vehicles that were ready for service and that the SFMTA was continuing to resolve issues with individual trains to ensure that they properly integrated with the system once in full service and that this was standard procedure with new vehicles. He said there was an emphasis on training staff on how to leverage technology and that the SFMTA was continuing to work with Siemens to improve any LRV engineering and operating issues.

Peter Tannen asked if supervisors had authority to change the route of trains to avoid causing service gaps.

Director Haley replied in the affirmative and said there was constant communications between staff in the field and the control center. He said the SFMTA was emphasizing training supervisors

to exercise initiative but understood that it was a common complaint about the system.

Shannon Wells-Mongiovi asked how long drivers were required to stay at Muni once they had received driver training.

Director Reiskin said there was no requirement and drivers were free to resign their position at any time. He said civil service rules did not allow a requirement to keep someone in a job. He said during training around 20% - 30% of bus driver trainees did not make it through the process. He said retention of transit operators was generally high once they completed and passed the training.

Director Haley said that at various times – e.g. during a process called general sign-up, operators could put in a transfer such as to drive a new type of Muni vehicle. He said that operators did at times change their mind during training and could return to their old positions without penalty.

Chris Waddling asked about the operation of the T Third Street line and noted that it had been in revenue service for the past 11 years. Still, he said the perception in District 11 was that the 15 Third Street bus route was a better option and that Board of Supervisor candidates for District 11 had expressed outrage over turn backs and operation of the T Third Street line. He asked what the SFMTA had done to change perception of the T Third Street line if, in fact, the service was actually better now than it had been in the past.

Director Reiskin said there were several steps the SFMTA had taken to address issues since he had joined the SFMTA. He said one issue was the signaling system not being properly maintained and not providing the signal priority that was designed into the T Third Street line. He said the SFMTA had been systematically working on 3rd Street and The Embarcadero to optimize signal priority for transit and shave off time. He said the ideal goal was to have the trains stop only to allow passengers to board or disembark. He said other issues included vehicle reliability, operator availability and the perception that trains heading to Muni Metro East and going out of service, which stopped serving passengers at 23rd Street, were instead trains meant to service Sunnydale. He said service had been improving but further work was needed to change negative perceptions. He said that there would be two-car trains and an increase in service starting summer 2018.

Director Haley said the biggest complaint was the travel time. He said in response to community input, the SFMTA had changed its service plans from a focus on service to/from the ballpark to one that prioritized community/neighborhood service on game days. He noted that all five lines go through one subway system and that any issue in the subway could cause system wide delays and that announcements and signage were key to keep riders informed.

Myla Ablog said she was a daily rider of the 38 Geary bus line and noted how crowded the bus line was, observing that she often had to let several buses pass by before she could board. She asked as new coaches came online if there would be more relief for lines that were currently over crowded.

Director Reiskin said service was increased by 10 percent during the past 2-3 years, aided by additional state funds made available by Senate Bill 1. He said service increases were largely concentrated on the lines that had the most crowding. He said crowding relief was dependent on operating budget capacity and that this year's constrained budget would be focused on rail service to accommodate the new LRV cars. Director Reiskin noted that Bus Rapid Transit (BRT) on Geary would help with crowding. He said the Geary BRT project would receive approval from the federal government in the next several weeks and then legislation for the eastern portion of the Geary BRT from Stanyan to Market would be brought to the SFMTA Board in the late summer 2018 with the goal of starting construction in Fall 2018. He said changes to the eastern portion hopefully would help save travel time and improve reliability and result in less bunching to spread out crowds throughout the entire corridor.

Director Haley stated that Muni was 70-80 buses away from retiring all old buses and said the mechanical reliability of the new fleet would have positive impact on service.

Hala Hijazi asked if the increase in ride share companies had impacted ridership on Muni or the on-time reliability of the buses.

Director Reiskin said the short answer was yes. He observed that unlike many transit agencies, SFMTA was not experiencing declining ridership, but it wasn't growing as fast as previously. He said that the increase in overall traffic likely had a greater impact on Muni service, much of which operates in mixed traffic (i.e., not in its own right-of-way). He said that Transportation Network Companies or TNCs were likely siphoning off some ridership, as well. He said the Transportation Authority had documented the increase in traffic in high congestion areas due to TNCs, noting over 25% of SOMA vehicles were TNCs.

Chair Larson said his observations were that District 7 had mostly older 30-foot buses and referred to the 35 Eureka, 37 Corbett and 36 Teresita bus lines. He said the bus lines were less reliable and had more and bigger gaps in service.

Director Reiskin concurred with Mr. Larson's observations. With respect to Next Bus, he said that the technology is old and aging and that SFMTA would issue a request for proposals (RFPs) for the next generation of the technology. He said the old technology had its limits especially when close to a terminal because it made predictions based on bus schedule and not bus location. Director Reiskin continued by noting that the 30-foot buses were the only ones in SFMTA's fleet that did not have a contract to be replaced. SFMTA had issued a RFP previously, but did not receive any bids. He said that SFMTA was in the midst of another RFP process for the 30-foot buses, but in the meantime it would be up to the SFMTA maintenance staff to keep the buses running on time.

Becky Hogue said she was a frequent paratransit rider and asked if drivers were given driving routes. She said that in her experience the drivers sometimes did not follow efficient travel routes, taking her all over the city before she arrives at her destination.

Director Reiskin said it was his first-time hearing about the issue and said work had been done to improve the paratransit fleet and wait time issues. He said he would talk to SFMTA staff to investigate the issue.

Hala Hijazi asked for a status update on the Central Subway Project.

Director Reiskin said the budget and schedule was set in 2008-2009 and was just under \$1.6 million. He said there was a healthy contingency left that would most likely be used, but that the SFMTA expected the baseline budget to hold despite being set some 10 years ago. He said that the original schedule for revenue service was January 2019 but as of now was trending toward December 2019. He said there were outstanding issues and challenges which could cause the opening to spill into early 2020. He said tunneling was done ahead of time and station excavation for all three stations was complete. He felt the project was generally in good shape.

During public comment Ed Mason asked if SFMTA has the top ten reasons for delays. He gave several examples of Muni Metro delays noting he sometimes had to wait 45 minutes for a K at the Embarcadero, especially after 10 p.m. He asked what the reasons were for delays on the J, K and M Muni lines and what was being done to manage gaps in service. He said the delays were still occurring after work on the railyard was completed.

Roland Lebrun said increased ridership would not be possible without the implementation of 3 car trains. He said he would go to the Metropolitan Transportation Commission (MTC) to advocate on behalf of the SFMTA.

Dana Powers said he frequently rode the subway and felt the operators were top notch and did a fantastic job. He said it was difficult to put into context the delays to newer riders and that it would be useful to have operational issues communicated in real time to passengers instead of leaving them wondering. He mentioned the subway capacity constrains and suggested bifurcating above and below ground trains.

Jackie Sachs opposed Uber's plans to place a loading zone on Irving Street near the 9 Judah stop and on Clement Street near the 44 Shaughnessy stop. She said the electric bus schedule screens at bus stops were outdated and would turn off every 2 – 3 hours. She said that she had spoken to a lot of drivers and they were in favor of bringing back paper fast passes and paper bus route schedules.

After public comment Director Reiskin said there were no plans to bring back paper schedules and that the NextBus system was outdated. He acknowledged the delays on Muni lines and said all delays were tracked. He said the SFMTA was working on increasing capacity by increasing the number of cars on trains even without bifurcating service. He said in terms of information on delays and other issues, riders could access real time information every day of the week by signing up for mobile or email alerts.

Chair Larson asked why the new Muni vehicles did not have the new SFMTA color scheme.

Director Reiskin said the consensus was to not change the Muni color scheme. He said Muni service at the Salesforce Transit center would start on June 16, 2018 and full service at the transit center was set to open August 12, 2018.

9. **Major Capital Projects Update – Van Ness Bus Rapid Transit – INFORMATION**

Peter Gabancho, SFMTA Project Manager for the Van Ness Bus Rapid Transit project, presented the item.

Hala Hijazi asked for the top 3 reasons for current delays and whether the contractor or subcontractor was responsible for the delays. She asked why evening work had only recently begun.

Mr. Gabancho said the major reason for the delays had been unknown or unclaimed utilities that had been uncovered when the utility work started. He said it had been taking time to identify the owners of the utilities and determine if they were active or not. He said in general terms it had taken 2 – 3 times longer to get through a section of intersection than what was originally scheduled. He said Walsh Construction was the prime contractor and in terms of the field crew, the primary subcontractor working on the utility work was Ranger Pipe.

Peter Tannen asked what was meant by “assets” in the staff memorandum.

Mr. Gabancho said assets was a catch-all phrase for other infrastructure. As an example, he said the project team unexpectedly found a retaining wall that had been installed underground when an adjacent building was originally constructed. He explained that the project team had to identify whether the wall was still in use, who were the original engineers and what process could be used to get around or through the wall. He said ultimately the sewer line was moved to avoid conflict with the structure.

Peter Tannen asked if the project had slipped by a calendar quarter.

Mr. Gabancho said that the project had not slipped that much but was losing between 5-10 days per month

Peter Tannen asked why the project team used the phrase “encouraging the contractor” as opposed to requiring the contractor to fulfill a request.

Mr. Gabancho said the phrase was used because the project team preferred to work with the contractor. He said the SFMTA was managing the project on behalf of the city and SFMTA engineers were heavily involved in the design of the project. He said the contractors had the hands-on experience and felt it was not the place of the managing agency to tell the contractors how to do their jobs. He said that the city would want to make sure every other option had been exhausted before making demands.

There was no public comment.

10. Adopt a Motion of Support for the Allocation of \$9,564,076 in Prop K Sales Tax Funds for Seven Requests, with Conditions, and Appropriation \$137,000 in Prop K Funds for Two Requests – ACTION

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

Chris Waddling asked if Public Works could help explain how the empty tree basin map was prioritized in terms of tree basins being filled and whether there was an equity strategy.

Carla Short, Superintendent of the Bureau of Urban Forestry, said there was a strategy when choosing where to plant trees and noted that Proposition E did not allocate funding for planting. She said the street tree census identified existing trees and potential planting locations and in addition the Urban Forest master plan included a canopy analysis. She said a combination of both studies was being used to identify the neighborhoods that were in most need of trees based on existing empty tree well and canopy coverage. She said for the most part there was a focus on existing empty basins and that Public Works was seeking funding to plant additional tree. She said some locations, like the Bayview, would be getting new trees next year.

Chair Larson noted that the Twin Peaks tunnel closure was starting June 25, 2018 for two months and yet he did not recall seeing notices. He said it caught him by surprise.

Philip Pierce, SFMTA Public Relations Officer, said there would be a closure this weekend to test the system before the two-month tunnel closure. He said there was a robust program to outreach to the public and that SFMTA ambassadors would instruct transit passengers how to get around during the closure. He said during the closure all the lines would still be running but would be motorized.

During public comment Ed Mason said regarding repair for sidewalk cracks that appeared in new projects, he would send photos to Transportation Authority staff. He said every time a new disabled ramp was placed it quickly developed cracks. He said Proposition E said it was just for maintenance, but transportation was funding tree planting. He asked what the true cost was for trees. He also asked what the mercury tradeoff was to produce cement.

Chris Waddling moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Hogue, Larson, Tannen, Waddling and Wells-Mongiovi (8)

Absent: CAC Members Larkin and Sachs (2)

Chair Larson called Item 11 before Item 6.

11. Adopt a Motion of Support for the Proposed Fiscal Year 2018/19 Budget and Work Program – ACTION

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

memorandum.

There was no public comment.

Chris Waddling moved to approve the item, seconded by Shannon Wells-Mongiovi.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Hogue, Larson, Tannen, Waddling and Wells-Mongiovi (8)

Absent: CAC Members Larkin and Sachs (2)

12. Caltrain Downtown Extension Operations Peer Review and Tunnel Options Study Update – INFORMATION

Luis Zurinaga, consultant, presented the item per the staff memorandum.

During public comment Roland Lebrun said that he did not believe that two tunnels were needed and recommended that both projects (the extension and the Pennsylvania underground segment) be merged. He said the reason for the three-track alignment was to kill the 7th street alignment and stated that the design was causing Caltrain to run at lower than average speeds when departing from the platform.

Chair Larson called Item 13 before Item 6.

13. Introduction of New Business – INFORMATION

Chair Larson requested an update on the undergrounding of the Muni M Ocean View expansion project.

Shannon Wells-Mongiovi requested an update on the SFMTA's Central Subway.

Becky Hogue requested an update from the Treasure Island Mobility Management Agency.

Hala Hijazi requested an update on projects impacting the Marina, Van Ness Avenue and Broadway Tunnel

Shannon Wells-Mongiovi asked if there were projected start dates for bus service and retail at the Transbay Terminal.

Kian Alavi requested information on what was being done as a result of scooters being left on city sidewalks and causing Americans with Disabilities Act (ADA) accessibility issues.

Chris Waddling requested an update on the SFMTA's permit with Jump Bikes and an update Quint Street Connector Road Project.

There was no public comment.

14. Public Comment

During public comment Roland Lebrun said that Caltrain might one day need a station near the Cesar Chavez area.

Ed Mason said there were still issues with commuter buses operating on 3-ton street requirements in Noe Valley and asked what other violations commuter buses were committing throughout the city. He said management of commuter buses was lacking and oversight was needed.

15. Adjournment

The meeting was adjourned at 8:04 p.m.



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Memorandum

Date: June 21, 2018
To: Transportation Authority Board
From: Eric Young – Senior Communications Officer
Subject: 07/10/18 Board Meeting: Approve a Three-Year Professional Services Contract with Civic Edge Consulting in an Amount Not to Exceed \$150,000 for Strategic Communications, Media and Community Relations Services for the ConnectSF Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a three-year professional services contract with Civic Edge Consulting in an amount not to exceed \$150,000 for strategic communications, media and community relations services for the ConnectSF Program • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking consultant services to provide strategic communications, media and community relations for the ConnectSF Program, which is a multi-agency, collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco’s future. We issued a Request for Proposals (RFP) in May. By the proposal due date, we received four proposals. Following interviews with three firms, the review panel recommended Civic Edge Consulting to provide the requested services.</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 Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 1 of ConnectSF has defined a 50-year vision of San Francisco’s future that represents San Francisco’s goals and aspirations as a city within the larger Bay Area. The vision will be used as a framework for future studies related to transportation and land use planning in San Francisco and constitutes ConnectSF’s first phase of work. The vision is available on connectsf.org/about/components/vision.

Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the time frames in which they are anticipated to take place include: the Transportation Needs Assessment (2018), Transportation Network Development for the San Francisco Transportation Plan (2018), Transit Corridors Study (2018-19) and Streets and Freeways

Study (2018-19). The outcome of Phase 2 will be a prioritized list of projects and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision. Phase 3 of ConnectSF will include a new Transportation Element of the City's General Plan and an update to the countywide transportation plan or San Francisco Transportation Plan (SFTP 2050). Outreach for Phase 3 will be a subsequent effort and not part of the subject contract.

Given the ConnectSF vision's emphasis on equity and diversity, it is critical that communications and outreach for the program reach the broadest audience possible. Program staff are highly interested in engaging people of color, people with low incomes, persons with disabilities, and other vulnerable populations, as well as non-governmental organizations that support these communities. The above studies listed are complex and different from each other. Yet, they are tied together by the ConnectSF vision goals and objectives and time horizon (2050). We are seeking consultant services to help all participating agencies devise effective ways of communicating to the public, community benefit organizations, elected leaders and others in a way that is seamless and that communicates why the studies are important and why people should be engaged.

Procurement Process.

We issued a RFP for strategic communications, media and community relations services on May 4, 2018. We hosted a pre-proposal conference at the Transportation Authority's offices on May 16, which provided opportunities for small businesses and larger firms to meet and form partnerships. Twenty-two firms attended the conference.. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in six local newspapers: the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, the Western Edition and the San Francisco Bayview, as well as on LinkedIn. We also distributed the RFP and questions and answers to certified small, disadvantaged and local businesses, Bay Area and cultural chambers of commerce, and small business councils.

By the due date of June 5, 2018, we received four proposals in response to the RFP. A selection panel comprised of Transportation Authority, San Francisco Planning Department and San Francisco Municipal Transportation Agency staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected three firms to interview on June 19. Based on the competitive process defined in the RFP, the panel recommends that the Board award the contract to the highest-ranked firm: Civic Edge Consulting.

The panel unanimously agreed that Civic Edge Consulting distinguished itself through a number of criteria. The assembled team has a breadth of capabilities, including project management, grassroots outreach, communications, and digital organizing skills. The team has recent experience coordinating across agencies through the Vision Zero initiative. The team also stood out for its experience working on long-term planning efforts including Plan Bay Area 2040. The team's strong references and awareness of transportation and land use issues contributed to an overall strong proposal. Team members have many years of experience and have worked jointly or independently for clients including the San Francisco Planning Department, Office of Economic and Workforce Development, Metropolitan Transportation Commission, and San Francisco Municipal Transportation Agency, among others.

We established a Disadvantaged Business Enterprise (DBE) goal of 14% for this contract. Proposals from all three firms that were interviewed met or exceeded the goal. The Civic Edge Consulting team includes 17% DBE participation from two subconsultants: RDJ Enterprises, a San Francisco-based African American-owned firm, and TransSight, an Asian Subcontinent-owned firm.

Agenda Item 4

FINANCIAL IMPACT

We have budgeted \$150,000 for the requested services, funded by a Memorandum of Agreement with the Planning Department and a federal Surface Transportation Planning grant. The proposed Fiscal Year 2018/19 budget amendment will include this year's activities, and future budgets will include sufficient funds for the remaining activities.

CAC POSITION

The CAC will consider this item at its June 27, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

Attachment 1 Scope of Services

ConnectSF seeks assistance with developing a strong, integrated public outreach plan for its Transportation Network Development, the Transit Corridors Study and the Streets and Freeways Study (also known as ConnectSF Phase 2). The Transit Corridors Study and the Streets and Freeway Study are two stand-alone studies that will be prepared in parallel to identify the long-term projects and policies needed on the City's transit system, streets, and freeways to achieve the ConnectSF vision. Given the studies' broad reach and long-range horizon, an effective communications and engagement plan is needed to inform stakeholders and the general public about these efforts and solicit feedback on their development and content.

In seeking assistance with the ConnectSF program's communications, outreach and engagement efforts, the Transportation Authority seeks to advance the following goals and objectives:

- Raise awareness about ConnectSF to the general public.
- Provide consistent and easy-to-understand public communication regarding ConnectSF and Phase 2 efforts.
- Create messaging, collateral, and branding that is informative, relevant, and engaging to the general public.
- Maintain a common voice and look and feel for ConnectSF materials.
- Strengthen quality assurance/quality control, while maintaining the flexibility for rapid responses.
- Engage with, and solicit input from, policymakers, the public, and stakeholder groups about Phase 2 activities, and in particular develop methods to obtain meaningful input from hard-to-reach-population segments.

The following Scope of Services is to be used as a general guide and is not intended to be a complete list of all work necessary to build an integrated communications and engagement plan for Phase 2 of the ConnectSF program.

Specific tasks include: 1) Project Kick-Off Meeting, Information Review, and Work Plan, 2) Planning for Public Outreach and Engagement, 3) Outreach Support Services, 4) Data Visualization, and 5) Administration and Reporting. The tasks are detailed below:

Task 1. Project Kick-Off Meeting, Information Review, and Work Plan

Work Plan will include analysis of different groups for outreach and preferred methods to reach each one. Key audiences to targeted include, but are not limited to:

- a. Community-based Organizations, including transportation-focused groups and others
- b. General public
- c. Underrepresented groups, including youth, minorities, and low-income residents
- d. Groups representing the elderly or people with disabilities
- e. Employers
- f. Tourism interests
- g. ConnectSF Futures Task Force
- h. Transportation Authority Citizens Advisory Committee
- i. San Francisco Municipal Transportation Agency Citizens' Advisory Council
- j. Boards and Commissions
- k. Other transportation agencies

Deliverables:

Attachment 1 Scope of Services

1. *Work plan outlining outreach methods, including specific outreach techniques for the various communities and entities identified above*

Task 2. Planning for Public Outreach and Engagement

- a. Develop and implement a robust outreach strategy and communications plan covering 18-month processes
- b. Support the development and/or review of project communications collateral, such as in-language fact sheets, flyers, handouts, posters, mailers, surveys, social media, content and attachments for the website, and frequently asked questions

Deliverables:

1. *Execute the outreach plan, develop supporting collateral*

Task 3. Outreach Support Services

- a. Secure venues for public meetings
- b. Develop and vet open house and workshop outreach plan
- c. Translation of materials
- d. Public notifications for open house, workshop events, or other public meetings
- e. Provide materials and logistical support for open house, workshop events, or other public meetings

Deliverables:

1. *Public meeting spaces identified and secured*
2. *Translation services secured*
3. *Meeting notifications*

Task 4. Data Visualization

Provide support to staff to create compelling visualizations, “games,” and/or other materials to engage the public.

Deliverables:

1. *Data visualization platform selected*

Task 5. Administration and Reporting

Weekly/monthly project phone calls/in-person progress meetings with ConnectSF staff, including agendas and meeting minutes. Management of overall project tasks and invoice preparation.

Deliverables:

1. *Meeting notes, progress updates*
2. *Project reporting and monthly invoices by task*



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Memorandum

Date: June 18, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 7/10/18 Board Meeting: BART Perks Evaluation Findings

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt BART Perks Evaluation Findings Document</p> <p>SUMMARY</p> <p>BART Perks was a six-month test program offered in partnership by the Transportation Authority and the Bay Area Rapid Transit (BART) District. The program tested whether providing modest cash incentives to BART riders via PayPal could encourage them to shift their departure times away from the morning peak hour to help reduce crowding. This memo summarizes key findings from the test program and recommendations for future programs based on this test. Two of the key findings are that incentives can be successfully used to shift departure times of peak period travelers and that there is some staying power after the incentives ended, i.e., the behavior changes persisted for a period following the program end. The enclosed Draft “Lessons from Perks: Evaluation Findings from the BART Perks Test Program” provides a detailed accounting of findings and lessons learned from the test program.</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.

From August 2016 through February 2017, the Transportation Authority and BART offered a test program that provided incentives to riders for travelling during the shoulder hours (also known as bonus hours) of the morning peak period instead of during the peak hour. Nearly 18,000 participants enrolled in the program through a mobile-friendly website. Participants’ points were redeemed automatically each week, and cash rewards were paid out monthly via PayPal. The program was funded primarily with a grant from the Federal Highway Administration’s Value Pricing Pilot Program. BART Perks also received BART and Prop K sales tax funds.

Full Evaluation.

Since completion of the test, staff conducted a comprehensive evaluation of the program and prepared a draft document with the findings. This memorandum outlines the report findings.

Key Findings.

- *Incentives worked.* The Perks program demonstrated that incentives can be successfully used to shift the departure times of peak period travelers. Program participants reduced inbound Transbay peak hour travel by 10.9%, and overall peak hour system travel by 9.6%.
- *Small shifts in departure time.* Participants were more likely to travel in one of the bonus hours if it was close to their typical departure time.
- *Persistent behavior change.* While some participants returned to traveling during the peak hour after the program ended, Perks had some lingering effects on travel behavior. Of the peak hour trips that were cut during the program, 35% of those trips continued to happen outside of the peak hour in the four months after the program.

Recommendations for Future Programs.

BART received a grant from the Federal Transit Administration to conduct another phase of BART Perks. Below are some lessons learned from the initial test and recommendations for future programs:

- Program Design
 - *Focus rewards on behavior change and tailor rewards based on participant characteristics.* Many participants already traveled in the bonus hours before the program started. To avoid this kind of self-selection, future programs should ideally be structured to reward behavior change rather than pre-existing behavior.
 - *More precisely target congested periods.* Rather than setting a single peak hour for everyone, future programs could more precisely target congested periods by tailoring the incentivized time periods to actual (or expected) congestion levels on BART and riders' origin and destination stations.
 - *Consider social equity implications.* Participants tended to be higher income and less ethnically diverse than BART riders as a whole. To reward a broader group of riders while retaining program cost-effectiveness, future programs would need to expand objectives beyond peak period crowding reductions.
 - *Consider risk in partnering with a start-up company.* The Perks platform was developed by a local Bay Area technology start-up. When a start-up is successful, it is common for it to be acquired by a larger company. This was the case with Perks, and the parent company decided not to continue to provide the platform as a service moving forward. When start-ups are not successful, there is also a risk that they could dissolve and thus can no longer provide services.
- Marketing & Recruitment
 - *Obtain sufficient peak travelers.* To have a true impact on volumes, future programs would need to enroll a much higher number of peak period Transbay travelers and/or significantly increase how much they shift.
 - *Address employer barriers to shifting later and personal barriers to shifting earlier.* Work-related constraints were identified as the top barriers for participants to arrive at work late. Future employer engagement could encourage employers to allow workers to arrive late. Participants cited personal reasons as the top barrier to arriving at work early. Future programs might explore partnerships to encourage early arrival, such as discounts at gyms near their offices or discounts on foods/beverages purchased early in the morning.

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- User Experience
 - *Create seamless payment options.* Participants redeemed points via PayPal. Many participants experienced payment delay if they did not have a PayPal account or if they registered for Perks with an email different from their PayPal account. A top request was to load incentives payments back on the user's Clipper card, or to at least provide options that do not require having a separate account and credentials to receive payment.

FINANCIAL IMPACT

The recommended action would not have an impact on the proposed Fiscal Year 2018/19 budget.

CAC POSITION

The CAC will consider this item at its June 27, 2018 meeting.

SUPPLEMENTAL MATERIALS

Enclosure – “Lessons from Perks: Evaluation Findings from the BART Perks Test Program” Draft Document



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San Francisco County Transportation Authority

State Legislation – June 2018

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

Staff is recommending two new support positions on Senate Bill (SB) 1014 (Skinner) and SB 1328 (Beall), as shown in **Table 1**. **Table 2** provides updates on two bills on which the Transportation Authority has previously taken a position this session: Assembly Bill (AB) 2865 (Chiu) and AB 3124 (Bloom). **Table 3** indicates the status of all bills on which the Board has already taken a position this session.

Table 1. Recommendations for New Positions

Recommended Positions	Bill # Author	Title and Description
Support	SB 1014 Skinner D	<p>Zero-emission vehicles. Would require the Public Utilities Commission to establish the California Clean Miles Standard Program for zero-emission vehicles used to provide prearranged transportation services for compensation from transportation network companies (TNCs) with the goal to increase the percentage of passenger miles provided by zero-emission vehicles used on behalf of TNCs so that 20% of the passenger miles are provided by zero-emission vehicles by December 31, 2023, 50% by December 31, 2026 and 100% by January 1, 2030. The City’s State Legislation Committee adopted a support position on this bill in May.</p> <p>The Transportation Authority Board adopted a Watch position on this bill in May. We are now recommending a support position for this bill given the recent amendments which removed the incentive portion of the program.</p>
Support	SB 1328 Beall D	<p>Mileage-based road usage fee. Current law required the Chair of the California Transportation Commission create a Road Usage Charge Technical Advisory Committee (TAC) in consultation with the Secretary of the Transportation Agency. The purpose of the TAC was to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. The pilot program was completed last summer.</p> <p>This bill would extend the TAC’s operation an additional four years through January 1, 2023, and would require the TAC to assess the potential for mileage-based revenue collection for California’s roads and highways as an alternative to the gas tax system. We agree that further research and outreach work is needed to determine whether a road charge may be a viable replacement for the gas tax for transportation funding.</p>

Table 2. Notable Updates on Bills in the 2017-2018 Session

Adopted Positions	Bill # Author	Title and Update
Support / Sponsor	AB 2865 Chiu D	<p>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).</p> <p>If the Board votes to approve a managed lanes (e.g. carpool/transit lane) project on US-101 and I-280 north of the divide in San Francisco, this bill would give the Transportation Authority the option of asking the Santa Clara Valley Transportation Authority to operate the lanes on San Francisco's behalf. San Mateo has similar authority and the intent is to allow a single, coordinated congestion management approach for the 101 corridor that extends from Santa Clara to San Francisco. Revenues would be spent according to a Board-approved expenditure plan on transportation projects that benefit transit riders, carpoolers, and drivers in the corridor.</p> <p>The bill passed out of the Assembly in May, and we anticipate it will next be heard at the Senate Transportation and Housing Committee in mid-June. We have requested an amendment to the bill to add a new section that would give the Transportation Authority a second option to ask the Bay Area Infrastructure Financing Authority to operate the lanes on San Francisco's behalf. This amendment would address Metropolitan Transportation Commission staff's interest in having the Board consider joining its regional express lane network while still requiring revenues to be spent according to a Board-approved expenditure plan. Under the new language, if the Board approves a managed lanes project at a later date, it would then have the ability to negotiate with the potential operators and select the preferred option.</p>
Support	AB 3124 Bloom D	<p>Vehicles: length limitations: buses: bicycle transportation devices</p> <p>This bill has passed both houses and was approved by the Governor on June 1. The SFMTA is a sponsor of this bill, which would allow transit agencies to increase the capacity of front-mounted bike racks from two bikes to three. The City's State Legislation Committee and the Metropolitan Transportation Commission have also taken a position of support.</p>

Table 3. Proposition or Bill Status for Active Positions Taken in the 2017-2018 Session¹

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report ¹ (as of 6/4/18)
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 Transportation and Housing
	AB 342 Chiu D	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead

San Francisco County Transportation Authority

	AB 2304 Holden D	Reduced fare transit pass programs: report.	Referred to Senate Rules Committee
	AB 2363 Friedman D	Vision Zero Task Force.	Referred to Senate Rules Committee
	AB 2865 Chiu D	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	Referred to Senate Rules Committee
	AB 3059 Bloom D	Go Zone demonstration projects.	Assembly Dead
	AB 3124 Bloom D	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered June 1
	SB 422 Wilk R	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 760 Wiener D	Bikeways: design guides	Referred to Assembly Transportation
	SB 768 Allen, Wiener D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	SB 1119 Newman D	Low Carbon Transit Operations Program.	Referred to Assembly Transportation
	SB 1376 Hill D	Transportation network companies: accessibility plans	Held at Assembly Desk
	Prop 69	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	June 5, 2018 Ballot
Support if Amended	SB 936 Allen, Ben D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead – Placed on suspense file at Senate Appropriations
Oppose	AB 65 Patterson R	Transportation bond debt service	Assembly Dead
	AB 1756 Brough R	Transportation Funding	Assembly Dead
	AB 2530 Melendez R	Bonds: Transportation	Assembly Dead – Failed Passage at Assembly Transportation
	AB 2712 Allen, Travis R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead – Failed Passage at Assembly Transportation
	AB 2989 Flora R	Standup electric scooters.	Referred to Senate Rules Committee
	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
	SB 1132 Hill D	Vehicles: right turn violations.	Held at Assembly Desk

¹Under this column, “Chaptered” means the bill is now law.



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Memorandum

Date: June 20, 2018
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: June 27, 2018 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

This is the monthly progress report on The Van Ness Avenue Bus Rapid Transit (BRT) Project requested by the CAC. The project incorporates a package of transportation 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 BRT project is \$189.5 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$316.4 million, which combines the BRT project with several parallel infrastructure upgrade projects including installation of new overhead trolley contacts, traffic signal replacements, sewer and water improvements, and streetlights. The San Francisco Municipal Transportation Agency (SFMTA) is leading the construction phase. Utility construction is the current critical work activity. The project is approximately 25% complete. As previously reported, the original late 2019 BRT service start date has now been pushed to late 2020 due primarily to the extent of utility conflicts being encountered. Beginning in July, the project team plans to expand the construction work zone to safely accommodate additional trenching and street light installation. The SFMTA believes this change will accelerate construction and has begun outreach to businesses and residents in advance. The work zone expansion will require temporarily reducing Van Ness Avenue to one lane in each direction at select locations. The expansion will also eliminate northbound Van Ness Avenue left turn at Hayes Street on July 6, 2018. Construction message signs will be used to redirect traffic where necessary to inform drivers of these changes. SFMTA will advise drivers of these changes prior to implementation.

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

DISCUSSION**Background.**

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration (FTA) Small Starts program project.

The 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 and water line replacement; and storm water "green infrastructure" installation. Walsh Construction is the prime contractor for Van Ness Improvement Project.

Status and Key Activities.

The project team continues to focus on utility installation within the last month. Ranger Pipeline, the subcontractor for water and sewer installation, is working in designated construction zones on both sides of Van Ness Avenue. Ranger Pipeline is currently installing water and sewer lines from Lombard Street to Union Street and from Broadway to Jackson Street. In the southern construction zone, Ranger Pipeline expanded water and sewer installation northbound from O'Farrell Street to Sutter Street. Construction crews are potholing between the two construction zone from Washington Street to Bush Street. The potholing will prepare this location for upcoming water and sewer installation by confirming underground utilities. For safety purposes, chain link fencing and temporary concrete barriers surround the work zones to separate the zones from vehicular and pedestrian traffic.

Construction crews continues to work on the joint-utility trench to power the overhead contact system. They are currently trenching between Ellis Street and Turk Street. Crews are also upgrading the emergency firefighting water systems (AWSS) at this location and restoring the roadway after utility installation. Temporary bus stops platforms have also been installed along both sides of Van Ness Avenue that are impacted by construction activities. Ranger Pipeline will start potholing at the southern end of the project from Grove Street to Mission Street to prepare this section for future water and sewer installation. Traffic control plans for advanced potholing work have already been prepared.

The project team has also utilized a support contract to provide three additional full-time employees for the construction office to provide reporting and contract support needs. These employees will augment the team's ability to respond to Federal Transit Administration project reporting requests. To reduce construction impact on businesses, SFMTA has also installed wayfinding signs for local businesses at 23 intersections.

Project Schedule and Budget.

The project is approximately 25% complete, compared to 24% complete reported last month to the CAC. Also as noted last month, the original late 2019 BRT service start date has now been pushed to

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late 2020 due primarily to the extent of utility conflicts being encountered. Approximately \$65 million dollars of the total budgeted \$316.4 million has been expended to date. Project delay claims filed by the contractor total more than \$20 million dollars and are being processed in accordance with the construction contract provisions.

Current Issues and Risks.

The project is currently a year behind schedule primarily due to the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utility Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible. Beginning in July, the project team plans to expand the construction work zone to accommodate additional trenching and street light installation. This expansion will allow construction crew to use daytime equipment that is more productive but noisier, instead of slower nighttime noise dampening equipment and electric hand tools. Residents have also complained of nighttime construction noise which is unavoidable even with noise dampening equipment. The work zone expansion will also increase traffic congestion by reducing Van Ness Avenue to one lane in each direction at select locations. The expansion will also eliminate northbound Van Ness Avenue left turn at Hayes Street on July 6, 2018. Traffic cones and variable message signs will be used to redirect traffic where necessary to accommodate drivers. Caltrans will also alert drivers through its message system about the elimination of the left turn at Hayes Street. The SFMTA believes this change will accelerate construction and has begun outreach to businesses and residents in advance.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

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

Date: June 20, 2018



Memorandum

Date: June 18, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 7/10/2018 Board Meeting: Amendment of the Prop K Strategic Plan Baseline, Allocation of \$19,999,636 in Prop K Funds for Two Requests, with Conditions, and Appropriation of \$600,000 for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Amend the 2019 Prop K Strategic Plan Baseline to advance funds to Fiscal Year (FY) 2018/19 in the Downtown Extension to a Rebuilt Transbay Terminal, Vehicles-Caltrain, Guideways-Caltrain, and Paratransit categories to fully fund three Prop K requests and program sufficient funds for San Francisco’s annual member share contribution to Caltrain’s capital budget. • Allocate \$9,678,626 in Prop K sales tax funds to the Transbay Joint Powers Authority (TJPA) for one request: <ol style="list-style-type: none"> 1. Downtown Extension - 30% Design Part 1 • Allocate \$10,321,010 in Prop K sales tax funds to the San Francisco Municipal Transportation Agency (SFMTA) for one request: <ol style="list-style-type: none"> 2. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Program • Appropriate \$600,000 in Prop K sales tax funds for one request: <ol style="list-style-type: none"> 3. Downtown Extension – 30% Design Oversight and Support Part 1 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other:
<p>SUMMARY</p> <p>We are presenting three requests totaling \$20,599,636 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. Attachment 5 provides details of the proposed 2019 Prop K Strategic Plan Baseline amendment incorporating programming changes to accommodate the three subject requests and San Francisco’s annual member share contribution to the FY 2018/19 Caltrain capital budget, anticipated to be considered by the Board in September.</p>	

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Proposed Amendments to the Prop K Strategic Plan Baseline.

The three subject requests are conditioned upon amendments to the Prop K Strategic Plan Baseline. In addition, we are recommending amendments to the Vehicles-Caltrain and Guideways-Caltrain categories to support Caltrain's annual local capital match contribution from San Francisco. Those allocation requests are expected to be before the Board in September.

Caltrain Downtown Extension (DTX) to the Salesforce Transit Center: We are recommending an amendment to the Strategic Plan Baseline to program a total of \$10,278,626 in FY 2018/19 to fully fund the TJPA's and Transportation Authority's requests from the Downtown Extension to a Rebuilt Transbay Terminal category. When the Transportation Authority Board adopted the Baseline in May 2018, it left all remaining Prop K funds in the category unprogrammed for the DTX to allow time for the Board, Mayor, San Francisco agencies and the TJPA to move toward consensus on how to proceed with the project. Given the recent completion of/near completion of several studies and the fact that the City is moving toward consensus on the alignment for the DTX, the TJPA is requesting \$9,678,626 to continue advancing the project toward 30% design of the new and modified elements of the DTX. Concurrently, we are requesting \$600,000 for project delivery oversight and support as the TJPA prepares draft 30% design submittals. Finance costs in this category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment.

Paratransit: We are recommending minor programming adjustments to the Strategic Plan Baseline to advance funds in the Paratransit category to reflect the final Lifeline Cycle 5 programming recommendations, including modifications for funding eligibility. Our recommendation is detailed in the table below, which shows that Prop K funds in the Paratransit category will be used to fund SFMTA's paratransit operations, the Shop-a-Round/Van Gogh Shuttles, and the Ramp Taxi Incentive Program.

Table 1. Proposed Strategic Plan Baseline Amendment - Paratransit Category

Paratransit Category	FY 2018/19 Prop K Amount	FY 2019/20 Prop K Amount	FY 2020/21 Prop K Amount
Paratransit Operations	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010	No change. Baseline includes \$10,193,010
Shop-a-Round/Van Gogh Shuttles	\$78,000 increase. Baseline is \$0.	No change. Baseline includes \$150,000	No change. Baseline includes \$150,000
Ramp Taxi Incentive Program	\$50,000 increase. Baseline is \$0	\$25,000 increase. Baseline includes \$100,000	\$25,000 increase. Baseline includes \$100,000
Revised Prop K Amount:	\$10,321,010	\$10,468,010	\$10,468,010

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The 2019 Prop K Strategic Plan Baseline includes \$10,193,010 in annual programming for the SFMTA's general Paratransit operations through FY 2024/25 and a partial year of funding in FY 2025/26. The Shop-a-Round group van service and Van Gogh recreational shuttle would be funded in part with Prop K and Lifeline Transportation Program funds through FY 2020/21. The proposed amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan.

San Francisco's Member Share Contribution to Caltrain's FY 2018/19 Capital Budget: We are recommending an amendment to the Strategic Plan Baseline to advance a total of \$3,268,650 from the out-years to FY 2018/19 in the Caltrain-Vehicles and Caltrain-Guideways categories to help fully fund San Francisco's member share contribution to Caltrain's capital budget. Annually, Caltrain requests an equal contribution from each of the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo and Santa Clara) to their capital budget. In FY 2018/19, each member has agreed to provide \$7.5 million, up from last year's member contribution of \$5 million. The Strategic Plan Baseline includes \$4,231,350 in FY 2018/19 in the Prop K categories for Caltrain state of good repair projects (i.e. Capital Improvement Program, Vehicles, Facilities, and Guideways), thus we are recommending advancing funds to fully fund San Francisco's share. This continues the trend of advancing Prop K sales tax funds in the four Caltrain categories so that Prop K can temporarily provide San Francisco's annual local capital match contribution, relieving the SFMTA of this financial burden until Prop K sales tax funds are exhausted for Caltrain, which is likely to be within the next 3 to 5 years.

FINANCIAL IMPACT

The recommended action would allocate \$19,999,636 and appropriate \$600,000 in FY 2018/19 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation, and cash flow amounts that are the subject of this memorandum.

In all, the proposed amendments to the 2019 Prop K Strategic Plan Baseline would advance a total of \$8,468,346 in out-year programming to FYs 2018/19 through 2020/21. The proposed amendments would cumulatively result in an increase of 0.32% (\$8,864,124) in anticipated finance costs over the 30-year life of the Expenditure Plan. See Attachment 5 for details.

Sufficient funds are included in the proposed FY 2018/19 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 be briefed on this item at its June 27, 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 2018/19

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Attachment 5 – 2019 Prop K Strategic Plan Baseline - Proposed Amendments

Enclosure – Prop K/AA Allocation Request Forms (3)

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	5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	\$ 176,134,322	86%	97.2% per DTX funding plan	Design	6	
Prop K	5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	\$ 176,134,322	38%	97.2% per DTX funding plan	Design	6	
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	\$ 29,171,627	27%	65%	Operations	Citywide	
TOTAL					\$ 20,599,636	\$ 381,440,271	59%	95%		

Footnotes

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

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

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
5	TJPA	Downtown Extension - 30% Design Part 1	\$9,678,626	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will support the progress of the project toward 30% design on the new and modified elements of the project, such as the relocation of the 4th and Townsend underground station to beneath Townsend Street from its original location beneath the Caltrain yard. It will also support follow-up to the Tunnel Options Study, value engineering and development of bottom-up cost estimates. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$600,000	Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. Requested funds will allow for SFCTA to conduct enhanced project delivery oversight and support as the Transbay Joint Powers Authority (TJPA) prepares 30% design submittals for new and modified elements of the project. Focus areas will include, but are not limited to follow-on work to the recently completed Tunnel Options Study and Operations Study, value engineering, project delivery and procurement plan, contracting and funding plan. While TJPA expects to complete 30% design by September 2019, the work to be funded by the subject request will be complete in March 2019.
23	SFMTA	Paratransit, Shop-a-Round/ Van Gogh Shuttles, Ramp Taxi Incentives	\$10,321,010	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for the Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers.
TOTAL			\$20,599,636	

¹ See Attachment 1 for footnotes.

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	TJPA	Downtown Extension - 30% Design Part 1	\$ 9,678,626	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$9,678,626 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject allocation and the \$600,000 request from the SFCTA (see below). See Attachment 5 and the enclosed Allocation Request Form for details.
5	SFCTA	Downtown Extension – 30% Design Oversight and Support Part 1	\$ 600,000	Strategic Plan Baseline Amendment: Appropriation is contingent upon amendment of the Strategic Plan Baseline to advance \$600,000 to FY 2018/19 for the subject request. Finance costs in the category would increase by 1.95% (from 9.43% to 11.38%) over the 30-year life of the Expenditure Plan as a result of this amendment, which includes the subject request and the above \$9,678,626 request from the TJPA. See Attachment 5 and the enclosed Allocation Request Form for details.
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,321,010	Strategic Plan Baseline Amendment: Allocation is contingent upon amendment of the Strategic Plan Baseline to advance \$128,000 to FY 2018/19, \$25,000 to FY 2019/20 and \$25,000 to FY 2020/21 to fully fund the Shop-a-Round Shuttles and Ramp Taxi Incentives Programs, which is consistent with the final Lifeline Transportation Program Cycle 5 programming recommendations. Amendment would increase financing costs in the category by 0.08% (from 13.67% to 13.75%) over the 30-year Expenditure Plan. FY 2019/20 and FY 2020/21 funding is subject to future allocation by the Board. See Attachment 5 and the enclosed Allocation Request Form for details.
TOTAL			\$20,599,636	

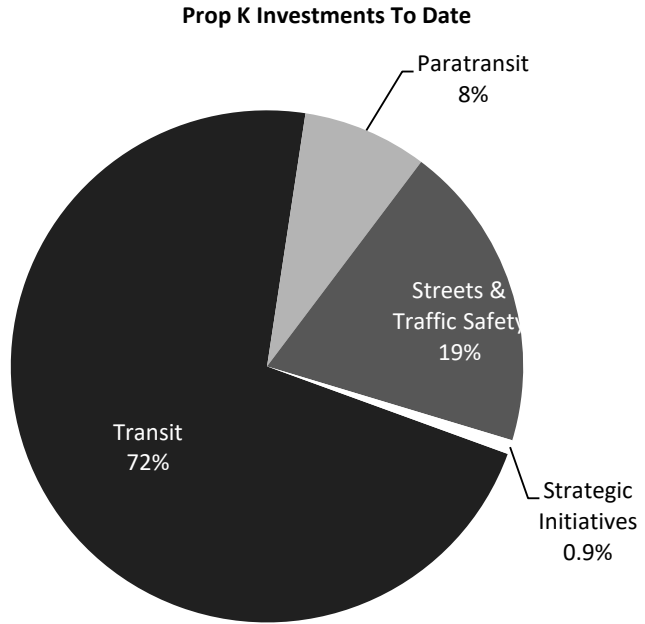
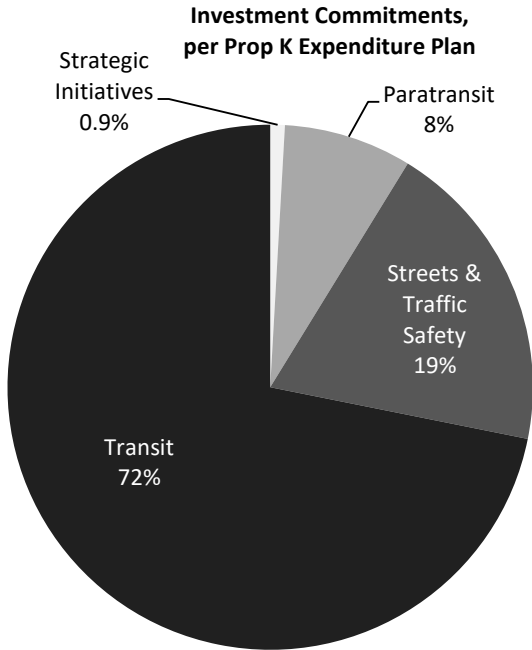
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

PROP K SALES TAX

	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 9,701,076	\$ 7,842,928	\$ 1,844,071	\$ 14,077	\$ -	\$ -
Current Request(s)	\$ 20,599,636	\$ 20,599,636	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).



Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments
 Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34			
Adopted 2019 Prop K Strategic Plan Baseline																							
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,748,925	9.43%	Programming \$ 196,211,115	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 26,844,485	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 223,055,600	\$ 2,273,048	\$ 3,105,257	\$ 2,755,115	\$ 2,432,462	\$ 2,078,703	\$ 1,679,094	\$ 1,238,459	\$ 808,282	\$ 357,069	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - Caltrain	\$ 24,271,510	7.74%	Programming \$ 22,294,326	\$ 441,791	\$ 468,299	\$ 503,036	\$ 541,688	\$ 583,470	\$ 630,269	\$ 683,307	\$ 746,578	\$ 856,908	\$ 927,119	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 1,879,706	\$ 120,627	\$ 172,872	\$ 163,366	\$ 157,002	\$ 150,657	\$ 143,265	\$ 130,303	\$ 121,648	\$ 117,922	\$ 116,548	\$ 116,374	\$ 120,648	\$ 90,238	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 24,174,032	\$ 562,418	\$ 641,170	\$ 666,402	\$ 698,690	\$ 734,127	\$ 773,534	\$ 814,246	\$ 863,126	\$ 973,282	\$ 1,047,768	\$ 1,087,388	\$ 1,111,963	\$ 1,171,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22P	Guideways - Caltrain	\$ 29,430,485	9.37%	Programming \$ 26,588,540	\$ 418,688	\$ 452,183	\$ 493,350	\$ 543,478	\$ 598,462	\$ 659,721	\$ 725,300	\$ 790,265	\$ 856,965	\$ 923,965	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 2,757,371	\$ 183,699	\$ 262,271	\$ 246,740	\$ 235,974	\$ 225,247	\$ 212,979	\$ 192,052	\$ 177,588	\$ 170,292	\$ 166,200	\$ 163,424	\$ 154,393	\$ 111,963	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 29,345,911	\$ 602,387	\$ 714,454	\$ 740,090	\$ 779,452	\$ 823,709	\$ 872,699	\$ 926,292	\$ 971,916	\$ 1,011,548	\$ 1,056,464	\$ 1,100,369	\$ 1,148,358	\$ 1,199,393	\$ 1,251,363	\$ -	\$ -	\$ -	\$ -	\$ -
23	Paratransit	\$ 241,862,886	13.67%	Programming \$ 208,740,374	\$ 10,443,010	\$ 10,443,010	\$ 10,343,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010		
				Finance Costs \$ 33,055,969	\$ 1,377,994	\$ 2,258,137	\$ 2,417,540	\$ 2,599,244	\$ 2,769,915	\$ 2,903,787	\$ 3,012,733	\$ 3,103,689	\$ 3,188,733	\$ 3,268,292	\$ 3,343,854	\$ 3,415,408	\$ 3,483,962	\$ 3,549,516	\$ 3,613,070	\$ 3,674,624	\$ 3,734,178	\$ 3,791,732	\$ 3,847,286
				Total \$ 241,796,343	\$ 11,821,004	\$ 12,701,147	\$ 12,764,550	\$ 12,792,254	\$ 12,962,925	\$ 13,096,797	\$ 13,231,543	\$ 13,366,291	\$ 13,501,039	\$ 13,635,791	\$ 13,770,543	\$ 13,905,295	\$ 14,040,047	\$ 14,174,799	\$ 14,309,551	\$ 14,444,303	\$ 14,579,055	\$ 14,713,807	\$ 14,848,559
TOTAL				Programming \$ 481,156,621	\$ 14,424,360	\$ 12,630,706	\$ 12,731,421	\$ 12,754,706	\$ 12,318,295	\$ 11,501,849	\$ 11,628,500	\$ 6,759,200	\$ 1,427,132	\$ 1,580,113	\$ 1,714,780	\$ 1,995,841	\$ 1,767,119	\$ 100,000	\$ -	\$ -	\$ -		
				Finance Costs \$ 69,074,173	\$ 4,203,905	\$ 6,199,150	\$ 6,008,273	\$ 5,864,849	\$ 5,637,067	\$ 5,319,344	\$ 4,680,512	\$ 3,895,358	\$ 3,168,585	\$ 2,535,071	\$ 1,999,507	\$ 1,474,507	\$ 1,171,780	\$ 1,740,343	\$ 1,288,128	\$ -	\$ -	\$ -	
				Total \$ 550,230,794	\$ 17,628,265	\$ 18,834,611	\$ 18,739,694	\$ 18,183,145	\$ 17,138,916	\$ 16,946,844	\$ 11,439,712	\$ 4,173,349	\$ 4,322,491	\$ 4,748,698	\$ 4,249,851	\$ 4,173,349	\$ 3,507,462	\$ 1,388,128	\$ -	\$ -	\$ -		

Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1																							
EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34			
5	Downtown Extension to a Rebuilt Transbay Terminal	\$ 284,705,594	11.38%	Programming \$ 206,489,741	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Finance Costs \$ 32,397,388	\$ 2,619,132	\$ 3,607,636	\$ 3,274,228	\$ 2,968,977	\$ 2,632,831	\$ 2,247,127	\$ 1,811,924	\$ 1,399,586	\$ 991,768	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
				Total \$ 238,887,129	\$ 2,619,132	\$ 3,607,636	\$ 3,274,228	\$ 2,968,977	\$ 2,632,831	\$ 2,247,127	\$ 1,811,924	\$ 1,399,586	\$ 991,768	\$ 533,854	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
17P	New and Renovated Vehicles - Caltrain	\$ 24,267,816	13.14%	Programming \$ 21,045,554	\$ 441,791	\$ 468,299	\$ 503,036	\$ 541,688	\$ 583,470	\$ 630,269	\$ 683,307	\$ 746,578	\$ 856,908	\$ 927,119	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 3,188,062	\$ 202,492	\$ 297,035	\$ 290,876	\$ 289,469	\$ 288,060	\$ 284,519	\$ 273,259	\$ 247,513	\$ 198,689	\$ 173,795	\$ 134,831	\$ 99,034	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 24,233,616	\$ 644,283	\$ 765,334	\$ 793,912	\$ 831,157	\$ 871,530	\$ 914,788	\$ 854,566	\$ 368,240	\$ 222,377	\$ 198,689	\$ 173,795	\$ 134,831	\$ 99,034	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
22P	Guideways - Caltrain	\$ 29,426,006	10.82%	Programming \$ 26,199,032	\$ 418,688	\$ 452,183	\$ 493,350	\$ 543,478	\$ 598,462	\$ 659,721	\$ 725,300	\$ 790,265	\$ 856,965	\$ 923,965	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 3,183,800	\$ 206,420	\$ 294,845	\$ 280,550	\$ 270,901	\$ 261,290	\$ 249,904	\$ 229,249	\$ 215,573	\$ 210,259	\$ 211,493	\$ 210,662	\$ 163,402	\$ 119,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
				Total \$ 29,382,832	\$ 625,108	\$ 747,028	\$ 773,901	\$ 814,378	\$ 859,752	\$ 909,624	\$ 798,097	\$ 866,558	\$ 835,559	\$ 1,001,758	\$ 874,627	\$ 163,402	\$ 119,950	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
23	Paratransit	\$ 241,826,080	13.75%	Programming \$ 208,568,374	\$ 10,468,010	\$ 10,468,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010	\$ 10,193,010		
				Finance Costs \$ 33,254,709	\$ 1,400,258	\$ 2,276,936	\$ 2,430,652	\$ 2,611,566	\$ 2,781,031	\$ 2,913,910	\$ 3,012,733	\$ 3,103,689	\$ 3,188,733	\$ 3,268,292	\$ 3,343,854	\$ 3,415,408	\$ 3,483,962	\$ 3,549,516	\$ 3,613,070	\$ 3,674,624	\$ 3,734,178	\$ 3,791,732	\$ 3,847,286
				Total \$ 241,826,080	\$ 11,868,268	\$ 12,744,946	\$ 12,623,662	\$ 12,804,576	\$ 12,974,041	\$ 13,106,920	\$ 8,081,858	\$ 2,476,781	\$ 2,227,072	\$ 1,992,261	\$ 1,746,408	\$ 1,360,894	\$ 1,013,528	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL				Programming \$ 489,624,967	\$ 28,099,636	\$ 12,655,706	\$ 12,756,421	\$ 12,604,706	\$ 12,318,295	\$ 11,501,849	\$ 11,628,500	\$ 6,559,200	\$ 907,132	\$ 883,789	\$ 968,202	\$ 878,933	\$ 40,000	\$ -	\$ -	\$ -	\$ -		
				Finance Costs \$ 76,591,404	\$ 4,477,825	\$ 4,679,451	\$ 6,878,076	\$ 6,703,729	\$ 6,582,771	\$ 6,377,072	\$ 6,075,723	\$ 5,433,933	\$ 4,641,337	\$ 3,925,275	\$ 3,184,948	\$ 2,355,533	\$ 1,833,941	\$ 1,833,941	\$ 1,358,558	\$ -	\$ -	\$ -	
				Total \$ 566,216,371	\$ 31,577,461	\$ 17,335,157	\$ 19,634,497	\$ 19,308,434	\$ 18,901,066	\$ 17,878,920	\$ 17,704,222	\$ 11,993,134	\$ 5,548,470	\$ 4,809,063	\$ 4,153,150	\$ 3,234,466	\$ 1,873,941	\$ 1,873,941	\$ 1,358,558	\$ -	\$ -	\$ -	

Attachment 5:
2019 Strategic Plan Baseline - Proposed Amendments
Pending July 2018 Board Action

EP No.	EP Line Item	Total Available Funds	Percent of Available Funds Spent on Financing	Total 30-year Programming & Finance Costs	FY2018/19	FY2019/20	FY2020/21	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	FY2029/30	FY2030/31	FY2031/32	FY2032/33	FY2033/34		
Change																						
Downtown Extension to a Rebuilt 5 Transbay Terminal					10,278,626	346,085	502,379	519,113	536,515	554,127	568,033	573,465	591,304	634,700	634,700	533,854	-	-	-	-	-	
Finance Costs					193,329	346,085	502,379	519,113	536,515	554,127	568,033	573,465	591,304	634,700	634,700	533,854	-	-	-	-	-	
Total					10,471,955	346,085	502,379	519,113	536,515	554,127	568,033	573,465	591,304	634,700	634,700	533,854	-	-	-	-	-	
New and Renovated Vehicles - Caltrain																						
Programming					2,598,158	-	-	-	-	-	-	-	(520,000)	(696,324)	(746,578)	(856,908)	(927,119)	(100,000)	-	-		
Finance Costs					27,877	81,865	124,163	127,510	132,467	137,403	141,254	142,955	125,865	104,455	(591,869)	82,141	57,421	14,182	8,796	-	-	
Total					2,626,035	81,865	124,163	127,510	132,467	137,403	141,254	142,955	(394,135)	(20,768)	(664,437)	(799,487)	(912,937)	(908,417)	(91,204)	-	-	
Guideways - Caltrain																						
Programming					670,492	-	-	-	-	-	-	-	-	-	-	-	(260,000)	(800,000)	-	-	-	
Finance Costs					4,750	22,721	32,574	33,810	34,927	36,043	36,925	37,198	37,985	37,985	39,967	39,967	45,294	47,239	9,009	7,987	-	-
Total					675,242	22,721	32,574	33,810	34,927	36,043	36,925	37,198	37,985	37,985	39,967	39,967	45,294	47,239	9,009	7,987	-	-
Paratransit																						
Programming					128,000	25,000	25,000	(150,000)	-	-	-	(200,000)	-	-	-	-	-	-	-	-	-	
Finance Costs					(18,437)	22,264	18,799	13,112	12,322	11,116	10,123	(875)	(8,907)	(20,768)	(20,768)	(11,030)	63,983	61,189	45,849	-	-	
Total					109,563	47,264	43,799	(136,888)	12,322	11,116	10,123	(200,875)	(8,907)	(20,768)	(20,768)	(11,030)	63,983	61,189	45,849	-	-	
Programming					13,675,276	25,000	25,000	(150,000)	-	-	-	(200,000)	(520,000)	(696,324)	(746,578)	(856,908)	(927,119)	(1,727,119)	(100,000)	-	-	
Finance Costs					203,980	475,546	678,925	695,455	717,921	740,004	757,378	753,421	745,979	756,690	756,690	649,877	178,026	93,598	70,430	-	-	
Total					13,879,256	500,546	703,925	545,455	717,921	740,004	757,378	553,421	225,979	60,366	(696,324)	(746,578)	(938,883)	(1,633,521)	(29,570)	-	-	

Prop K Total			
Adopted 2019 Prop K Strategic Plan Baseline			
Prop K	\$ 2,797,053,717	7.63%	
Proposed 2019 Prop K Strategic Plan Baseline - Amendment 1			
Prop K	\$ 2,796,666,677	7.95%	
Change			
Prop K	\$ (387,040)	0.32%	

Memorandum

Date: June 14, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/10/2018 Board Meeting: Allocation of \$2,442,213 in Prop K Sales Tax Funds for Four Requests, with Conditions, and Appropriation of \$854,000 in Prop K Funds for One Request

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$1,742,213 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for three requests: <ol style="list-style-type: none"> 1. Geary Bus Rapid Transit - Phase 1 (Geary Rapid) (\$1,392,213) 2. Alemany and Rousseau Traffic Signal Conduits (\$150,000) 3. Local Track Application-Based Traffic Calming Program (\$200,000) ● Allocate \$700,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 4. Balboa Park Station Area Improvements ● Appropriate \$854,000 in Prop K funds for one request: <ol style="list-style-type: none"> 5. Geary Bus Rapid Transit - Additional Funds 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
<p>SUMMARY</p> <p>We are presenting five requests totaling \$3,296,213 in Prop K 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.</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 enclosed, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$3,296,213 in Fiscal Year (FY) 2018/19 Prop K sales tax funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2018/19 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 be briefed on this item at its June 27, 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 2018/19

Enclosure – Prop K/AA Allocation Request Forms (5)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213		\$ 30,332,954	82%	95%	Construction	1, 2, 3, 5, 6
Prop K	1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000		\$ 9,547,146	82%	0% (phase fully funded by Prop K)	Environmental	1, 2, 3, 5, 6
Prop K	13	BART	Balboa Park Station Area Improvements	\$ 700,000		\$ 1,050,000	72%	33%	Design	7, 11
Prop K	31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$ 150,000		\$ 150,000	26%	0%	Design, Construction	8, 11
Prop K	38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000		\$ 200,000	51%	0%	Planning	Citywide
TOTAL						\$ 41,280,100	81%	71%		

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: BART (Bay Area Rapid Transit District), SFCTA (Transportation Authority); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency).

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$1,392,213	The Geary Rapid project will make traveling on Geary a more reliable and safer experience with dedicated bus-lanes and safety improvements for people walking between Market and Stanyan streets. The requested funds are for one element of the Geary Rapid scope - fiber optic conduit infrastructure - which is necessary to construct prior to surface improvements and will allow for reliable traffic signal coordination on the corridor to optimize traffic flow for all users. This scope will be included in the Public Utility Commission's contract for sewer and water main improvements on the corridor. The Geary Rapid project will be open for use by fall 2021.
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$854,000	The Geary BRT Project will create dedicated bus-only lanes along the seven-mile 38/38R route, enhance the existing bus-only lanes on Geary and O'Farrell Streets from Market Street to Gough Street, and construct new bus-only lanes on Geary Boulevard from Gough Street to 34th Avenue. The project will also provide other pedestrian- and transit-supportive improvements such as bulb-outs, high-amenity stations, and signal improvements. The requested funds will support the final elements of a revised and expanded scope of work required to complete the environmental and initial preliminary engineering phase. The Transportation Authority is leading the environmental phase of the project, in close coordination with SFMTA.
13	BART	Balboa Park Station Area Improvements	\$700,000	Requested funds will be used for the design phase of a new plaza at the southern end of the Balboa Park Station in the current passenger drop-off area. The plaza will create a flexible space that meets the needs of the community, enhances safety, and encourages multi-modal access to the station. To create the new plaza area, vehicular access through San Jose Avenue will be redesigned to create a passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. This project is being planned and designed in coordination with multiple stakeholders including the Balboa Park Station Community Advisory Committee, BART, SFMTA, and the Mayor's Office. Design is expected to be completed by December 2019 and the plaza is anticipated to be open for use by December 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$150,000	Design of a new signal at the intersection of Alemany Boulevard and Rousseau Street, which is on the Vision Zero High Injury Network, and installation of signal conduits and pullboxes. Project is coordinated with SFPW's SB 1 funded Alemany Boulevard paving project between Seneca Avenue and Congdon Street. SFPW will install the signal conduit and pull boxes as part of the paving contract. Coordinating the subsurface work with the paving project will allow SFMTA to comply with the City's 5-year moratorium on post-paving excavations and still be able to signalize the intersection within the next few years. The paving project is scheduled to be open for use by summer 2020.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$200,000	Funds will support citywide program outreach, evaluation and prioritization of all eligible applications (up to 100 per year), planning recommendations for traffic calming devices, project development including balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures for approximately 50 site-specific locations. Application materials are available in English, Spanish and Chinese at www.sfmta.com , and must be submitted to SFMTA or before June 30, 2018. SFMTA staff will evaluate whether the street is eligible for acceptance into the program (i.e. on a residential street with a demonstrated speeding program). Eligible applications will then be ranked to determine the locations most in need of traffic calming, with the highest ranked locations getting prioritized based on funding availability.
TOTAL			\$3,296,213	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFMTA	Geary Bus Rapid Transit - Phase 1 (Geary Rapid)	\$ 1,392,213	
1	SFCTA	Geary Bus Rapid Transit - Additional Funds	\$ 854,000	5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent on an amendment to the Bus Rapid Transit/ Transit Preferential Streets 5YPP to reprogram \$854,000 in Prop K funds from the Planning/Conceptual Engineering phase to the Environmental phase of the project. See attached 5YPP amendment for details.
13	BART	Balboa Park Station Area Improvements	\$ 700,000	
31	SFMTA	Alemany and Rousseau Traffic Signal Conduits	\$ 150,000	Multi-phase allocation is recommended given the short duration of the design phase and the concurrent schedule for SFMTA's design of the signal and SFPW's construction phase to install conduit to support future signal construction.
38	SFMTA	Local Track Application-Based Traffic Calming Program	\$ 200,000	
TOTAL			\$3,296,213	

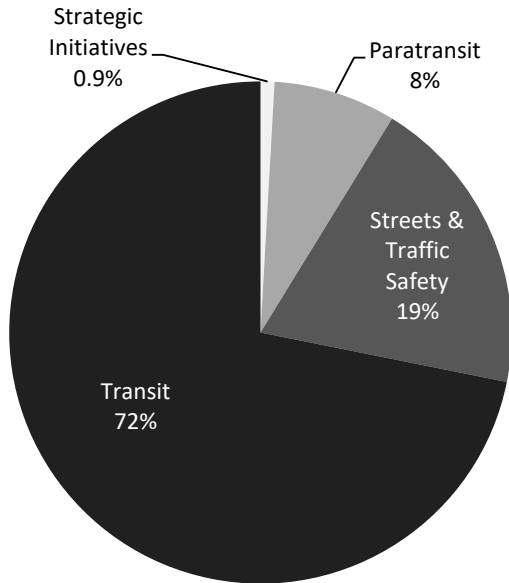
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2018/19**

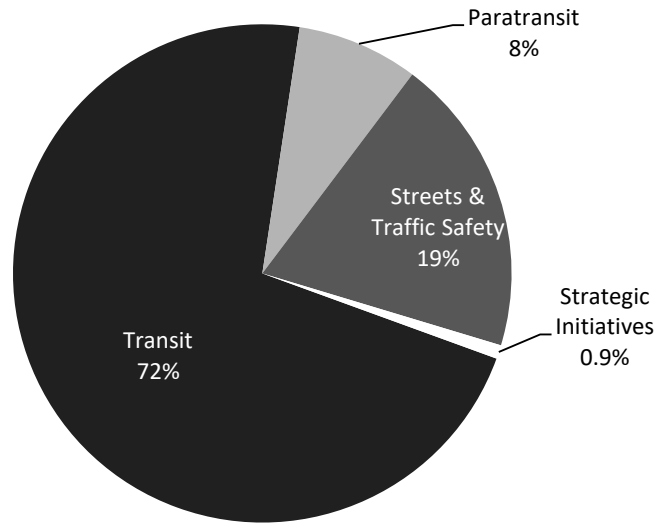
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 30,300,712	\$ 28,442,564	\$ 1,844,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 3,296,213	\$ 3,066,213	\$ 230,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 33,596,925	\$ 31,508,777	\$ 2,074,071	\$ 14,077	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations 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: June 18, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 07/10/18 Board Meeting: Adopt the Pennsylvania Alignment as the Preferred Alternative for Grade Separations at 16th Street and Mission Bay Drive on the Approach to the Caltrain Downtown Extension

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Pennsylvania Alignment as the preferred alternative for grade separations at 16th Street and Mission Bay Drive on the approach to the Caltrain Downtown Extension (DTX).</p> <p>SUMMARY</p> <p>At the May 22 Transportation Authority Board meeting, the Planning Department presented the staff recommendations stemming from the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study. RAB is a multi-agency program studying transportation and land use alternatives in the southeast quadrant of San Francisco. The RAB study is comprised of five components, one of which is the rail alignment into the Salesforce Transit Center. The purpose of this memo is to present the rail alignment options studied in the RAB Study and to seek adoption of the Pennsylvania Alignment as the preferred alternative. It is anticipated that the Transportation Authority and other city agencies will be asked to adopt separate or a joint resolution of support for the Pennsylvania alignment as the preferred alternative, establishing it as city policy, in July or September 2018. This will provide clear guidance to the Transbay Joint Powers Authority (TJPA), city agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

Led by the Planning Department, the RAB study is comprised of five components: 1) rail alignment into the Salesforce Transit Center; 2) Salesforce Transit Center Loop/Extension; 3) railyard reconfiguration/relocation; 4) assessment of a boulevard replacing the north end of I-280; and 5) creation of urban form and land use opportunities.

The Planning Department initiated the RAB study in mid-2014 to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city. One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area. Previously, the Caltrain Downtown Extension had been designed as a surface route at the intersection of 16th Street, but the City has been unified for several years that this intersection needed to be grade separated. The RAB study examined alternative ways to achieve grade separation in the area and also looked at other planning issues along the alignment in the southeast quadrant of the City, inclusive of both known and potential projects, to fully understand the impacts and benefits to the City and its residents in the most rapidly growing area of San Francisco. As the study developed it became evident that I-280 did not need to be removed to accommodate a future rail alignment and this element was dropped from additional study.

The recommended action and the rest of this memo focus only on component #1 of the RAB Study, rail alignment to the Salesforce Transit Center.

Component # 1: Rail Alignment.

This component of the study sought to answer the most time-sensitive question of the RAB: how to bring both Caltrain and High-Speed Rail from the county line into the Salesforce Transit Center. There are currently two at-grade intersections (7th/Mission Bay Drive and 7th/16th Street) that serve east/west traffic between Mission Bay and the rest of the City. These are the only two connections for more than a mile providing east/west connections. Each time the intersections close for trains, traffic will stop. When Caltrain electrifies in 2022, the number of trains will increase from five to six during peak commute hours. When High Speed Rail begins operations in 2027, the number of trains will again increase by another two trains and eventually by another two trains (4 total for High Speed Rail) for a total of ten trains per hour per direction. This traffic would result in gate-down times of 20 minutes per hour or more. Such long gate-down times would have a major impact in traffic to and from Mission Bay, affecting not only passenger traffic but, most critically, emergency services such as ambulances going to the UCSF hospital.

As these impacts were analyzed it became evident that in order to maintain east/west connections between Mission Bay and the rest of the city and avoid degradation of the intersections, a grade separation will be needed. While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis. The three alignments illustrated in Attachment 1 are:

- **Future with Surface Rail** - Composed of the DTX as currently cleared plus a grade separation at 16th Street that leaves the rail on the surface and depresses the streets
- **Pennsylvania Avenue Alignment** – Composed of the DTX as currently cleared plus a grade separation effected by a tunnel beneath Pennsylvania Avenue and 7th Street starting just north of the current 22nd Street Station
- **Mission Bay Alignment** – A brand new alignment starting in the neighborhood of the 22nd Street Station and veering east towards the Bay and proceeding northbound beneath 3rd Street until it meets up with the current DTX alignment on 2nd Street

After developing study-level designs and construction methodology, preliminary estimates of probable costs and estimated timing of the three rail alignment options were prepared as summarized in the table below.

	Preliminary Net Cost	Expected Completion Date²
Future with Surface Rail (DTX + Trenched Streets)	\$ 5.1 Billion	2026
Pennsylvania Avenue (DTX + Extended Tunnel)	\$ 6.0 Billion ¹	2027
Mission Bay/3 rd Street (Modified DTX + 3rd St Tunnel)	\$ 9.3 Billion ¹	2031

¹Includes costs of construction and moving railyard, as well as value capture and impact costs associated with each alignment. Note: relocation or resizing of the 4th/King Railyard are options that are subject to future policy decisions and will be informed by underway and anticipated follow up studies and efforts.

²Date for completion is based on the assumption that all money was available on January 1, 2017.

For in-depth data on all of the Study components, their analysis, and preliminary recommendations/findings, please see the Technical Report on the RAB Study website (<http://sf-planning.org/rail-alignment-and-benefits-study>). The 50-page Executive Summary is included as an attachment to this memorandum.

Recommended Alignment: Pennsylvania Avenue.

Based on a careful analysis of trade-offs (including, but not limited to cost, schedule, ridership, urban design and land use considerations), implementation considerations, and needs known in the study area, San Francisco agency staff, including Transportation Authority staff, recommends the Pennsylvania Avenue rail alignment. A summary of the primary benefits of the Pennsylvania Avenue alignment include the following:

- Solves the significant traffic operation conflicts that currently exist at the 16th Street at-grade intersection and the 7th/Mission Bay Drive at-grade intersection. This alignment unites Mission Bay with the City, removes the barrier of the Caltrain line as well as the anticipated 20+ minute closures of these two essential intersections during the peak hour, maintains access and mobility for critical life-saving services, and avoids a long, deep trenching of streets to maintain east/west connections.
- Provides for opportunity to reknit over 1 mile of the city east/west. This creates at least six additional east/west street connections with the removal of surface rail north of 22nd Street.
- Provides for potential need for increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain.
- Maximizes options for phasing the project (DTX first, Pennsylvania Avenue extension opening quickly thereafter subject to funding availability).
- Pennsylvania alignment could be built an estimated 4 years sooner and at a significantly lower cost than the 3rd Street alignment, pending a full funding plan.

Next Steps.

There are many steps and studies that remain to be completed for the successful implementation of this recommendation, some of which are:

- **Project Delivery Method** – The Transbay Joint Powers Authority (TJPA), with the participation of the Transportation Authority, needs to determine the best delivery method for the project, for both the DTX and the Pennsylvania tunnel. This work is anticipated to take place in Fiscal Year 2018/2019 as TJPA conducts 30% design studies and prepares cost estimates.
- **Blended Service Operations Plan** –California High Speed Rail Authority (CHSRA) and Caltrain will complete the Blended Service Operations Plan at the end of 2018 which details what the Caltrain and High Speed Rail services will look like at any given time of day and what is necessary to maintain reliable operations.
- **Caltrain Business Plan** – This effort will provide a common understanding for how Caltrain would like to grow in the future, including service plans, associated capital improvements such as fully electrifying their fleet, and organizational changes. This effort is underway and is expected to be completed in 2019.
- **Caltrain Storage and Maintenance Plan**—This should be included in the Caltrain Business Plan and will help inform options for modifying, downsizing or relocating the 4th/King Railyard.
- **22nd Street Station Study** – This would be a follow-on study to the RAB Study and will be led by SF Planning in coordination with Caltrain and the Transportation Authority. It will evaluate the potential to relocate the 22nd Street Station for better accessibility and consider the consolidation of other planned San Francisco stations as well. The Planning Department anticipates starting this work in late 2018 with a 2-year process.
- **DTX Design** – With the Record of Decision on the Supplemental Environmental Impact Statement/Environmental Impact Report anticipated in July 2018, the TJPA will be authorized to continue the design for DTX. Transportation Authority staff are recommending approval of a Prop K funding request for TJPA to continuing advancing DTX toward 30% design and appropriating funds to the Transportation Authority for related technical services.
- **Pennsylvania Avenue Preliminary Design and Environmental Clearance** – TJPA will need to start analysis and preliminary design on the extension of the DTX using the Pennsylvania Avenue alignment. Transportation Authority staff are discussing this work with TJPA, Planning Department and partner agencies.
- **Continued study on a railyard reduced footprint/relocation** – Building on the work completed under the RAB study, further study on this topic should happen as the Blended Service Plan and Caltrain Business Plan are completed.
- **Transit Corridors Study** – The ConnectSF long-range transportation planning program includes a citywide transit planning study led by the SFMTA with Transportation Authority staff supporting the effort and leading regional components. We will be coordinating transit corridor planning in the DTX/High Speed Rail blended corridor including the potential extension eastward in the Transbay Corridor via a second rail tube. This work will provide input to the Transportation Authority’s San Francisco Transportation Plan 2050 (countywide plan) and Plan Bay Area 2021.

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FINANCIAL IMPACT

There is no impact on the agency's adopted Fiscal Year 2018/19 budget associated with the recommended action.

CAC POSITION

The CAC will consider this item at its June 27, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Rail Alignments to Salesforce Transit Center

Enclosure – Executive Summary

RAIL ALIGNMENTS TO SALESFORCE TRANSIT CENTER

1



0.5 Miles

0.25

0



OPTION 3:
MISSION BAY ALIGNMENT
MODIFIED DTX + 3RD ST. TUNNEL

OPTION 2:
PENNSYLVANIA AVE ALIGNMENT
DTX + EXTENDED TUNNEL

OPTION 1:
FUTURE WITH SURFACE RAIL
DTX + TRENCHED STREETS



Memorandum

Date: June 20, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 07/10/18 Board Meeting: Approve Part 1 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, Programming \$444,503 to Five Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve Part 1 of the Fiscal Year (FY) 2018/19 Transportation Fund for Clean Air (TFCA) Program of Projects, Programming \$444,503 to Five Projects: <ul style="list-style-type: none"> ○ Emergency Ride Home (\$50,734 to San Francisco Environment) ○ Ford GoBike Memberships for San Francisco State University (SFSU) Students (\$56,500 to SFSU) ○ Bike Cage at SFSU Thornton Hall (\$40,069 to SFSU) ○ Off-Street Car Share Electrification DC Fast Chargers (\$127,200 to EVgo) ○ Grace Cathedral DC Fast Chargers (\$170,000 to ABM Parking Service) • Place \$319,740 in FY 2018/19 TFCA funds on reserve, to be programmed following a second call for projects <p>SUMMARY</p> <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Funds come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. For FY 2018/19, we are recommending fully funding five of the six project applications received. We are not recommending the San Francisco Municipal Transportation Agency’s Dynamic Carpool Pickup Curbs project because it does not meet the Air District’s cost-effectiveness eligibility screening threshold for ridesharing projects and thus is not eligible for TFCA funds.</p> <p>We will issue an additional call for projects for the remaining \$319,740. The Board must approve programming of these funds by November 2, 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"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other:
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DISCUSSION**Background.**

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

On March 2, 2018 we issued the FY 2018/19 TFCA San Francisco County Program Manager call for projects. We received six project applications by the April 20, 2017 deadline, requesting \$1,209,996 in TFCA funds compared to \$764,243 available.

Available Funds.

As shown in the table below, the amount of available funds is comprised of estimated FY 2018/19 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

Estimated TFCA Funds Available for Projects FY 2018/19	
Estimated TFCA Revenues (FY 2018/19)	\$759,899
Interest Income	\$1,549
De-obligated Funds from Prior Cycles	\$50,289
Total Funds	\$811,737
6.25% Administrative Expense	(\$47,494)
Total Available for Projects	\$764,243

After netting out 6.25% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$764,243.

Prioritization Process.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits vary by project type: for 2018/19 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is \$150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

Agenda Item 13

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

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

Staff Recommendation.

We are recommending programming a total of \$444,503 to five of the six candidate projects and placing the remaining \$319,740 on reserve to be programmed through a subsequent call for projects. Attachment 2 contains two tables: projects recommended for funding and projects not recommended for funding. Both tables include a brief project description, total project cost, the amount of TFCA funds requested, the cost-effectiveness ratio, and other information.

Of the five projects recommended for funding, three are zero emissions non-vehicle projects, which is the top priority project type in the Board-adopted prioritization criteria, and two are electric vehicle infrastructure projects. The Off-Street Car Share Electrification DC Fast Chargers project, recommended for \$127,200, requires a policy waiver from the Air District to allow the chargers to be dedicated for carshare vehicles instead of publicly available to any electric vehicle. We are optimistic that we will receive the waiver from the Air District in Fall 2018. If the waiver is not approved by the Air District, we will add the funds to the reserve for reprogramming.

The San Francisco Municipal Transportation Agency's (SFMTA's) Dynamic Carpool Pickup Curbs project does not meet the Air District's cost-effectiveness threshold for ridesharing projects and thus is not eligible for TFCA funds. The project is primarily focused on increasing eastbound carpools in the evening commute across the Bay Bridge, and to meet cost-effectiveness guidelines would have to almost double the total number of current casual carpool users. The project would provide little to no cost-saving or time-saving incentives to encourage single-occupant vehicle drivers to carpool, as the project would primarily offer convenient pickup spots to encourage carpooling in the evening commute. People joining new carpools in the evening commute would likely be current transit riders, in which case these new carpools would not reduce emissions from car trips. The SFMTA is considering requesting Prop K funds to further develop and implement the project through the underway 5-Year Prioritization Program update.

Additional Call for Projects.

We anticipate releasing the additional call for projects in July 2018 to program the remaining \$319,740 in San Francisco TFCA funds. We have already begun working with project sponsors to identify potential TFCA project candidates. We plan to present a recommendation to the CAC in September and Board in October 2018.

Schedule for Funds Availability.

We expect to enter into a master funding agreement with the Air District by August 2018 after which we will issue grant agreements for the recommended FY 2018/19 TFCA funds. Pending timely review

and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2018.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2018/19 TFCA program is \$811,737. This includes \$764,243 for projects and \$47,494 for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's FY 2018/19 budget, which will be considered for adoption by the Transportation Authority Board on June 26, 2018.

CAC POSITION

The CAC will be briefed on this item at its June 27, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 - FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 - FY 2018/19 TFCA Program of Projects – Detailed Staff Recommendation

Attachment 3 - FY 2018/19 TFCA Program of Projects – Summary of Staff Recommendation



Attachment 1

Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

LOCAL EXPENDITURE CRITERIA (Adopted 2/27/2018)

The following are the Fiscal Year 2018/19 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2018/19. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO_x), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO_x, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

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

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

Step 2 – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

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

Project Type – In order of priority:

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

Emissions Reduced and Cost Effectiveness – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District's calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2019 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

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

Other Considerations – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2016/17 or 2017/18:

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

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - Provides a free or low cost ride home in cases of emergency for employees who use alternative modes to get to work. The ride comes in the form of taxi, carshare or rental car reimbursement to employees of businesses participating in the program when a supervisor-approved unscheduled overtime or an emergency situation occurs. This program provides one year of funding for processing employer registrations and reimbursements.	Citywide	1	Yes	\$15,064	1,814.2	\$50,734	\$50,734	\$ 50,734
2	SFSU	Ford GoBike Memberships for SF State Students - San Francisco State University is requesting funds for a 2-year pilot program that will provide free "Bike Share for All" memberships to Ford GoBike for up to 400 Pell Grant-eligible students at San Francisco State University. It will also provide 150 free yearly passes for students and 300 single month passes for students who are not Pell-Grant eligible.	7	1	No	\$73,416	311.5	\$56,500	\$56,500	\$ 56,500
3	SFSU	Bike Cage at SF State Thornton Hall - The Thornton Hall bicycle storage cage will provide secure storage for 118 bicycles. The cage will use an automated door with card access to provide 24-hour access. SF State affiliates will gain access using their campus ID cards and members of the public will be able to request a card for access. The locker will contain racks, basic repair tools and an air pump.	7	1	Yes	\$225,521	71.9	\$40,069	\$40,069	\$ 40,069
4	EVgo	Off-Street Car Share Electrification - DC Fast Chargers - SFE is collaborating with EVgo, an electric car charger operator, and Maven, a carshare company, to provide the first all-electric carshare vehicle option in San Francisco. This project would provide 2 DC Fast Chargers at a to be determined location in central San Francisco for Maven carshare vehicles. EVgo will work with SFE and the Planning Department to identify the two designated car share spaces. Requires TFCA Policy Waiver - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the chargers to be dedicated for carshare vehicles instead of publicly available to any electric vehicle. Electric carshare vehicles require that the charger be available once the user returns the car to the designated carshare parking spot. A decision on the waiver is expected in Fall 2018. If the waiver is not approved by the Air District, we will add the funds to the reserve for reprogramming.	TBD	3	No	\$239,735	544.1	\$182,200	\$127,200	\$ 127,200

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by cost-effectiveness (CE) ratio]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
	ABM Parking Service	Grace Cathedral DC Fast Chargers - The Grace Cathedral parking garage has 120 self park spaces. The garage is used by monthly parkers, tourists, church members, employees of the Cathedral and neighboring businesses. Grace Cathedral would install two DC Fast chargers for electric vehicles. The chargers would be installed near existing power panels (1200 AMPS). The chargers would be available seven days a week.	3	3	No	\$246,203	708.1	\$170,000	\$170,000	\$170,000
		TOTAL						\$499,503	\$444,503	\$444,503

Total TFCA Funding Available for Projects: \$764,243

Reserve (to be programmed through a second call for projects and approved by the Board by November 2, 2018) \$ 319,740

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2018/2019 TFCA Program of Projects – Detailed Staff Recommendations

TABLE B. PROJECTS NOT RECOMMENDED FOR TFCA FUNDS

No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	<p>Dynamic Carpool Pickup Curbs - Project would create new passenger pickup curb zones in the downtown that provide safe, convenient and preferential locations for drivers to pick up passengers traveling eastbound on the Bay Bridge primarily during the evening commute. Project seeks to reduce travel times, idling, and conflicts with public transit, pedestrians and cyclists. Beyond promoting traditional casual carpool activity, these curb zones could stimulate the adoption of smartphone carpool matching services and make carpooling a more convenient option.</p> <p>Project Does Not Meet CE Ratio Requirement, Making It Ineligible to Receive Funds: To be cost-effective, the project would need to result in nearly double the number of current casual carpool users, which is unlikely given that there is no cost-savings or time-savings incentives to encourage single-occupant vehicle drivers to carpool. In addition, the people joining new carpools in the evening commute are likely to be transit riders, in which case these new carpools would not reduce emissions from car trips.</p>	3, 6	2 or 4	Yes	\$237,480	1733.6	\$3,443,674	\$764,243	\$ -
<div style="border: 1px solid black; padding: 5px; width: fit-content; margin: 0 auto;"> Project Exceeds Air District's \$150,000 per ton of emissions reduced threshold for rideshare projects and is therefore, ineligible to receive funds. </div>									Total:	
									\$ -	\$ -

¹ Sponsor acronyms include Department of the Environment (SFE), San Francisco Municipal Transportation Agency (SFMTA) and San Francisco State University (SFSU).

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

³ The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. CE ratio limits vary by project type: for FY 18/19 the limit for Ridesharing/Trip Reduction Projects, which encompasses Emergency Ride Home, Ford GoBike memberships for SFSU Students, and Dynamic Carpool Pickup Curbs is \$150,000 per ton of emissions reduced, and the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3

San Francisco County Transportation Authority
 Fiscal Year 2018/19 Transportation Fund for Clean Air County Program Manager Fund
 Summary of Draft Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)					
Sponsor ²	Project	Total Project Cost	TFCA Requested	TFCA Recommended	
SFE	Emergency Ride Home	\$50,734	\$50,734	\$50,734	
SFSU	Ford GoBike memberships for SF State Students	\$56,500	\$56,500	\$56,500	
SFSU	Bike Cage at SF State Thornton Hall	\$40,069	\$40,069	\$40,069	
EVgo	Off-Street Car Share Electrification (DC Fast Chargers)	\$182,200	\$127,200	\$127,200	
ABM Parking Service	Grace Cathedral Electric Car Chargers	\$170,000	\$170,000	\$170,000	
Totals:		\$499,503	\$444,503	\$444,503	\$444,503

Total TFCA Funding Available for Projects: \$764,243

Reserve (to be programmed through a second call for projects and approved by the Board by November 2, 2018) \$319,740

¹Projects are listed in ranked order by cost-effectiveness ratio.

²See Attachment 2 for acronyms and other notes.



Memorandum

Date: June 27, 2018
To: Transportation Authority Board
From: Jeff Hobson – Deputy Director of Planning
Subject: 07/10/2018 Board Meeting: Adoption of Emerging Mobility Evaluation Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Final Emerging Mobility Evaluation Report</p> <p>SUMMARY</p> <p>On May 8, we presented the Draft Emerging Mobility Evaluation Report to the Board. Using a data-driven process, we documented how emerging mobility services were aligned or misaligned with the 10 Guiding Principles for Emerging Mobility Services adopted by the Transportation Authority and San Francisco Municipal Transportation Agency (SFMTA) in summer 2017. Based on the evaluation findings, the report identifies seven recommendations for sector management, research and partnerships. The recommendations are described in this memorandum, along with a summary of feedback received on the draft evaluation report, and a few examples of how we and the SFMTA are already addressing some of the report’s recommendations. There have been no substantive changes to the report since the draft was released, though we have made slight adjustments to scores for some of the providers in response to additional data that they provided to us. The final report is included as an enclosure.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background

In the last decade, a number of emerging mobility services and technologies have emerged that increase mobility choices and transportation benefits for some travelers, while also presenting challenges or impacts to other travelers, or to the attainment of key city transportation policies and goals, such as Transit First, Vision Zero, climate and equity. These services and technologies include everything from mobile applications that connect passengers with demand-responsive transportation services to self-driving and connected vehicles.

The 10 Guiding Principles for Emerging Mobility, adopted in June 2017 serve as a framework both for proactive public-sector development of policies and programs, and for formulation of sound, consistent responses when warranted. They also provide a clear indication to mobility companies about what the City seeks and expects from emerging mobility service providers.

For the Emerging Mobility Evaluation Report, we developed evaluation criteria based on the adopted

Agenda Item 14

Guiding Principles for Emerging Mobility, engaging a wide range of community, industry and civic stakeholders in the process. Using a data-driven process, we developed and released the Draft Emerging Mobility Evaluation Report in May 2018 documenting how emerging mobility services were aligned or misaligned with the Guiding Principles and providing recommendations for sector management, research, and partnerships.

Draft Report Feedback

In addition to presenting the draft report to the Board and Citizens Advisory Committee, we solicited feedback on the draft report from community stakeholders, advocacy groups, and emerging mobility companies. Some emerging mobility companies provided additional data and information about their services, which resulted in minor changes to some service evaluation scores. Several stakeholders encouraged the city to prioritize opportunities to improve public transit and make it competitive with emerging mobility services. Advocacy groups encouraged the city to partner with, and when possible require, emerging mobility services to bridge gaps for low-income people and people with disabilities. Finally, Transportation Commissioners urged us to be more proactive in our efforts, work collaboratively with other city agencies including the Mayor's Office, and increase enforcement efforts when possible. To that end, we have continued outreach to emerging mobility companies to understand their company's next steps and goals. Additionally, we are developing future strategies with the Committee on Information Technology, the Mayor's Office of Civic Innovation, SF Environment, and the SFMTA.

Evaluation Results Overview

Our evaluation determined the following major takeaways:

- Companies that performed pilots with and provided data to San Francisco public agencies have informed development of permit systems for those mobility types and have guided those mobility types to be more aligned with the Guiding Principles.
- We do not have adequate data to fully evaluate alignment with our Guiding Principles. Other researchers have produced important studies and findings, but more traveler trip data and surveys are needed to characterize San Francisco travel markets.
- Many emerging mobility services are available during late-night hours, on weekends, and/or in areas less well covered by public transit. This may provide opportunities to increase mobility and access for people with disabilities and people underserved by public transit.
- While some services play a useful first/last-mile connection, very few emerging mobility companies have implemented design features or policies that our methodology identified as directly supportive of transit.
- Operator training is inconsistent among emerging mobility services; many services exhibit conflicts at curbs, in transit-priority lanes and on sidewalks.
- The City and the emerging mobility companies have not consistently coordinated to develop a robust curb management approach.
- Our *TNCs Today* study found that ride-hail vehicles in San Francisco are concentrated during times of day and neighborhoods of the city where traffic is most congested.

Recommendations

Agenda Item 14

Based on the findings of the Emerging Mobility Evaluation Report, we recommend the city implement the following recommendations:

- **Partner:** The San Francisco Municipal Transportation Agency (SFMTA) and the Transportation Authority should develop a framework for emerging mobility pilots to proactively partner with companies to develop innovative solutions to address unmet city transportation needs.
- **Measure:** San Francisco public agencies should develop a data reporting and warehouse strategy to coordinate and consolidate existing data streams.
- **Regulate:** The SFMTA should harmonize existing permit programs related to emerging mobility and create a framework for new services.
- **Bridge:** The City should develop a user study to understand who uses emerging mobility services and focus on equity gaps for low-income users and issues related to disabled access.
- **Prioritize:** The Transportation Authority and the SFMTA should continue to support the expansion of transit-priority facilities and conduct pilot programs that improve first and last mile connectivity to transit stations.
- **Enforce:** The SFMTA and the Police Department should increase enforcement of known conflict areas and automate some enforcement duties to promote safety.
- **Price:** The SFMTA and the Transportation Authority should prioritize developing a curb management strategy that allocates and prices curb access appropriately. Based on current congestion levels on San Francisco roadways, San Francisco should move toward implementing a decongestion pricing and incentives system.

Emerging Mobility Initiatives Underway

The Transportation Authority and the SFMTA have taken steps to advance several priority recommendations, including:

- We are working together with the Mayor's Office to develop a strategy for collaboration that includes a framework for future pilot projects.
- The Transportation Authority has partnered with the Metropolitan Transportation Commission (MTC) to conduct a travel behavior survey about emerging mobility and we are developing strategies to bridge access gaps in District 10 through our D10 Multimodal Mobility Management Study.
- The SFMTA is working to harmonize emerging mobility permits, coordinate data they receive through those permits and is developing a curb management strategy to improve roadway safety and reduce congestion.

FINANCIAL IMPACT

The recommended action does not impact the proposed Fiscal Year 2018/19 budget. Funding for the underway activities is included in the proposed Fiscal Year 2018/19 agency budget.

CAC POSITION

The CAC will consider this item at its June 27 meeting.

Agenda Item 14

SUPPLEMENTAL MATERIALS

Enclosure – Final Emerging Mobility Evaluation Report

District 10 Mobility Study

Progress Update



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

June 27, 2018

Purpose: Health, Livability

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH

▶ D10 NTIP Planning study

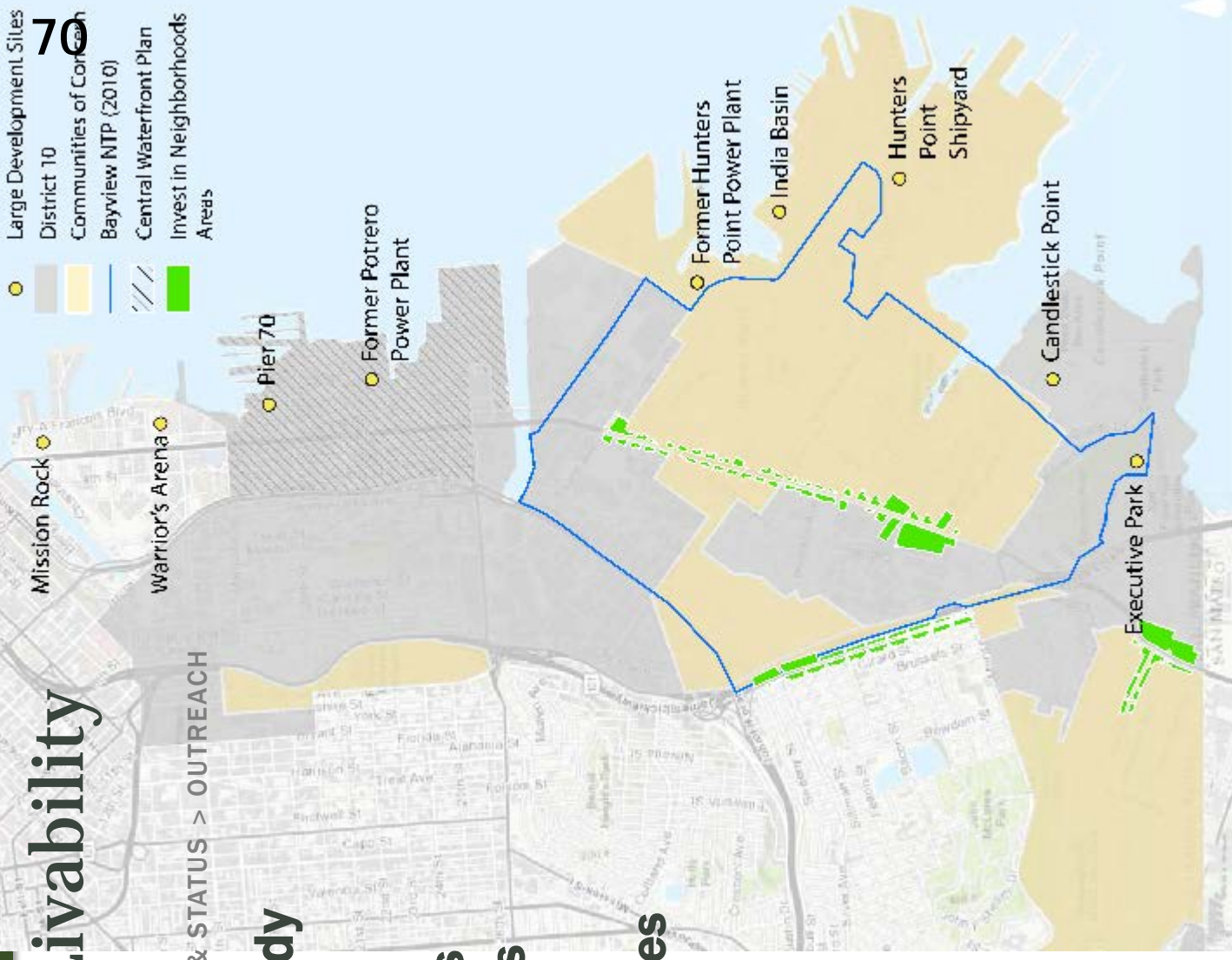
▶ Focus is on:

- ▶ Reducing vehicle miles of travel and emissions
- ▶ Non-infrastructure transportation strategies

▶ Study results could be:

- ▶ Deployed as grant-funded pilots
- ▶ Included in developer TDM plans
- ▶ Sponsored by private sector

- Large Development Sites
- District 10
- Communities of Concern
- Bayview NTP (2010)
- Central Waterfront Plan
- Invest in Neighborhoods Areas



What We've Heard

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH

- ▶ **Transit service quality: reliability, coverage, crowding**
- ▶ **Safety on streets**
- ▶ **Barriers to mobility: affordability, access to technology**
- ▶ **Traffic congestion: today and with future growth**
- ▶ **Enhance economic opportunity**

Coordination

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > TO REACH

- ▶ **Past Studies and Projects**
 - ▶ 2010 Bayview CBTP
 - ▶ SFMTA Equity Strategy
 - ▶ Bayview Moves Shuttle
 - ▶ Developer mitigation measures
- ▶ **Current Studies and Projects**
 - ▶ 2018/19 Bayview CBTP
 - ▶ Dogpatch Transit Connections
 - ▶ Southeast Transit Enhancements

Strategies: New Mobility

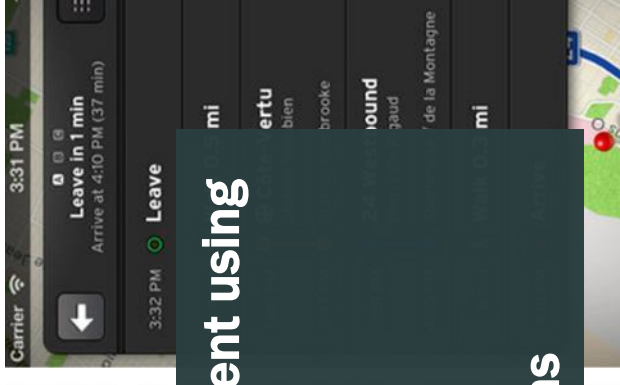
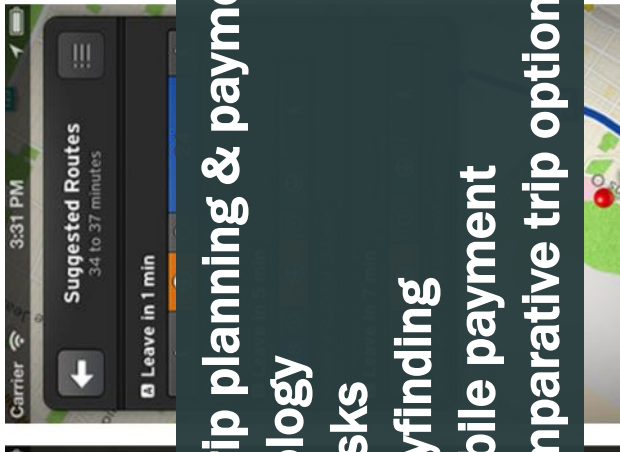
PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH

- On-demand transportation services
- Carpool
- Car/scooter share
- Microtransit



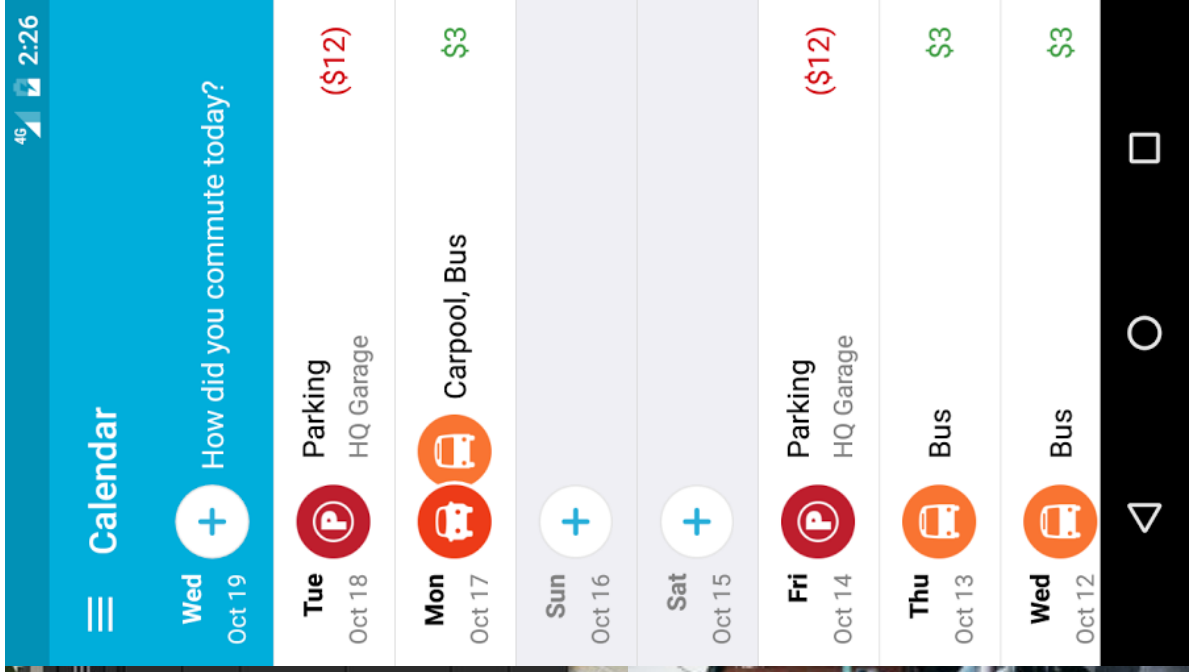
Strategies: “Mobility as a Service”

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH



Easy trip planning & payment using technology

- Kiosks
- Wayfinding
- Mobile payment
- Comparative trip options



Strategies: Incentives & Rewards

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH



ba Perks

SPIN TO WIN

BONUS BOX CONNECTIONS

Grant Thomas **G**

\$0 won | Gold status | 250 points

Settings Help Share

Take a Spin, Win Points!

Board **1** 2 3 4

Gold **B** **S** **G** **P**

250 points

Tap the wheel to spin
or

1 spin 10pt
5 spins 50pt
All my points!

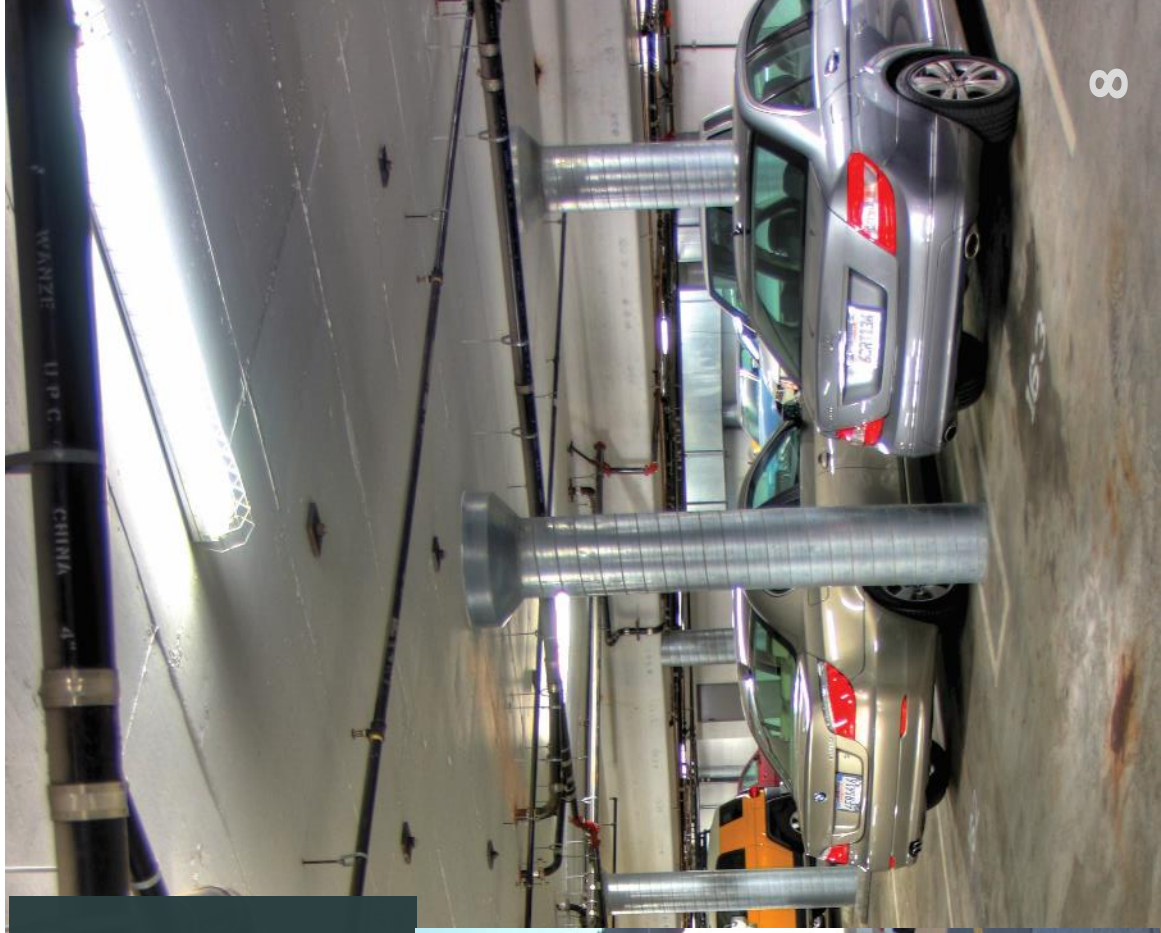
- Incentives & Rewards
- Games and contests
- Lane or ramp priority
- Employer programs

Strategies: Partnerships

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH

Collaborations between private service providers, developers, community, and government agencies

- Shuttles
- Carpools
- Shared parking



Schedule and Status

PURPOSE > SCOPE OF WORK > **SCHEDULE & STATUS** > OUTREACH

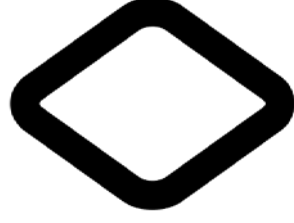
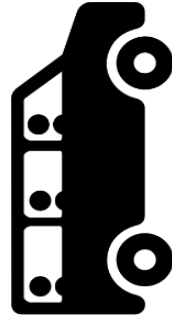


Spring 2018: Met with community groups to confirm community needs

★ Summer 2018: Workshops to develop pilot ideas; interviews with potential partners

Fall 2018: Workshops to bring partners together & revise pilot ideas

By December 2018: SFCTA Board to adopt recommendations



Outreach

PURPOSE > SCOPE OF WORK > SCHEDULE & STATUS > OUTREACH



- ▶ **Design Lab Workshops**
- ▶ **June 30th, 1 PM – 3 PM, Bayview YMCA (English)**
- ▶ **July 12th, 5 PM – 7 PM, El Centro (Spanish)**
- ▶ **July TBD, Community Youth Center (Cantonese)**
- ▶ **Food, Child Care, and Clipper cards available at all**



Rachel Hiatt
Principal Transportation Planner

Rachel.hiatt@sfcta.org

415-522-4809

http://www.sfcta.org/D10_mobility_management_study



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY