



AGENDA

CITIZENS ADVISORY COMMITTEE Special Meeting Notice

Date: Wednesday, September 5, 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, Peter Tannen, Chris Waddling and Rachel Zack

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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 July 25, 2018 Meeting – **ACTION*** 3
 - 4. Citizens Advisory Committee Appointment – **INFORMATION**
 The Board may consider recommending appointment of two members to the Citizens Advisory Committee (CAC) at its September 11, 2018 meeting. The vacancies are the result of the term expiration of Brian Larkin (District 1 resident), who is not seeking reappointment and an automatic suspension from the CAC of Shannon Wells-Mongiovi (District 11 resident) due to missing four regularly scheduled CAC meetings in a 12-month period. Ms. Wells-Mongiovi is not 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.
 - 5. Progress Report for Van Ness Avenue Bus Rapid Transit Project
INFORMATION* 11
- End of Consent Agenda**
- 6:15 6. Adopt a Motion of Support for the Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – **ACTION*** 15
 - Projects:** (SFMTA) Muni Forward (\$3,339,000), Local Bus Transit Signal Priority (\$1,189,972), Schools Engineering Program (\$1,087,775), Application-Based Traffic

CAC Meeting Agenda

- Calming Program (1,013,399); (BART) Powell Station Modernization (\$327,025) and (SFPW) Great Highway Reroute Project (Permanent Restoration) (\$1,105,067)
- 6:30** 7. Adopt a Motion of Support for the Adoption of 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*** 25
- 7:15** 8. 2019 Prop K Strategic Plan 5-Year Prioritization Program Update – **INFORMATION*** 33
- 7:30** 9. Adopt a Motion of Support for the Adoption of a Support Position on Assembly Bill 1184 (Ting) – **ACTION*** 55
- Other Items**
- 7:45** 10. 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** 11. Public Comment
- 8:00** 12. Adjournment

*Additional Materials

Next Meeting: September 26, 2018

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

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

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, July 25, 2018

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:08 p.m.

CAC members present: Myla Ablog, Kian Alavi, Hala Hijazi, Becky Hogue, Brian Larkin, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (9)

CAC Member Absent: John Larson (1)

Transportation Authority staff members present were Michele Beaulieu, Cynthia Fong, Jeff Hobson, Camille Guiriba, Rachel Hiatt, Anna LaForte, Maria Lombardo, Kyle Morales (Intern), Mike Pickford, Alberto Quintanilla, Steve Rehn, Aprile Smith, Mike Tan and Eric Young.

2. Chair's Report – INFORMATION

Vice Chair Sachs reported that the Transbay Joint Powers Authority (TJPA) had set a date of August 11th for the grand opening of the Salesforce Transit Center. He noted that the Transportation Authority played a major role in funding and supporting the development of the transit center. He announced the Valencia Street Bike Lanes Public Workshop, scheduled on Saturday, July 28, and said San Francisco Municipal Transportation Agency (SFMTA) planners would be exploring opportunities to upgrade the Valencia Street bike lanes. He said the workshop would gather community feedback on potential design alternatives, associated tradeoffs, and near-term curb management improvements.

Vice Chair Sachs reported that 27 new buses were placed in service from April through June 2018 and that the SFMTA had placed 20 more of the 424 hybrid diesel motor coaches and 7 of the 193 electric trolley coaches into service. He said the remaining 40-foot trolleys were expected to be in service by the end of 2019 and also noted that the next meeting of the CAC would be on September 5, due to the August Board recess.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the June 27, 2018 Meeting – ACTION
4. Citizens Advisory Committee Appointment – INFORMATION
5. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2018 – INFORMATION
6. Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION

Peter Tannen asked why the Van Ness Bus Rapid Transit (BRT) project had only advanced one percent since the June CAC progress report and what was meant by “abandoned utilities possibly requiring hand excavation.”

Mike Tan, Administrative Engineer, said the project's slow progression was a result of sewer and water trenching, which was a slow process. He said the project completion percentage would not be rising significantly until all underground work was completed. He said in regard to the abandoned utilities lines, there were instances where out of business companies left abandoned properties or gas lines that required hand digging and testing.

Brian Larkin asked if the utility conflicts causing delays to the project were a result of parallel projects on Van Ness Avenue.

Mr. Tan said the delays had been a result of contract negotiation issues with a subcontractor and the need to pothole to locate underground utility lines.

Brian Larkin asked if an earlier delay with a subcontractor was a result of the subcontractor not meeting its Local Business Enterprise (LBE) goals.

Mr. Tan said that particular delay was due to the subcontractor bid coming in higher than the estimated sewer and water work cost. He said Walsh Construction worked with the subcontractor to renegotiate and settle on a cost.

Brian Larkin stated that he would reach out to Transportation Authority staff to further communicate offline.

There was no public comment on the Consent Agenda.

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Hijazi, Hogue, Larkin, Sachs, Tannen, Waddling and Zack (9)

Absent: CAC Members Larson (1)

End of Consent Agenda

7. Update on the 2019 Prop K Strategic Plan 5-Year Prioritization Programs – INFORMATION

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

Kian Alavi asked if survey responses and trend lines would be made available to the public.

Mr. Pickford said there was a summary of the survey responses and breakdown of projects by district in Attachment 3 of the memo. He said there would be additional demographic data provided.

Kian Alavi asked if there was anything of note from the survey results.

Anna LaForte, Deputy Director for Policy and Programming, said the survey results were consistent with previous outreach efforts with the public requesting better and more reliable transit services as one of the main feedback themes.

Mr. Pickford highlighted Prop K capital investments, like the purchasing of additional buses, that affected reliability and frequency.

Vice Chair Sachs commented on the need for improved communication and outreach from transportation agencies during the implementation phase of approved projects. He said proactive communication and outreach to inform and educate the public of upcoming projects needed to be refined in order to be more effective.

During public comment Ed Mason discussed tree planting and maintenance. He stated that Prop K was intended to fund capital projects and that San Francisco Department of Public Works (DPW) should be responsible for tree planting and maintenance.

After public comment Peter Sachs asked if Muni submitted their project funding proposal list.

Timothy Manglicmot, SFMTA Capital Finance, said the Muni project funding list was recently submitted and noted that the SFMTA had a five-year capital improvement program that was underway in parallel with the Transportation Authority's Prop K Strategic Plan 5YPP.

Ms. LaForte clarified that the Transportation Authority hadn't received the complete list of SFMTA project proposals but was looking forward to receiving it. Ms. LaForte also reiterated that said Transportation Authority staff was interested in CAC feedback on the project list.

Vice Chair Sachs said the M-Line subway needed to be talked about at a strategic level.

Ms. LaForte said an M-Line request had recently been submitted by the SFMTA.

Vice Chair Sachs commented on the Quint Jerrold Connector Road project and stated that the project had been discussed numerous times at CAC and he was disappointed to see it still requesting additional funding. He spoke in favor of fully extending the 48 Quintara bus route and noted that it was in the original 2013 transit effectiveness program list of projects.

There was no public comment.

8. Update on Muni Service Equity Strategy Report – INFORMATION

Tracey Lin, Transportation Planner for the San Francisco Municipal Transportation Authority (SFMTA), presented the item

Myla Ablog asked what operating budget addition meant on Table 2 of the memo and why SFMTA staff had not identified a need for Prop K funding for the new service strategies projects.

Ms. Lin said the SFMTA Fiscal Year 2019 - 2020 operating budget addition was due to increased frequency and represented additional funding that had been incorporated into the operating budget.

Peter Tannen commended the SFMTA for their outreach efforts and proposals to streamline routes based on geography. He asked what the terminals would be if the Muni K and T lines were separated.

Ms. Lin said the separation of the K and T lines were tied to the Central Subway project. She said once that project was completed, the K and T would have their own separate routes.

Peter Tannen asked what solutions were being discussed by the SFMTA to help train operators dealing with congestion at West Portal.

Ms. Lin said she did not have a specific response but line management for operators would be an example on how to help direct train traffic.

Peter Tannen asked if the cost to add NextBus to Muni bus stops was known.

Ms. Lin said she did not know the cost but would follow up with the CAC.

Brian Larkin asked how it was determined which routes were used by seniors and people with disabilities.

Ms. Lin said the SFMTA conducted a Title XI survey every 3 years that looked at rider demographics. She said the survey looked at bus routes and not neighborhoods to determine which routes carried the most seniors and people with disabilities.

Brian Larkin asked when the next Title XI survey would be conducted.

Ms. Lin said the next Title XI survey date was unknown but that the strategy would be updated in 2020.

Chris Waddling asked if the 90-degree angle turn that 9 and 9R 60-foot Muni buses made heading northbound on San Bruno and Silver Avenue was too tight of a turn. He also asked if there were thoughts of moving those bus lines back to Bayshore Boulevard.

Ms. Lin said there were no plans to put the 9 and 9R Muni bus lines back on Bayshore Boulevard and said the 60-foot buses had a better turn radius than the 40-foot buses. She said she would bring the concern back to the operating division.

Chris Waddling said he read an article that discussed the Mission Bay loop needing additional funds and asked if the T Third Muni line receiving new trains was contingent on the completion of the Mission Bay loop.

Ms. Lin said the projects were related but not contingent on one another. She said as the SFMTA released new trains into service they would be added to the T Third line. She also said the completion of Central Subway would increase service on the T Third line.

Vice Chair Sachs asked if the 48 Quintara Muni bus line would run later at night.

Ms. Lin said the 48 Quintara service was only extended during the mid-day.

Peter Tannen noted the technical challenge that would need to be resolved if an electrified Caltrain and Muni electrical wires, consisting of two different voltages, cross over the same intersections. He asked if that potential issue would cause a problem to some of Muni's improvement projects.

Ms. Lin said SFMTA was aware of the challenge and was working on addressing it.

Rachel Zack asked what had changed between the 2016 and 2018 Equity Strategy reports for one new neighborhood to be added.

Ms. Lin said the selected neighborhoods partially came from working groups and internal staff recommendations. She said the neighborhoods were selected based on percentage of low-income households, people of color and vehicle ownership. She said the selection process fit into the matrix from the 2016 cycle.

Rachel Zack asked if the process was a full city analysis or done through working groups.

Ms. Lin said the process was a comprehensive analysis that looked at the city as a whole.

During public comment Jackie Sachs spoke against extending service on the 48 Quintara bus line.

9. **Update on the San Francisco Municipal Transportation Agency's Permit with JUMP Bikes and Companies Seeking Scooter Permits – INFORMATION**

Adrian Leung, Transportation Planner for the SFMTA, presented the item.

Hala Hijazi asked how many companies had applied for permits.

Mr. Leung said that 12 companies had submitted applications.

Rachel Zack asked if there were any accidents reported to the SFMTA during the initial rollout.

Mr. Leung said he was not working with scooters at the time but would follow up with the CAC.

Rachel Zack said a lot of the instructions about where not to park were complex and referenced 'furniture zone' as an example of a non-intuitive term. She asked if the companies were coming up with clear instructions.

Mr. Leung said the lock-to and tether system was the best answer because it would force people into the right places. He also said having a reporting system for errant behavior would also help.

Rachel Zack said the statistics demonstrating women and low-income scooter riders were good things to highlight and asked if the SFMTA had received any tips from peer agencies in regard to preventing the use of scooters on city sidewalks.

Mr. Leung said there were multiple modes of illegal transportation on sidewalks and that it was an issue across many cities. He said better facilities and street designs could lead to less scooters on sidewalks.

Myla Ablog said when GoBike came out there was concern regarding competition with local rental companies and asked if there were similar concerns with JUMP bikes.

Mr. Leung said the SFMTA had talked with local rental companies and an agreement was made that bike share was for short trips and rentals would be for longer trips.

Myla Ablog asked if Ford GoBike was going to have more electric bikes in service.

Mr. Leung replied in the affirmative and said the new electric bikes would be more robust.

Myla Ablog said she had reviewed the JUMP website and asked if JUMP was informing riders that they can lock bikes on poles and not just bike racks.

Mr. Leung said he couldn't comment beyond what was stated on the official website.

Myla Ablog said she was in physical therapy for her hip and benefited from the accessibility of electric bikes. She said she would imagine that scooters would also be helpful for people needing additional assistance.

Chris Waddling suggested that JUMP install bike racks for every bike added and said that a majority of their Bayview bikes were parked out of network each night. He said it was typically easier to get a JUMP bike in Sausalito than in the Bayview. He asked that the SFMTA staff that dealt with enforcement be told that they were not doing a good job of rebalancing the number of available bikes in the Bayview. He asked if there was a time requirement to redistribute bikes, if the SFMTA was meeting their equity rebalancing goals, if San Francisco Public Works (SFPW) collected out of network JUMP bikes, if the public could call 311 to have SFPW collect out of network bikes and if JUMP was fined for having bikes out of network.

Kian Alavi said he was concerned with scooters blocking sidewalks and ADA zones and said there needed to be an incentive to deter the public from illegally parking scooters on sidewalks. He said motorized vehicles should not be ridden in bike lanes or sidewalks and needed to be on the streets. He said bikeshare had not been rolled out in an equitable way and was concerned that private companies had a strangle hold on the city's public infrastructure and were not incentivized to work with communities of concern. He said the city's 10-year no bid contract was a problem for a lot of people who were not being serviced.

Hala Hijazi asked if there was an assessment or study to determine the most demand in the city.

Mr. Leung said Bay Area Bikeshare's original pilot was based on expected demand and that trip-level data showed that high density areas like the Financial District and Market Street had the most demand.

Hala Hijazi asked if residents in low density areas were asking for more bikes in their neighborhoods.

Mr. Leung said there were individual requests and that the SFMTA was working with Districts 10 and 11 to increase the number of bikes in those networks.

Peter Sachs said scooters were filling a need and getting people to places in the city that GoBike and buses had not been able to access. He said scooter were filling in equity solutions and that the SFMTA should issue permits soon.

During public comment Michael McDougal spoke in support of the pilot permit program and said having an overarching framework for permits would be helpful. He said the city needed to think of more flexible ways of using curbs and suggested engaging with private companies to leverage public fund.

Ed Mason asked who in the city was responsible for the enforcement of helmets and if the city faced any liability for possible injuries. He said he frequently observed maintenance vehicles double parked, when dropping off scooters and bicycles, and asked if there was a different way to distribute them. He asked what the relationship was between the Metropolitan Transportation Commission (MTC) and Ford GoBike.

10. Update on California State Transportation Agency's (CalSTA) Road Charge Pilot Program – INFORMATION

Kyle Morales, Policy and Programming Intern, presented the item per the staff memorandum

Myla Ablog stated that she participated in the pilot and tested out an automated plug in device. She noted that the device provided her data on how she was driving her car and how to save on fuel economy. She said the plug-in device gamified the driving experience and she unexpectedly found it as a way to be more environmentally aware.

Peter Tannen asked if pay at the pump could be further explained.

Mr. Morales said pay at the pump was still being figured out but with the advancement of technology, the goal would be to have gas pumps communicating via some form of wireless technology with vehicles. He said near term solutions were being looked at by Caltrans and the Federal Highway Administration.

Rachel Zack asked if electrical vehicles should be the goal for the future.

Mr. Morales acknowledged this point, but noted that the average turnover rate for vehicles was 2% - 4% of the state fleet a year and that all electric vehicles was a few decades away. He said in-vehicle telematics would be an easy approach for alternative fuel vehicles.

Kian Alavi said the Department of Motor Vehicles (DMV) could be used to facilitate and track the efficiency of the pilot program. He said the problem would be tracking out of state vehicles.

Mr. Morales said Caltrans assembled an eight-agency working group to see who would be in charge if a road usage charge (RUC) was implemented. He said the working group had not released any formal findings but that a lot of the technology used included a vehicle identification system, which would involve the DMV. He said a helpful scenario for out of state vehicles would be for a grouping of states – in the western region as an example, to implement RUC. He noted that a commerce clause in the constitution mandated same cost of payment for in state and out state drivers so this issue must be addressed.

There was no public comment.

11. Progress Update on the Treasure Island Mobility Management Agency (TIMMA) – INFORMATION

Rachel Hiatt, Principal Planner, presented the item per the staff memorandum

Chris Waddling said it was exciting to see the plans coming into shape.

Peter Tannen said he was happy to see plans include AC Transit service to the island.

Ms. Hiatt said reinstating AC Transit was one of the reasons that having a dedicated source of funding (via toll) was so important.

Peter Tannen asked why the current below market rate, 33%, on the island dropped to 27% in the 2035 plan.

Ms. Hiatt said that the current housing stock was not based on any previously adopted goal and that Treasure Island already housed a number of nonprofit agencies.

Brian Larkin asked why the 18-month delay occurred.

Ms. Hiatt said it was a combination of infrastructure and permitting delays and listed land, water and seismic element issues as examples.

Brian Larkin said some of the delays were difficult to accept and hoped that lessons were learned.

Becky Hogue said permit issues were part of the delays and that Treasure Island residents shared similar frustrations.

There was no public comment

12. Introduction of New Business – INFORMATION

Kian Alavi requested an update by the SFMTA on double parked vehicles blocking bike lanes on Valencia Street between 16th and 17th Streets.

There was no public comment.

13. Public Comment

Ed Mason provided an update on commuter buses in Noe Valley and invited the CAC to see commuter buses committing violations. He noted the lack of enforcement and stated that a commuter bus was removed off Clipper street after two months of reporting.

Jackie Sachs said she hoped Treasure Island did not run into similar issues that were had at Bayview Hunter's Point. She said there was a previous bus line that commuted from the East Bay terminal to Treasure Island.

14. Adjournment

The meeting was adjourned at 8:10 p.m.



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Memorandum

Date: August 31, 2018
To: Citizens Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 09/05/2018 Citizens Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>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) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. The project is approximately 27% complete. Utility upgrade efforts are continuing, the construction team shifted northbound traffic to the median between Washington and Sutter streets on August 23, 2018. This allows for new water and sewer upgrade work to proceed along the east side of Van Ness Avenue between those streets. BRT revenue operations are anticipated to start in early 2021.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

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

The 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 to help achieve cost efficiencies and reduce neighborhood and traveler inconvenience associated with construction. 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.

Status and Key Activities.

The evening of August 23, 2018, the construction team performed a major traffic shift of northbound traffic to the median from Washington to Sutter streets in preparation for future water and sewer upgrades along the east side of Van Ness Avenue. Even with these changes, Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. Temporary traffic control measures include channelizer traffic cones, variable message signs, and temporary restriping to direct traffic. Temporary bus stop platforms have also been installed as needed.

Ranger Pipeline (Ranger), Walsh’s utility underground subcontractor completed the majority of the water and sewer pipeline installations on the east side of Van Ness Avenue between Union Street and Pacific Avenue and is scheduled to install new pipelines between Lombard and Union streets over the coming months. Ranger also removed sidewalk trees at Van Ness Avenue and Filbert Street as permitted. Critical potholing activities between Jackson and Post streets are complete in advance of upcoming water and sewer work for this area. On the west side of Van Ness Avenue, Ranger continued to install joint-utility duct bank and sewer pipelines between Golden Gate Avenue and Ellis Street. Construction crews also upgraded the Auxiliary Water Supply System between Eddy and Turk streets. As construction progresses southward, Ranger expanded the construction zone from McAllister Street to Mission Street. Ranger prepared this area for upcoming construction by potholing for underground utilities and staging equipment and pipes. Ranger also continues to connect existing sewer lines under multiple streets that cross Van Ness Avenue to the new sewer line being built. This work can be disruptive to traffic since it occurs at intersections. Work is often performed at night but may also occur during daytime.

At locations that Ranger has completed sewer and water installation such as between McAllister and Eddy streets, Bauman Landscape and Construction has started initial work to replace the sidewalk and repave the street. Bauman is also excavating the sidewalks for future installation of streetscapes and tree wells. Construction crews will also work on the overhead contact system and install new street lights in the near future after sidewalk replacement.

Project Schedule and Budget.

The project is approximately 27% complete, compared to 26% reported last month. As previously reported, the original late 2019 BRT service start date has been revised to early 2021 due primarily to the extent of utility conflicts being encountered. Major construction is still projected to finish at the end of 2020. 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 more than a year behind schedule primarily due to the extent of utility conflicts encountered in the field. SFMTA and SFPUC staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible. The construction team is using ground penetrating radar equipment to help locate underground utilities. SFMTA is leading coordination efforts with other private development projects along the corridor in particular at the Mission and Van Ness Avenue intersection. They are in frequent contact with these developments on day-to-day basis. SFMTA is working with local businesses to maintain access to local business's during construction and keep them apprised of all construction activities.

Last month, we reported that the project team is also considering relining sewer line connections instead of installing new sewer lines to accelerate the schedule. The contractor has proposed slip-lining 15 brick sewers that cross Van Ness Avenue rather than install new sewer lines through cut and cover. The proposed sewer lines are being cleaned and survey to determine if they qualify for slip lining. Thus far, 4 intersections are already cleared to install slip lining and 2 of them have been completed. This approach can help with cost and schedule adherence.

FINANCIAL IMPACT

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				2021			
	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	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																											

Date: August 29, 2018



Memorandum

Date: September 5, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/11/2018 Board Meeting: Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> ● Allocate \$6,630,146 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests: <ol style="list-style-type: none"> 1. Muni Forward (\$3,339,000) 2. Local Bus Transit Signal Priority (\$1,189,972) 3. Schools Engineering Program (\$1,087,775) 4. Application-Based Traffic Calming Program (\$1,013,399) ● Allocate \$327,025 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request: <ol style="list-style-type: none"> 5. Powell Station Modernization ● Allocate \$1,105,067 in Prop K funds for one request: <ol style="list-style-type: none"> 6. Great Highway Reroute Project (Permanent Restoration) <p>SUMMARY</p> <p>We are presenting six requests totaling \$8,062,238 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>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contracts <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K 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 \$8,062,238 in Fiscal Year (FY) 2018/19 Prop K sales tax

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funds. The allocations 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 September 5, 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 (6)

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	1	SFMTA	Muni Forward	\$ 3,339,000	\$ 3,339,000	82%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 8, 9, 11
Prop K	8	BART	Powell Station Modernization	\$ 327,025	\$ 14,550,000	90%	98%	Construction	3, 6
Prop K	26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	\$ 4,501,539	86%	75%	Construction	4, 7
Prop K	32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	\$ 1,189,972	80%	79% ⁵	Construction	Citywide
Prop K	38	SFMTA	Schools Engineering Program	\$ 1,087,775	\$ 1,087,775	51%	0%	Planning, Design, Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	\$ 1,013,399	51%	0%	Design, Construction	Citywide
TOTAL					\$ 8,062,238	\$ 25,681,685	84%	69%	

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

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

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

⁵ Estimated leveraging for full implementation of the TSP program at the remaining 450 locations citywide.

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
1	SFMTA	Muni Forward	\$3,339,000	<p>Funds are requested for preliminary engineering, including outreach, for up to 11 transit corridors to improve transit speed, reliability and safety as part of the Muni Forward program. Improvements are achieved by optimizing transit stop locations, implementing traffic engineering changes and constructing capital improvements to reduce stop delays and increase safety (e.g. pedestrian bulbs).</p> <p>The 11 projects have been split into two groups. Group 1 includes five corridors: 5 Fulton from Arguello Boulevard to 25th Street; 14 Mission from 11th Street to Steuart Street; 22 Fillmore from Church Street and Hermann Street to the northern terminal; and the 30 Stockton on 3rd Street and 4th Street from Townsend Street to Market Street. Planning for Group 1 will be completed by June 2020. Group 2 includes up to six additional projects shown on page 4 of the enclosure, pending the availability of funds, with completion of the planning work anticipated by Fall 2022.</p>
8	BART	Powell Station Modernization	\$327,025	<p>Requested funds will upgrade and modernize the Powell Street Station to improve station function, safety, security, capacity, sustainability, appearance and customer experience. The project includes relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, and new fare gates. Project is anticipated to be open for use by March 2021. BART is matching Prop K funds with state Prop 1B funds and BART funds.</p>
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$1,105,067	<p>This request will fund the permanent restoration and reconfiguration of the Great Highway, between Sloat and Skyline boulevards (California State Route-35). Project will preserve the roadway's function, converting the two existing northbound lanes into a single northbound travel lane and a single southbound travel lane, while improving the roadway's resiliency to prevent future damage. Project is anticipated to be open for use by summer 2019. Prop K funds match federal funds.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
32	SFMTA	Local Bus Transit Signal Priority	\$1,189,972	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at between 20 and 100 intersections along Muni's Local bus routes citywide. TSP implementation is complete for the Rapid bus routes. The project will improve vehicle management and travel time reliability by extending green lights or bringing up green lights earlier for transit, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed. Cost by intersection can vary widely depending upon condition of existing equipment and conduit along with site conditions. SFMTA will complete installations by Fall 2020. Project includes evaluation of effectiveness.
38	SFMTA	Schools Engineering Program	\$1,087,775	Requested funds would support the SFMTA's schools engineering program within San Francisco's Safe Routes to School Program. The scope of work includes the planning, design and construction for: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide; (2) School Loading Zone Traffic Calming Program for traffic calming measures on up to 15 local, residential streets where school loading zones are present; and (3) School Walk Audit Program to identify safety improvements through a collaborative planning process and implement the recommendations at up to 5 schools. All of the projects are anticipated to be open for use by December 2020.
38	SFMTA	Application-Based Traffic Calming Program	\$1,013,399	Project includes design and construction of approximately 96 traffic calming devices at 51 blocks around the city, including 49 speed humps, 37 speed cushions, 2 traffic islands, and 8 raised crosswalks. Locations were identified through evaluation of the 103 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2017. Acceptance into the program and prioritization for implementation is based on rankings of speeds, traffic counts, collision data, and land use types within a short proximity to the street (e.g. schools, transit stops, bike lanes, and parks). Construction will begin before the end of calendar year 2018 and be done by December 2019. See page 82 of the enclosure for locations.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
TOTAL			\$8,062,238	

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	Muni Forward	\$ 3,339,000	Deliverable: Quarterly progress reports shall provide the status of planning for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule shown in the enclosed Allocation Request Form.
8	BART	Powell Station Modernization	\$ 327,025	5-Year Prioritization Program (5YPP) Amendment: This request requires an amendment to the BART Station, Access, Safety & Capacity 5YPP to reprogram \$327,025 from the 24th and Mission Northeast Plaza Redesign, which is not advancing due to lack of community support, to the subject project. Intent to Allocate: To fully fund BART's request for a total of \$1,000,000 in Prop K funds , we are recommending allocating the amount of funds available for allocation from the BART Station Access, Safety and Capacity category in FY 18/19 (\$327,025) and approval of an expression of intent to allocate \$672,975 in FY 19/20 Prop K funds from this category which BART has proposed for the draft 2019 Prop K 5YPP.
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	The recommended allocation is contingent upon SFPW securing \$163,513 in federal or other funds to fully fund the project. Federal approval is expected by the end of October 2018.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	<p>5YPP Amendment: The recommended allocation is contingent on a concurrent amendment to the Advanced Technology and Information Systems (SFgo) 5YPP to program \$383,361 in deobligated funds from the SFgo Franklin and Gough Streets project which was completed under budget, and reprogram \$806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP amendment for details.</p> <p>Deliverable: At project completion, SFMTA shall submit before/after studies demonstrating the results and benefits of the transit signal priority improvements made possible with Prop K funds.</p>
38	SFMTA	Schools Engineering Program	\$ 1,087,775	<p>Deliverable: Quarterly progress reports shall provide updated lists of ranked locations and recommended improvements for each of the three engineering focus areas: Traffic Operations New and Upgraded Signage and Markings, Loading Zone Traffic Calming, and Walk Audits. QPRs shall also describe the outreach performed the prior quarter and planned for the upcoming quarter, describe the results of site evaluations, and describe the project development activities performed in the prior quarter.</p> <p>Multi-phase Allocation: We are recommending a multi-phase allocation since work will occur on overlapping schedules at different schools citywide.</p>
38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	<p>Multi-phase Allocation: We are recommending a multi-phase allocation due to the concurrent schedule for the design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p>
TOTAL			\$8,062,238	

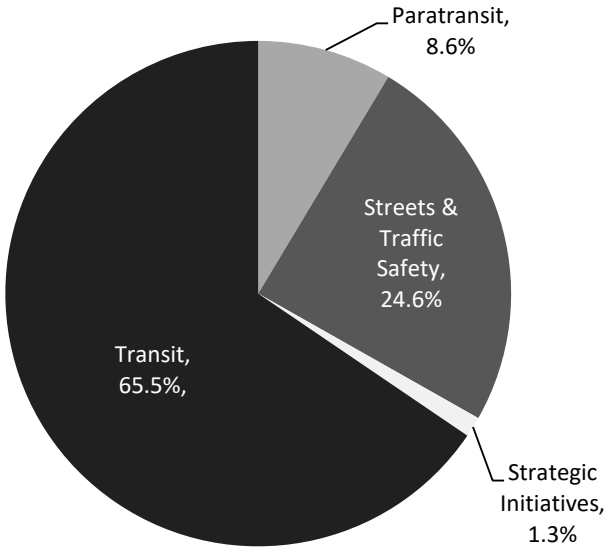
¹ See Attachment 1 for footnotes.

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

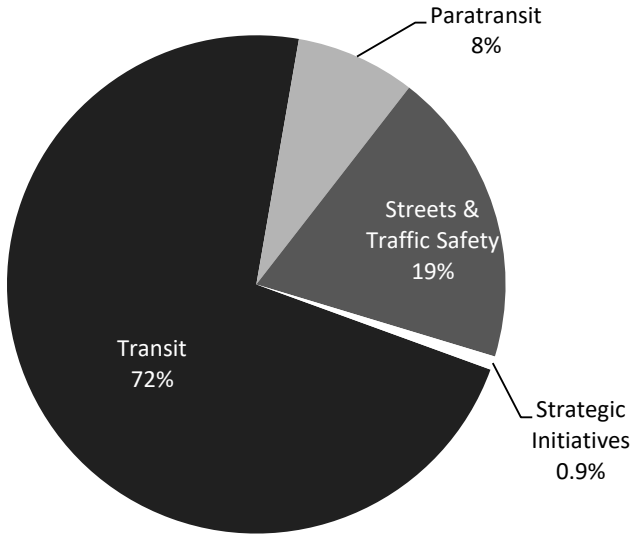
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 33,596,925	\$ 31,443,777	\$ 2,139,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 8,062,238	\$ 3,338,273	\$ 3,595,283	\$ 952,948	\$ 175,734	\$ -	\$ -
New Total Allocations	\$ 41,659,163	\$ 34,782,050	\$ 5,734,354	\$ 967,025	\$ 175,734	\$ -	\$ -

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: August 23, 2018
To: Citizens Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 09/05/18 Citizens Advisory Committee Meeting: Adopt a Motion of Support for the Adoption of 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 a motion of support for the adoption of 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 June 27 CAC 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. The RAB included an evaluation of various rail alignment options for the DTX that would achieve grade separation with 16th Street. In a companion item, Transportation Authority staff sought adoption of the Pennsylvania Alignment as the preferred alternative. The CAC decided to continue the item due to concerns with not knowing the potential railyard relocation sites, lack of clarity regarding future use of the 4th and King Railyard, and the desire to better understand why a 7th Street alignment proposed by Mr. LeBrun during public comment was not studied by RAB. This memo and the attached response from the Planning Department are intended to address the concerns expressed by the CAC. 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 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

One of the main reasons for delays in advancing the DTX has been the need to develop City consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections

(7th/Mission Bay Drive and 7th/16th Street) that serve east/west traffic between Mission Bay and the rest of the City. One of the primary purposes of the RAB Study was to study alternative alignments and develop agreement on the City's preferred below-grade alignment for the DTX. As we indicated at the June CAC meeting, San Francisco agency staff, including the Transportation Authority, have identified the Pennsylvania alignment as the staff preferred DTX alignment.

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 September 2018. This will provide clear guidance to the TJPA, city agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding.

Caltrain Yard Studies

It is important to note that it is still early in the planning/conceptual engineering process for the Pennsylvania alignment and much remains unknown. The CAC expressed concerns about one of these unknowns, namely the potential relocation of the Caltrain yard at 4th and King streets. At this time, no decision can be made about modifying or relocating (including undergrounding the yard at substantially the same location) the yard and/or its functions until a full analysis of the needs of Caltrain and California High Speed Rail are completed. This work is being done through the Caltrain Business Plan and the Blended Service Operations Plan. Both efforts are underway and anticipated to be completed in mid-2019. In the future, any proposed yard relocation would be required to have its own environmental process where all alternatives will be analyzed, and public input sought.

As a funding agency for Caltrain and TJPA, the Transportation Authority is committed to ensuring that the various studies and planning/conceptual engineering efforts related to the potential Caltrain yard relocation are conducted in a transparent and thorough manner. This will include inclusive stakeholder involvement and full disclosure of the benefits, impacts and mitigations of various options to the Board, CAC, and public. We will bring regular updates on these efforts to the CAC and Board.

The Planning Department, with input from the Transportation Authority and the TJPA, prepared the attached response to the questions raised by the CAC at the June meeting.

The remainder of this memo provides background on the RAB Study and on the Pennsylvania Alignment. Staff from the Transportation Authority, the Planning Department, and the Office of Economic and Workforce Development will be present at the CAC meeting to answer any questions that the CAC may have.

RAB Study Background.

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.

The rail alignment 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.

Agenda Item 7

As the impacts of the anticipated rail traffic 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:

- **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.

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.

Agenda Item 7

- 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

FINANCIAL IMPACT

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Letter from the Planning Department



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

DATE: August 14, 2018
TO: SFCTA CAC members
FROM: Susan Gygi, PE
RE: Rail Alignment and Benefits (RAB) Study – responses to SFCTA CAC outstanding issues

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 Suite 400
 San Francisco,
 CA 94103-2479

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415.558.6409

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 Information:
415.558.6377

Introduction

The RAB Study Project Management Team (Susan Gygi and Jeremy Shaw) provided an informational presentation related to the Rail Alignment and Benefits (RAB) Study at the June 27, 2018 meeting of the SFCTA CAC. In that meeting there was also an agenda item to adopt a motion of support for the Pennsylvania Avenue Alignment as the Preliminary Preferred Alternative for grade separations at 16th Street and Mission Bay Drive on the approach to the Downtown Rail Extension (DTX).

It was the desire of the CAC to continue the motion of support adoption for two reasons:

1. Two CAC members expressed concerns about not knowing the specific location of a potential southern railyard, and asked for clarification on the continued use of the 4th/King railyard.
2. During public comment, Mr. Roland LeBrun requested that a 7th Street alignment be fully reviewed prior to approval of any singular alignment moving forward

This memorandum responds to those two items.

Response to Continued use of surface 4th/King Railyard

The continued use of the surface 4th/King railyard was not fully studied under the RAB. The RAB studied only scenarios which included full relocation of the 4th/King railyard to a southern location (biggest impact). The study also determined that it may be possible to distribute train storage among various locations (more on this below). At this time, no decision can be made about modifying or relocating the yard and/or its functions until a full analysis of the needs of Caltrain and CHSRA are completed. This work is being done through the Caltrain Business Plan and the Blended Service Operations Plan. Both efforts are underway and anticipated to be completed in mid-2019. In the future, any proposed yard relocation would be required to have its own environmental process where all alternatives will be analyzed, and public input sought.

As noted above, the RAB study found that it may be possible to distribute train storage among various locations. For example, expanding the 4th/Townsend underground station further south (under the 4th/King surface railyard), is one option that would allow for additional dead-end tracks for staging or storage, allowing for a transit-oriented development to be built above. In addition, there is the possibility to allow for overnight storage at the Salesforce Transit Center (SFTC) on all six tracks including double-berthing the trains on five of them. Some combination of the above could also be deployed with or without a southern railyard. Until the Caltrain Business Plan and the Blended Service Operations Plan efforts are completed, and we have a better understanding of the needs to operate future service, we must have potential alternative railyard sites. Of note, the Pennsylvania Avenue alignment and a potential yard relocation can be seen as independent projects. Even after the Pennsylvania Avenue alignment is built, Caltrain could continue using the current surface railyard (or a smaller footprint) for some to-be-determined amount of time. Since most trains would be going to the SFTC, train volumes on the surface would be significantly lower than present.

Response to Request for Locations under Consideration for a Southern Railyard

The RAB study team identified two likely railyard locations (one inside the City limits, and one outside of the City limits) that could meet Caltrain's storage and operational needs in the near term.

Two CAC members requested the physical location of a potential southern railyard before they would consider supporting the preliminary preferred Pennsylvania Avenue alignment.

Based on the City Attorney's Office legal opinion and common practice, City agencies should not disclose potential locations for properties that may have to be acquired until sufficient work is completed to determine what parcels may be needed. Currently, both of the potential locations appear to work for operations. However, without further study, a determination cannot be made as to what, if anything, is necessary.

The RAB study was based on the most conservative planning assumptions for each of the three alignment alternatives. Specific to the Pennsylvania Avenue alignment, that included assuming a total replacement of the 4th/King railyard to a southern location. However, the ultimate solution may be much less (as stated above). Caltrain and California High Speed Rail Authority (CHSRA) do not currently know what their railyard needs are along the entire Caltrain alignment. Caltrain is currently undertaking the Caltrain Business Plan and CHSRA/Caltrain are undertaking a Blended Service Plan, aka the Peninsula Corridor Service Vision. These two documents, expected in 2019, will provide a better understanding of each agency's railyard needs along the Caltrain alignment.

Response to Mr. LeBrun's proposed 7th Street alignment

The RAB study preliminarily reviewed over 30 conceptual alignments for getting heavy rail (Caltrain and High Speed Rail) to the Salesforce Transit Center (SFTC). Four alignments were deemed to have merit and were studied further as part of the RAB Study. Mr. LeBrun's proposal is similar to the 7th St alignment that the RAB Study considered, deemed infeasible, and therefore, did not study further. This response to the request to look at Mr. LeBrun's alignment proposal was developed in cooperation by the RAB Study Team, the TJPA DTX Team, and SFCTA.

To reach the SFTC, Mr. LeBrun proposes two parallel one-track tunnels starting at the north west edge of the current railyard, traveling north under 7th Street, turning east under Minna/Natoma Streets, and ultimately entering the underground train box through the already-constructed western wall near Second Street. The Planning Department, TJPA, SFCTA, consultants, and other agencies evaluated a similar alignment as part of the 3-year RAB study, drawing upon original analysis from the TJPA DTX work. Agency staff and consultants determined that the 7th Street alignment did not warrant further study as it would: i) adversely impact other existing buildings, ii) constrain operations and create safety risks, iii) doesn't meet design requirements, iv) compromise the structural layout of the SFTC, and v) not conform to design requirements. Each finding is detailed out below.

Adverse Impacts to Other Existing Buildings

The proposed alignment goes under multiple buildings, and will have greater ROW impacts than the current DTX alignment, located predominantly in the public ROW. The tracks and a mined crossover on the proposed alignment would be located under Moscone Center, which is in itself an underground facility with deep piles. Park Tower, currently under construction, sits on deep foundations and two levels of parking below grade, which would be in the path of the tunnel proposed by Mr. LeBrun. The tunnels for Mr. LeBrun's alignment would also pass under Moscone Center, Yerba Buena Gardens, and the SFMoMA. Since much of the Moscone facility as well as SFMoMA subsurface structures are located in the way of the proposed alignment its construction would be unacceptably disruptive and costly.

The two curves that would be necessary from 7th Street would not meet CHSRA standards. Mr. LeBrun's drawings do not seem to be to scale as preliminary layouts determined impacts to all three facilities. In addition, the curves impact many more buildings in the transition from 7th Street to Minna and Natoma, respectively. In addition, even by Mr. LeBrun's assumption, the grade coming up to the train box after passing under Moscone Center would be 3.5% or more. CHSRA has a maximum grade of 2.7% so this alignment would not meet CHSRA criteria for continued operation. Finally, the wider footprint of the throat structure in Mr. LeBrun's concept would affect two additional properties that are clear of the planned alignment. Impacting these two properties would require re-opening the environmental document again, delaying the project further with no possibility of improvement over the current proposed alignment.

Operational Constraints and Safety Risks

The two single-track tunnels proposed by Mr. LeBrun would constrain operations, create severe safety risks, and pose maintenance challenges. The February 2018 SFCTA's peer review panel made up of five construction, operations, and maintenance experts, identified a need for three tracks into/out of the station to allow for anticipated operational inconsistencies without affecting train travel up and down the Peninsula main line. This determination of three tracks was not specific to the alignment itself but to address issues going in and out of the SFTC and the need to absolutely ensure that operations can be maintained even when there are incidents. This additional track allows for train service to continue if a train were disabled where the tracks enter the station. Mr. LeBrun's concept does not account for this. Twin-bore single-track tunnels, as recommended by Mr. LeBrun, fail to achieve the required operational flexibility provided by a third track, which is required by Caltrain and CHSRA. In addition, to meet safety standards for sufficient egress/access, Mr. LeBrun's option would require longer, numerous, and more expensive cross-passages between tunnels. Constructing the passages would disrupt businesses and circulation on Second Street and would be difficult to locate, given the large number of existing buildings with deep foundations and below-grade parking.

Design Requirements

Relocating a planned 4th/Townsend station to 7th Street, as suggested by Mr. LeBrun, would undermine the planning and land use-transportation coordination at the core of the Central SoMa Plan and the Central Subway alignment. As currently, an escalator at Fourth Street will provide convenient access to the Central Subway from the underground 4th/Townsend Station currently planned for DTX. The proposed alignment would eliminate the connection with the Central Subway, which received \$65 million towards construction due to HSR connectivity funds.

In addition, the Central SoMa plan upzoned the area based on a train station at 4th/Townsend. Moving the station would require longer walking distances for these higher density neighborhoods and for those making the connection between Muni Metro and Caltrain. Additionally, relocating the 4th/Townsend Station would not eliminate the cut-and-cover construction techniques and the resultant impacts, as Mr. LeBrun contends. 7th/Townsend ground conditions still require cut-and-cover construction. The relocation would also lose the advantage of the adjacent 4th/King railyard as a potential staging area for construction materials of the DTX.

Structural Compromise to the SFTC

The SFTC construction is now complete. In order to accommodate Mr. LeBrun's proposal, the west end of the brand-new building would have to be demolished and rebuilt to accommodate the different approach of the proposed alignment and move the load bearing elements to another location. This would mean that the new bridge from the Bay Bridge, which connects to the terminal at the west end, would most likely have to be taken out of service (if not partly demolished), eliminating bus service on the bus deck for the duration of demolition and construction of the modifications. This very expensive proposition would require major structural changes to the SFTC. Having the tracks approach the train box from a different direction will require the relocation of the already-built columns at the west end of the station. Since the west end carries a significant portion of the structural load of the station, any change to the western wall would require modifying the rest of the SFTC. The SFTC opened for bus operations on August 12, 2018. Modifications to the structural elements within the building would impact bus operations on the bus level.

Travel Times

Mr. LeBrun's claims the 7th St alignment will save three minutes travel time. Unfortunately, this claim is unrealistic, since the current travel time from 4th/Townsend into the SFTC is anticipated to be three minutes, so, under Mr. LeBrun's claim this time would shrink to zero. Mr. LeBrun states that the current DTX alignment has a longer travel time, due to three sharp curves with a maximum speed of 25 mph. This statement is incorrect. The curve speeds on the DTX alignment are 35 mph between 7th/Townsend and 2nd/Townsend. And while the final curve speed entering the SFTC is 22 mph, trains are required to slow down regardless of

curve radius because the SFTC is a terminal station. In 2007, TJPA engaged Deutsche Bahn International (DBI) GmbH, the engineering division of the German high-speed rail operator, to peer review the Transit Center and DTX alignment, configurations, and design criteria in relation to current practice in Europe and elsewhere. The peer review report prepared by DBI, and available for review online, concluded that “operating speeds on the DTX approach to the Transit Center are comparable to several major terminals in Europe and do not adversely affect the operation of the Transit Center.” Finally, for over two years during the RAB Study, the TJPA, Caltrain and CHSRA simulated rail operations between 4th/Townsend and the SFTC that met the needs of both train operators.

Peer Review

Mr. LeBrun states that the 7th Street alignment was not reviewed by the SFCTA-convened DTX Peer Review. This is correct. The Peer review had a limited scope, which was to review three independent operational studies to determine whether two or three tracks are needed for the DTX as well as opining on other operational elements of the project. Therefore, alternative alignments were not part of the scope.

Cost and Schedule Impacts

Mr. LeBrun’s assertions that the costs could be lowered to a total of \$1.3B with the extension through the west side of the SFTC are unsubstantiated, particularly since both alignments are practically the same length. Lacking backup information, we can only guess that he did not factor in the additional right-of-way costs, the need for a third track, crossover passages in the tunnel, ventilation structures, nor the demolition and reconstruction of the west end of the SFTC, not to mention the extension of the train box one block to the west. MTC, TJPA, and various City departments along with Caltrain and other agencies have reviewed the DTX cost as currently envisioned and estimated it at \$4 billion. There is no information to support the assertions Mr. LeBrun puts forth.

Conclusion

The RAB Study, its peer review panels, and expert opinions all demonstrate the strengths of the Pennsylvania Avenue Alignment over other alignments to the Salesforce Transit Center (SFTC). However, at the current preliminary engineering stage (5-8% design completion) additional analysis and public outreach will be necessary to better understand needs, constraints and impacts. Agreeing on a preliminary preferred alignment is the best way to further the analysis and identify those impacts while also moving towards a common goal. We hope the above responses adequately address the concerns of CAC members as they have for the project team, consultants, peer reviewers, and the RAB Citizen’s Working Group. If so, we look forward to returning to the SFCTA CAC for their approval of the Motion of Support.

As always, if there are any questions, feel free to contact me.

Sincerely

Susan Gygi, PE
Project Manager
SF Planning Department

Memorandum

Date: August 31, 2018
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/05/18 CAC Meeting: 2019 Prop K Strategic Plan/5-Year Prioritization Program Update

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>Since the July CAC meeting, Transportation Authority staff have continued to work closely with project sponsors to refine the project proposals and prepare programming recommendations for the 2019 Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) Update. As a reminder, Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the 21 Prop K programmatic categories such as traffic calming, street resurfacing, transit facilities, and bicycle safety. At the CAC meeting we will present highlights of each 5YPP as well as proposed amendments to the Fiscal Year 2018/19 program of projects in the 2014 5YPPs, and seek input and feedback from the CAC on the projects proposed to be funded by Prop K. We are planning to present the draft 2019 5YPPs and amendments to the 2014 5YPPs to the CAC for adoption in two groups at the September 26 and October 24 meetings respectively. We also plan to bring the draft 2019 Strategic Plan to the CAC for approval at the October 24 meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

The voter approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and Five-Year Prioritization Programs or 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Board

approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public.

The Board adopted the 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates. The 5YPPs identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

2019 Strategic Plan and 5YPP Update Status.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. In compliance with Expenditure Plan requirements, each 5YPP will include: a prioritization methodology to rank projects within a category; a 5-year program or list of projects with information on scope, schedule, cost and funding (including non-Prop K funding); and performance measures. The 5YPPs also will include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds that can be compared to Expenditure Plan assumptions. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories that require 5YPPs (summarized in Attachment 4). The Project Information Forms contain scope, schedule, budget and funding plan information for each project to help justify programming of Prop K funds to the projects.

We have spent the last two months working closely with sponsors to ensure that the Project Information that we have received are sufficiently complete to enable evaluation, to ensure consistency across Prop K categories, and to refine proposed Prop K funding requests so that they correspond to the proposed project schedule, so adequate leveraging and full funding plans, etc. This is still a work in progress requiring collaboration between Transportation Authority staff and project sponsors.

The Project Information Forms as are available on our website at www.sfcta.org/meetings. Hard copies are available upon request. The Prop K funding requests for each programmatic category are summarized in a 5-year list or program of projects shown in Enclosure 1. The program of projects shows the funding requested compared to the amounts by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from the outyears of the Expenditure Plan period.

We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, we consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are

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matching funds likely to be available), leveraging of non-Prop K funds, and whether the requested expenditure rates seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

At the September 5 meeting, we will provide highlights of each 5YPP category, calling out projects of interest to the CAC and categories for which sponsors are requesting advancement of funds as opposed to pay-go. If available, we can provide information from some preliminary Strategic Plan model runs that help us understand financing costs for the program.

Outreach.

As part of the outreach strategy for the 5YPP Update, the Transportation Authority conducted a survey to gather input from the public about what projects they would like to see funded with Prop K over the next five years. In an effort to gather input from traditionally underrepresented neighborhoods we reached out directly to 38 community-based organizations in communities of concern as well as to stakeholders, via social media, District newsletters, and the Transportation Authority's website and newsletter. The survey was available online and in print in English, Spanish, Chinese and Filipino.

We received 1,001 responses from a broad range of San Francisco neighborhoods. The project ideas ranged from a second Transbay tube to extending the Muni subway network to improved neighborhood crosswalks. We have shared survey results with Board members and project sponsors for their consideration as they developed the 5-year project lists, and posted the results to our website.

Next Steps.

Over the next month, we will continue to seek feedback from the Board, CAC, and public; incorporate that feedback into the five-year project lists, as appropriate; and evaluate and refine the proposed projects. We will also prepare the remaining sections of the 5YPP documents such as project delivery snapshots and proposed performance measures.

Development of the Strategic Plan and 5YPPs is an iterative process. As we get closer to making recommendations for Prop K programming, we are making corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions to confirm that the Expenditure Plan category and Prop K program as a whole can accommodate the requests within the funding available. In some cases, this may mean we need to extend proposed Prop K reimbursement schedules or reduce programming.

We are planning to present the first group of 5YPPs for approval at the September 26 CAC meeting, and present the second and final group of 5YPPs along with the Draft 2019 Strategic Plan for approval at the October 24 CAC meeting. We are targeting completion of the update process by the end of the calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

Concurrent with the 2019 5YPP update process, we have been working closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories to revise the Fiscal Year 2018/19

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program of projects and/or to move unneeded funds out of this fiscal year and into the 2019 5YPP period of Fiscal Years 2019/20 to 2023/24. Categories include Ferry, Signals, Street Resurfacing, Bicycle Facility Maintenance, Traffic Calming, Bicycle Circulation/Safety, Pedestrian Circulation/Safety, Curb Ramps, and Transportation Demand Management. We plan to present the 2014 5YPP amendments to the CAC at its September 26 and October 24 meeting.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachment 1 – Lead Agencies for Each 5YPP

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

Attachment 3 – Draft Project List for 2019 Prop K 5YPP Update – As of August 31, 2018

Enclosure 1- Program of Projects (Five year project list) for Each 5YPP – As of August 31, 2018

Available online at sfcta.org/meetings, hard copy available upon request

- Prioritization Criteria and Scoring Table for Each 5YPP – As of August 31, 2018

- Project Information Forms – As of August 31, 2018

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

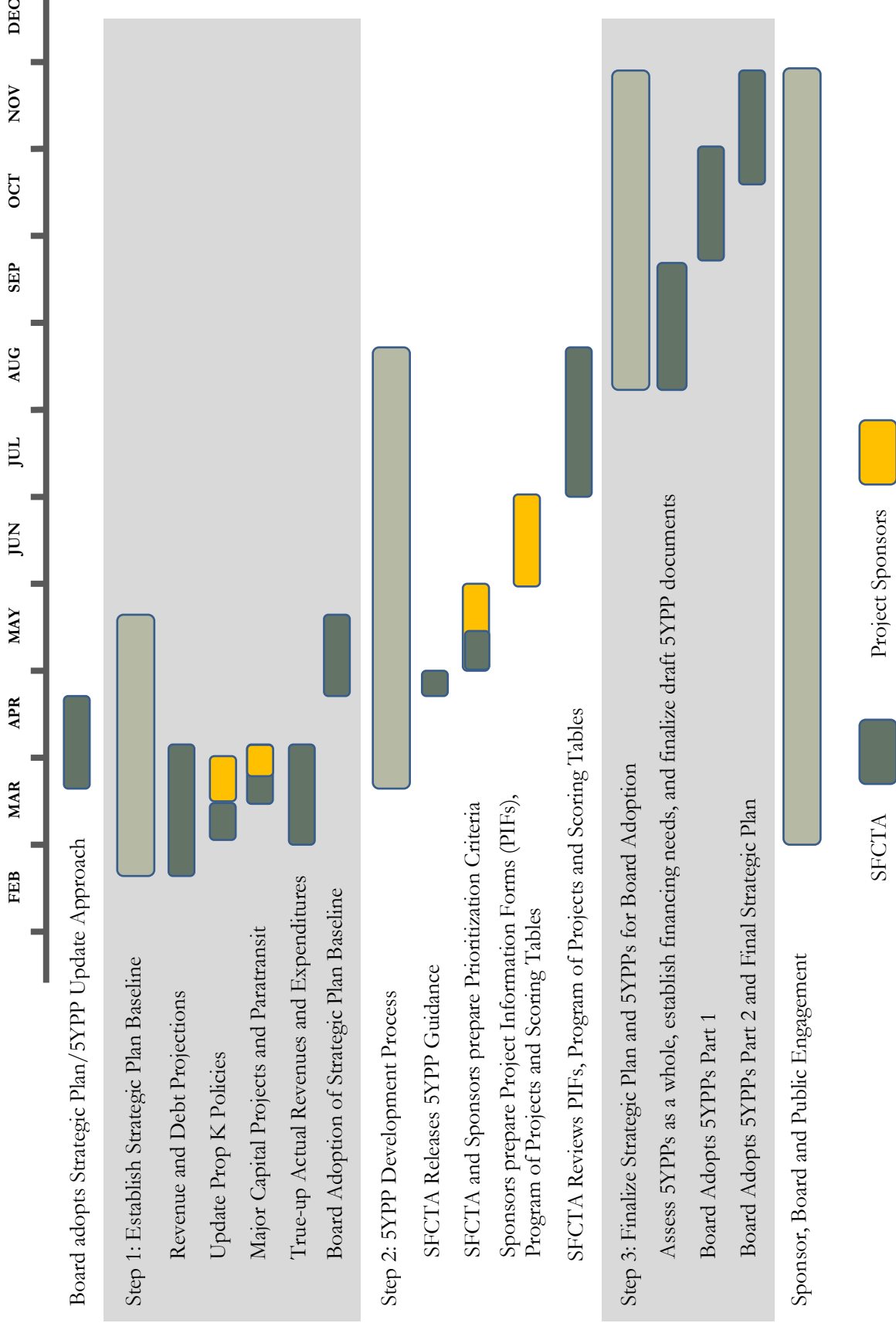


EP ¹ No.	Category	Eligible Project Sponsors ¹ (Agencies in bold are 5YPP leads ²)
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA , SFPW, Planning, SFCTA
7	Caltrain Capital Improvement Program	PCJPB
8	BART Station Access, Safety and Capacity	BART , SFPW, SFMTA
9	Ferry	PORT ,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

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

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

2019 Prop K Strategic Plan/5YPP Update
Adopted Schedule



Attachment 3
San Francisco County Transportation Authority
2019 Prop K 5-Year Prioritization Programs Update
Draft Project List for Fiscal Years 2019/20 - 23/24 (as of August 31, 2018)
Sorted by Expenditure Plan #

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
1, 16	SEMTA	Geary Boulevard Improvement (BRT Phase 2)	Geary Boulevard Improvement Project (BRT Phase 2) will enhance the performance, viability, and comfort level of transit and pedestrian travel along the Geary corridor. The scope will be to complete a preliminary engineering report, detail design, bid and award, and begin construction for the Geary BRT project between Stanyan Street and 34th Avenue. The project includes transit improvements like bus-only lanes, signal optimization, upgraded stations, and pedestrian improvements like highly visible crosswalks, sidewalk extensions, median refuges, and lighting.	\$3,376,185	District 01, District 02, District 03, District 05, District 06
1	SEMTA	Transit Stop Enhancement Program - Signage and Customer Information	Program to update and upgrade signage at Muni stops where basic signage and customer information is missing. New signs include information on route, destination, span, and accessibility. Existing poles will be used as much as possible, but program funding will cover new poles where applicable as well as a solar lantern. In order to address Prop K eligibility issues, project is proposed to be funded with Prop AA Vehicle Registration Fees through a fund exchange with Geary BRT.	\$2,640,000	Citywide
1	SEMTA	Transit Performance Improvements Match Placeholder	Local match to Transit Performance Improvement funds dedicated to regional investment in supportive infrastructure to achieve performance improvements in major transit corridors.	\$1,242,000	Citywide
7	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution to Caltrain's capital budget for Caltrain's Capital Improvement Program (CIP) projects, including continued implementation of express tracks between San Francisco and San Jose to improve travel time and reliability. This work may include passing siding, to allow express trains to bypass local service where additional tracks are not appropriate and/or right of way is limited. Projects are designed to improve service levels.	\$4,250,000	District 06, District 10
8	BART	BART Accessibility Improvement Program	Accessibility improvements to improve station safety and accessibility, particularly for those with special needs. Based upon available funds for the program the accessibility improvements will include improvements to handrails, lighting at elevator lobbies, detectable wall protrusion features, public address system, TTY, accessible path, passenger loading, detectable path, fare gate audible indicators, accessible phones, and hearing loops at agent booths. This phase is scheduled for construction between June 2022 and June 2024 and will cover six stations. Three of these stations are located in San Francisco: 24th St/Mission, Balboa Park, Embarcadero. Prop K funds would only be spent on improvements at the San Francisco stations.	\$700,000	District 03, District 06, District 08, District 09, District 11

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
8	BART	BART Station Wayfinding	Project will remove and replace outdated wayfinding signs at street, concourse and platform levels. New LED backlit signs will be installed at the concourse and platform levels and will provide clear and understandable information to transit patrons with use of standard pictograms or icons. Real-time displays and transit information displays will be installed at concourse level. The transit information displays provide station maps, transit stop and transit route maps with points of interest to help patrons with trip planning. This project will be Phase 4 of BART's comprehensive system wayfinding program and will improve wayfinding signage at 14 stations throughout the BART District, including Glen Park. Prop K funds will be used on Glen Park.	\$400,000	District 08, District 09
8	BART	Powell Station Modernization	Upgrade and modernize the Powell Street Station in order to improve station function, safety, security, capacity, sustainability, appearance and improve the customer experience. Project components will include relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers and new fare gates.	\$672,975	District 03, District 06
9	GGBHTD	Gangways and Piers Project - Reconstruction	Project replaces the hydraulic gangway/ramp system and camel floats and fenders at the San Francisco ferry terminals with new steel floats that adapt to the rising sea level. The outdated gangway/ramp system needs to be replaced with new floats technology consistent with adjacent ferry operators. The benefits of the project include, but are not limited to: rehabilitate deteriorated passenger facility, improve passenger access and ADA compliance, streamline passenger traffic to main deck loadings, greater operational efficiencies, and enhanced emergency preparedness and transit security.	\$1,247,000	District 03
9	SFPort	Downtown Ferry Terminal - Passenger Circulation Improvements	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience.	\$240,000	District 03
9	SFPort	Downtown Ferry Terminal Float Rehabilitation	Ferry float, fendering, and mooring systems have been in use for over 15 years without proper drydocking for maintenance. In order to maintain the integrity of the float's structural frame and ensure its continued safe operations, this project will refurbish the float and gangway, apply corrosion protection coatings, replace the float roof fabric, and repair or replace utilities.	\$600,000	District 03
10	SFMTA	16th Street Improvement Project (22 Fillmore Phase 2)	The 16th Street Improvement Project includes replacing some OCS infrastructure and installing new traffic signals and communications infrastructure. As 16th Street is within the Vision Zero High-Injury Network, the project will also install appropriate treatments to improve pedestrian safety. Transit bulbs and transit boarding islands will be constructed to enable more efficient passenger boarding and alighting. Pedestrian bulbs, raised crosswalks, and curb ramps will be constructed to enhance pedestrian safety.	\$1,531,308	District 08, District 09, District 10

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
11	SEMTA	F Market & Wharves: Fort Mason Extension	Identify an initial extension segment for the F Market & Wharves line, from Fisherman's Wharf to Fort Mason. The project will take the existing alignment and work with stakeholders to refine and ultimately develop a plan that can move into the design phase.	\$926,100	District 02, District 03
12, 17	SEMTA	Rehabilitate Historic & Milan Streetcars	Rehabilitate up to 11 Milan and 7 Vintage Streetcars to like-new condition, including upgrading electrical and mechanical systems, performing body work, and ensuring systems meet CPUC and ADA requirements. Due to their historic nature, these vehicles are not replaced on a regular schedule, making a program of regular rehabilitation critical to the long-term operation of the fleet.	\$4,225,544	District 03, District 05, District 06
13	BART	Balboa Park Station Area Improvements	Construct an open space plaza at the southern end of the Balboa Park Station in the current BART Passenger Drop-Off area. The new plaza area will redesign the vehicular access through San Jose Avenue creating a reduced passenger drop-off area loop, while closing off vehicular access to Geneva Avenue. The plaza will function as a flexible public open-space that meets the needs of the community, enhances safety and encourages multi-modal access to the station.	\$250,000	District 11
13	SEMTA	Geneva/San Jose M-Line Terminal	Planning and design of accessible boarding facilities and pedestrian safety improvements for the M Ocean View stops adjacent to Balboa Park Station. These improvements will create safer pedestrian connections between the M Ocean View and other transit facilities in and around Balboa Park Station. This project stems from the Balboa Park Station Area Plan adopted in 2009 following substantial community engagement.	\$1,706,408	District 11
16	BART	Market St. / Balboa Park New Elevator Master Plan	Develop a new elevator master plan for the Market Street and Balboa Park BART/Muni Stations to determine new elevators' construction feasibility, location, station modifications required, construction phasing, and costs. Each station has one street level elevator each, with any disruption causing extreme delays and inconvenience, particularly for those who depend on the elevators to access the transit system. This master plan study will help BART/Muni plan investments to improve accessibility, safety, security, customer experience, and customer travel time.	\$500,000	Citywide
16	SEMTA	Muni Subway Expansion Project	This planning effort would further advance conceptual engineering and conduct the environmental review phase for the Muni Subway Expansion Project. This phase of work would not commence until after completion of the SF Transit Corridors Plan, and would advance if prioritized via that effort. This project would: 1) Construct a new light-rail tunnel between West Portal and Parkmerced to improve the Muni Metro M-line's speed, reliability, and capacity, including tying in to the existing Twin Peaks Tunnel; 2) Re-design 19th Avenue between Eucalyptus and Brotherhood with wider sidewalks, a bike path separated from traffic, and new trees and landscaping. These improvements are anticipated to make Muni Metro a more reliable and attractive option for existing riders and attract new riders. These improvements are also anticipated to make 19th Avenue feel safer and more comfortable for everyone who travels along this street, including people walking, cycling, driving, and riding transit.	\$2,744,300	District 07, District 11

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
17M, 17U, 15	SEMTA	Light Rail Vehicle Procurement	Purchase 151 new Light Rail Vehicles (LRVs) to replace outdated Breda vehicles that have reached the end of their useful life, and purchase an additional 24 LRVs to expand Muni's light rail fleet to accommodate the needs of the Central Subway.	\$27,826,042	Citywide
17P	PCJPB	Local Capital Match Placeholder	Prop K helps to offset San Francisco's local match contribution for Caltrain's vehicle projects, including continued replacement, upgrade, and repairs of Caltrain vehicles to improve travel time and reliability or increase service levels. This work may include locomotive upgrades, passenger car repairs and upgrades, procurement of rolling stock and spare parts, and general State of Good Repair of vehicles.	\$3,500,000	District 06, District 10
20B	BART	Elevator Renovation Program	The Elevator Renovation Program was developed to address the growing needs of aging equipment and components that cause elevator failures in BART stations in a cost-efficient way. This phase will renovate eight elevators in San Francisco, two each in the four Market Street BART/Muni transit stations: Embarcadero, Montgomery, Powell and Civic Center. These stations have some of the highest levels of ridership in the entire BART system, and elevators at these stations also have the highest demands systemwide.	\$790,000	District 03, District 06
20U	BART	Embarcadero Station: New Northside Platform Elevator	Procure and install a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area, expand paid area to include the new elevator, dedicate existing elevator to Muni use only.	\$1,000,000	District 03, District 06
20M, 20U	SEMTA	Building Progress FIX - Placeholder	This Building Progress FIX program will help bring SFMTA maintenance and support facilities into a state of good repair. Prop K programming is a placeholder for TBD improvements to Muni transit facilities. SFMTA will identify specific projects to be implemented when requesting allocation of funds.	\$1,936,478	TBD
20M	SEMTA	Muni Metro East Expansion	This project supports the SFMTA's need to further expand the capacity of the 17 acre Muni Metro East light rail storage and maintenance facility to allow for an expanded fleet. The additional capacity will allow for temporary storage during the reconstruction of facilities and provides storage for both a growing bus and rail fleet.	\$8,187,211	District 10
20M	SEMTA	New Castro Station Elevator	Install a new three-stop elevator on the south side of Market Street at the Castro Muni Station, opening at the top level onto Harvey Milk Plaza on Market Street.	\$1,500,000	District 08
20P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for Caltrain's facilities projects. This work may include continued rehabilitation, upgrades and renovation of rail stations, (including platform edge tiles, elevators, stairs, and faregates), enhancements to station access, upgrades of operations and maintenance facilities, and general State of Good Repair of Caltrain facilities.	\$650,000	District 06, District 10
20P	PCJPB	Ticket Vending Machine Rehab	This project will refurbish ticket vending machines in use on at Caltrain stations and convert them to Clipper-only machines that both issue new cards and allow customers to add value to old cards in real time.	\$500,000	District 06, District 10
22B	BART	Traction Power Substation Replacement	This project will replace the existing 45 year old BART traction power substation located within the boundaries of the City of San Francisco, north of the Daly City BART Station. BART's escalating ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. This project will help to improve BART system reliability and sustain service in San Francisco for the next forty years.	\$2,700,000	District 11

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
22M	SFMTA	Cable Car Infrastructure Rehabilitation Placeholder	Ongoing improvements to the guideways system and infrastructure projects throughout the SFMTA's cable car system to improve safety and reliability. Projects include structural, mechanical and other improvements along with replacement/rehabilitation of fixed guideway infrastructure and components of the cable car system.	\$103,442	TBD
22M	SFMTA	Muni Metro Rail Replacement Program - Placeholder	The Rail Replacement Program is an on-going program of phased replacement of sections of rail in SFMTA's Light Rail and Cable Car systems. Sections of rail to be replaced are prioritized based on their potential for failure and derailments, the amount of noise and vibration experienced at surrounding structures, and to complement related projects by other city departments. These projects improve the safety, comfort and reliability of Muni service.	\$12,004,119	TBD
22M	SFMTA	Overhead Lines Rehabilitation - Placeholder	The Overhead Lines Rehabilitation Program is an ongoing phased replacement and upgrade of the traction power system that provides 615 volt D.C. current for the SFMTA's fleet of trolley coaches, light rail vehicles, and historic streetcars. This includes, but is not limited to, overhead contact wire, guy wire, special work (switches/ curves/ crossings), confinner lights, and the support poles for the overhead system, as well as upgrades of feeders and substation equipment/structures required in conjunction with various overhead upgrades. These projects increase the safety and reliability of Muni service. In addition, this work supports one of the greenest fleets in the nation, helping San Francisco and the State achieve greenhouse gap reduction goals.	\$10,250,908	TBD
22M, 14	SFCTA	Quint Street Jerrold Avenue Connector Road	Design and construct a new road along former Union Pacific Rail Road Right-of-Way to restore access between Quint Street and Jerrold Avenue that was cut off by the construction of a Caltrain berm.	\$2,891,650	District 10
22M	SFMTA	Wayside/Central Train Control & Trolley Signal Systems Rehab - Placeholder	An on-going program consisting of various projects to ensure that all command and control systems for safe and efficient operation of fixed guideway rail transit lines remain in supported and up-to-date industry configurations, and in a good state of repair. An example of a typical project is upgrading the Automatic Train Control System.	\$8,899,899	TBD
22P	PCJPB	Local Capital Match Placeholder	Prop K offsets San Francisco's local match contribution for guideways projects. This work may include rehabilitation, upgrades, or replacement of rail, bridges and tunnels associated with Caltrain service, signals, safety systems, train control and communication systems, and general State of Good Repair of Caltrain guideways.	\$5,500,000	District 06, District 10
22U	PCJPB	Peninsula Corridor Electrification	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Street Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; support Caltrain's long-term financial sustainability; and provide infrastructure for blended Caltrain and high-speed rail systems.	\$5,100,000	District 06, District 10

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
22U, 44	SFPW	Better Market Street	The Better Market Street project, extending from The Embarcadero to Octavia Boulevard, will include major transportation streetscape and safety improvements for transit passengers, bicyclists and pedestrians along 2.2 miles of the city's premier boulevard and most important transit corridor. Scope elements include but are not limited to extending Muni only lanes, constructing larger boarding islands, and providing a new continuous protected bikeway. The first phase of the project to be constructed is anticipated to be from 6th to 8th streets. In order to help backfill the Transportation Authority's \$61.75 million STIP commitment to the Central Subway, we are proposing to program \$15.98 million in Prop K discretionary guideways funds to Better Market Street and exchange an equivalent amount of OBAG2 funds with Central Subway. The Metropolitan Transportation Commission is also looking at ways to help close the funding gap.	\$17,230,000	District 03, District 05, District 06
27	SFMTA	Bayshore Caltrain Station Upgrades	Programmatic line to provide funding for preliminary engineering and environmental review of future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.	\$2,000,000	District 10
27	SFMTA	Bayshore Caltrain Station Connectivity Upgrades Placeholder	Programmatic placeholder to provide funding for future upgrades to the Bayshore Caltrain Station and other transit links. In anticipation of proposed development of the Candlestick area and increased transit service in the area, projects funded through this programmatic line will improve connectivity of the Bayshore Station.	\$1,000,000	District 10
27	SFMTA	Southeast Muni Expansion, Harney-101 Transit Crossing (Geneva-Harney Bus Rapid Transit)	Proposed Prop K funds are for design and construction of dedicated transit lanes and pedestrian/bicycle facilities primarily along Harney Way, Alana Way, and Tunnel Avenue from Executive Park to Bayshore Boulevard. The project aims to reduce travel time, improve transit reliability, and enhance street safety along a major corridor that links Priority Development Areas into the Muni Rapid Network and strengthens transit connections between existing neighborhoods and major employment and activity centers.	\$5,035,272	District 10
30	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$250,000	TBD
30, 38	SFMTA	Sloat Skyline Intersection Improvements	Redesign the intersection of Sloat Boulevard and Skyline Boulevard to improve traffic operations, enhance pedestrian safety and ease of access, and provide bicycle facilities. Preferred alternative is being identified and may include signaling the intersection, construction of a modern roundabout, or a low-build option that maintains current stop sign control with modifications to diverters, medians, and pedestrian and bicycle facilities.	\$2,660,000	District 04, District 07

Attachment 3

Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
31	SFMTA	New Signal Contract 65	Design and construct new traffic signals and/or flashing signal systems at: Loomis St/Oakdale Ave, 3rd Av/Kezar Dr/Lincoln Way, Alemany Blvd/Rousseau St, Alemany Blvd/Lawrence Ave, Hattie St/Market St.	\$2,422,111	District 05, District 08, District 10, District 11
31	SFMTA	New Signal Contract 66	Design and construct new traffic signals and/or flashing signal systems at up to six locations. Locations are to be determined.	\$3,600,000	TBD
32	SFMTA	Local Bus Transit Signal Priority	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at all intersections along local bus routes citywide where TSP has not already been implemented. TSP implementation is complete for all of Muni's Rapid bus routes. The project will improve vehicle management and travel time reliability, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed.	\$5,128,680	TBD
33	SFMTA	3rd Street Traffic Signal Detection Upgrade Phase 3	Implement the 3rd of 4 phases of the systematic replacement of the traffic detection technology at 20-25 intersections along the 3rd Street light rail corridor. This program is intended to replace the video-based vehicle detection systems, currently installed at 67 intersections along the 3rd Street Light Rail Corridor, with more reliable wireless system. Originally installed in 2004, the pole-mounted video cameras have not been consistently reliable. The newer wireless detection technology has since been proven more effective in other applications in the City and statewide.	\$550,000	District 06, District 10
33	SFMTA	Great Highway Signal Upgrade	Design and replace traffic signal hardware at up to eight intersections along the Great Highway between Lincoln Way and Vicente Street, both above and below ground, with new equipment.	\$2,400,000	District 01, District 04, District 07
33	SFMTA	Signal Modification Contract 35	Traffic-signal related upgrades at 23 locations across the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Fourteen of the intersections are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.	\$1,758,000	District 01, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11
33	SFMTA	Signal Modification Contract 36	Design and construct signal improvements at 14 intersections at various locations throughout the city to address safety or operational concerns. Upgrades will include new pedestrian signals, accessible pedestrian signals, higher-visibility traffic signals, new curb ramps where currently missing, and replacement of old infrastructure. Twelve locations are to be determined, and project will include 9th Street/Bryant Street and 10th Street/Bryant Street as recommended in the Vision Zero Ramp Intersection Study.	\$5,846,000	District 6, TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
33	SFMTA	Traffic Signal Conduits	Design and construct new signal conduits in coordination with paving, curb ramp and streetscape projects.	\$1,500,000	TBD
33	SFMTA	Traffic Signal Hardware	Replace signal hardware such as signal controllers, signal controller cabinets, and accessible (audible) pedestrian signals that is nearing the end of its useful life.	\$1,292,000	TBD
33	SFMTA	Traffic Signal Visibility Upgrades	Upgrade traffic signals along selected corridors from 8-inch signal heads to 12-inch heads. Up to 12 intersections per corridor may be funded through this program, up to 60 intersections total over the 5YPP period. Candidate corridors include Alemany Boulevard, Outer Mission Street, 25th Avenue, Brotherhood Way and Sunset Boulevard.	\$1,650,000	TBD
33	SFMTA	Traffic Sign Upgrades	Replace signs that are reaching the end of their useful life and need to be upgraded to current retroreflective standards. Examples of signs that need replacement include advanced street name signs and regulatory signs such as stop and no left turn signs.	\$1,100,000	TBD
33	SFMTA	Western Addition Signal Upgrades	Design and construct pedestrian countdown signals and/or signal visibility improvements at 24 intersections and pedestrian activated flashing beacons at 9 intersections in the Western Addition area.	\$1,195,859	District 5
34	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 37 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits. The project will be joint with PUC and include sewer main replacement work.	\$3,000,000	District 08, District 09, District 10
34	SFPW	Claremont, Juanita, and Yerba Buena Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 29 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$2,927,331	District 07, District 08
34	SFPW	Golden Gate Ave and Laguna St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 34 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,000,000	District 05
34	SFPW	McAllister St, 20th St, and 24th St Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 21 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,100,000	District 08
34	SFPW	Sunset Blvd Pavement Renovation	The Prop K funds requested will fund the paving scope of work which includes demolition, pavement renovation of 42 blocks on Sunset Blvd from Martin Luther King Jr Dr to Irving St, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.	\$3,000,000	District 04
35	SFPW	Street Repair and Cleaning Equipment	Replacement of street repair and cleaning equipment according to industry-standards, such as but not limited to, asphalt-pavers, dump trucks, sweepers, and front-end loaders.	\$5,001,612	Citywide
37	SFMTA	Bike Facility Maintenance	Annual funding for capital maintenance and upgrades to existing bike facilities such as replacing delineators, maintaining existing bike boxes and green lane markers, and performing spot paving improvements which are essential aspects of Vision Zero.	\$900,000	TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
37	SFPW	Public Sidewalk and Curb Repair	Repair of damaged public sidewalk, curb and gutters, and angular returns not related to street tree damage.	\$3,050,352	TBD
38	SFMTA	6th Street Safety Improvements	In support of San Francisco's Vision Zero initiative, the 6th Street Safety Project aims to create a safe and inviting place for people to walk, bike, and drive by transforming 6th Street between Market and Harrison with wider sidewalks, new traffic signals, and streetscape improvements.	\$9,226,200	District 6
38	SFMTA	Advancing Equity through Safer Streets	Plan, design, and construct traffic calming measures in residential locations as identified by SFMTA staff in cooperation with the Department of Public Health. The goal of the program is to make streets safer for seniors and people with disabilities, decreasing traffic injuries and increasing their ability to safely and comfortably navigate neighborhood streets. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$3,750,000	TBD
38	SFMTA	Application-Based Local Streets Traffic Calming Program	Annual program to evaluate and implement community-driven applications for traffic calming on various residential blocks across San Francisco. Improvements may include speed humps, speed cushions, traffic islands, and/or raised crosswalks.	\$6,000,000	TBD
38	SFMTA	Bayview Community Based Transportation Plan Implementation	This project will implement safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.	\$2,460,000	District 10
38	SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	Implementation of near term safety improvements recommended as part of the Bayview Community Based Transportation Plan effort.	\$85,000	District 10
38	SFMTA	Excelsior Neighborhood Traffic Calming	The project will design and implement traffic calming and promote local connectivity in the Excelsior and new Mission Terrace neighborhoods.	\$2,080,000	District 11
38	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$2,050,000	TBD
38, 39	SFMTA	Ocean Avenue Safety Improvements	Improve safety, accessibility, and comfort for people walking and biking on Ocean Avenue between Geneva Avenue/Phelan Avenue and San Jose Avenue. Project will develop and implement near-term, cost-effective measures, and develop an implementation plan for long-term improvements for a redesigned Ocean Avenue.	\$1,800,000	District 07, District 11
38	SFMTA	Schools Engineering Program	Plan, design and implement street safety measures and traffic calming projects within school zones via three related engineering programs, including 1) Traffic Operations Program - new and upgraded signage and pavement markings at school sites citywide; 2) School Loading Zone Traffic Calming Program - traffic calming measures on loading zone streets; 3) School Walk Audit Program - safety improvements identified through a collaborative planning process.	\$5,000,000	TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
38	SFMTA	Safer Taylor Street	Streetscape improvements to improve safety for all roadway users on Taylor Street between Market Street and Sutter Street. Improvements may include sidewalk widening, reduced traffic lanes, bulbouts and shorter pedestrian crossings, landscaping, art, neighborhood amenities, and improved loading zones and curb management.	\$3,429,749	District 06
38	SFMTA	Speed Radar Sign Installation	Annual program to install up to four Speed Radar Signs (i.e., Vehicle Speed Feedback Signs) citywide. Speed radar signs are intended to encourage drivers to reduce speed.	\$900,000	TBD
39	SFMTA	Beale Street Bikeway	Design and construct a two-way class IV bike facility between Market and Folsom Streets and Muni-only lane between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate the bike and pedestrian movements.	\$640,000	District 06
39	SFMTA	Bicycle Outreach and Education	Provide encouragement and education in support of increasing the number of people who bicycle in SF and ensure the safe use of their apparatus	\$380,000	Citywide
39	SFMTA	Bike to Work Day	Bike to Work Day (BTWD) is an annual event that promotes cycling as a viable option for commuting to work. Prop K funds will be used for promotion of BTWD, as well as event-day services like energizer stations with educational materials and activities.	\$208,790	Citywide
39	PCJPB	Caltrain Wayside Bike Parking Improvements	This project will design, procure, install and maintain bicycle parking and access improvements at the 4th & King and 22nd Street Caltrain Stations.	\$800,000	District 06, District 10
39	SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	Improve existing limited circulation network for people walking and biking to create a continuous, accessible, and safe series of bicycle and pedestrians pathways that connect the surrounding areas and destinations.	\$480,000	District 09, District 10
39	SFMTA	Citywide Neighborhood Program	Annual program to plan, design and construct improvements to create a safe and accessible network of Neighborhoods throughout San Francisco. Neighborhoods are local streets with low vehicle volumes and low speeds designed to facilitate safe and comfortable connections to local destinations for people walking and biking.	\$3,750,000	Citywide
39, 40	SFMTA	Grove Street/Civic Center Improvements	Design and construct bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street.	\$3,182,000	District 05, District 06
39	Any Eligible	NTIP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$1,000,000	TBD
39	SFMTA	Page Street Neighborhood	Plan, design, and construct improvements for walking and bicycling on Page Street from Stanyan Street to Webster Street. This is a 'Neighborhood' project and will use a variety of traffic calming and other measures to lower vehicle speeds and volumes, as well as address conflicts and collision patterns, thereby giving people walking and bicycling priority over vehicular traffic along this residential corridor.	\$1,570,000	District 05

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
39	SEMTA	Short-term Bike Parking	Site, legislate and install short-term bicycle racks throughout San Francisco, including responding to requests for racks as well as proactive siting of racks in under-served locations	\$1,990,000	Citywide
39	SEMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	Complete street improvements to The Embarcadero corridor between North Point and Jefferson/Powell Streets, which will include design of a protected bikeway on The Embarcadero as well as potential circulation and curbspace management changes to the Jefferson, Powell, and Beach intersections and adjacent related roadway approaches.	\$250,000	District 03
39	SEMTA	The Embarcadero Enhancement	The Embarcadero Enhancement Project will improve safety, accessibility and comfort for all travelers between North Point Street near Pier 39 and Townsend Street at South Beach Park by building a physically protected (Class IV) bikeway and enhanced pedestrian crossings.	\$550,000	District 03
39	SEMTA	Valencia Bikeway Improvements	This project will plan, design, and construct protected bikeways on Valencia Street from Market Street to 15th Street. This project will be informed by the District 8 NITIP funded Valencia Bikeway Implementation Plan.	\$1,000,000	District 06, District 08, District 09
40	SEMTA	Folsom-Howard Streetscape	Implementation of better, safer streets on Howard Street between 3rd Street and 11th Street and on Folsom Street between 2nd Street and 11th Street, including improvements to bicycle, pedestrian and transit facilities, upgrades to traffic signals, traffic circulation modifications, and changes to parking and loading.	\$900,963	District 06
40	SEMTA	Lake Merced Pedestrian Safety	Improve safety for pedestrians crossing Lake Merced Boulevard between Font and Sunset Boulevards. Recommendations from the planning phase could include new traffic signals or beacons, enhanced crosswalks, pedestrian visibility improvements and transit stop amenities focused on safety.	\$480,000	District 07
40	SEMTA	Leavenworth Livable Street	Implement complete street and safety improvements on Leavenworth from McAllister to Post Streets. Countermeasures may include sidewalk widening, bulbs, crosswalk upgrades, signal upgrades, accessibility upgrades, a new bikeway, and landscaping.	\$750,000	District 03, District 06
40	SEMTA	Mission Street Excelsior Safety Improvements	Improve pedestrian safety and transit reliability on Mission Street from Geneva Avenue to Alemany Boulevard and along Geneva Avenue from Mission Street to Moscow Street.	\$1,000,000	District 11
40	SEMTA	Monterey Street Safety Improvements	Plan, design and construct safety improvements on Monterey Boulevard from Miramar Avenue to I-280.	\$245,000	District 07, District 08
40	Any Eligible	NITIP Placeholder	The Neighborhood Transportation Improvement Program (NITIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NITIP has two components: a planning component to fund community-based planning efforts in each Supervisorial district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$825,000	TBD

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
41	SFPW	Curb Ramps	Prop K funds will be used to construct and reconstruct accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.	\$6,163,134	TBD
42	SFPW	Tree Planting	With the passage of Proposition E in November of 2016, Public Works has guaranteed funding to care for all street trees in the public right-of-way. As a result, Public Works requests to use all Prop K Tree Planting and Maintenance category funds programmed in FY19-20 to FY 23-24 to plant and establish trees, which Prop E explicitly does not fund. Public Works and its community partners will plant and water 3,975 trees over the next five years, focusing on existing empty basins, with these funds. Long-term maintenance of these trees will be funded by Prop E.	\$7,475,127	TBD
43	SFMTA	Bicycle One-Stop Resource	Develop, identify and create materials needed to encourage increased use of bicycles for transportation in San Francisco. Develop a single location where access is provided to resources that are known to support people interested in bicycling, safety materials, resources for bicycles and accessories, links to educational opportunities, community activities and other resources (clubs, shops, etc.). The approach will be to build on the branding developed in the bicycle outreach program in order to support the goal of bicycle ridership growth in SF.	\$40,000	Citywide
43	SFE	Commuter Benefits Ordinance Update	Review and consider amendments to the San Francisco Commuter Benefits Ordinance (CBO) which applies to businesses and nonprofits that have 20 or more employees nationwide and a location in San Francisco. Project will 1) engage stakeholders 2) consider effects of amending the ordinance on SF employers and employees 3) engage in best-practice research to offer increased resources to employers in supporting their employees in commuting sustainably 4) revising, creating and translating guidance materials and employee communication templates, 5) revising CBO language as needed, and 6) providing guidance to businesses subject to the Bay Area program.	\$100,610	Citywide
43	SFMTA	Comprehensive Employee TDM Program	This project will establish goals and evaluation metrics for the program; design and implement an initial employer pilot program; and then based on evaluation of the pilot program, roll out an employer-based information and education outreach program. The program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.	\$565,000	Any
43	SFMTA	Comprehensive Residential TDM Program	This project will establish goals and evaluation metrics for the program; design and implement an initial residential pilot program; and then based on evaluation of the pilot program, roll out an information and education outreach program. The residential TDM program will target areas of the city that are identified as having available transportation options, having a barrier to use based on information deficit and/or perception of service, and having an ability to shift modes in support of the Transportation Demand Management Strategy.	\$1,450,000	Any

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	ConnectSF Modal Study Follow On	ConnectSF is the multi agency long range transportation planning program. Studies and projects proposed under the program umbrella, including the Streets and Freeways Study (SFS) and the Transit Corridors Study (TCS) are designed to help San Francisco reach the 50-year vision, adopted in 2018. The intent of the ConnectSF Modal Study Follow on will be to take projects, operational strategies and preliminary policies identified in the SFS and the TCS and develop them further for implementation.	\$300,000	Citywide
43	SEMTA	Curb Management Strategy	Develop a curb management strategy that emphasizes access for people and goods rather than private car storage, and determines how to allocate curb space both across time and physical space, where to allocate space (proximity) for different users, and how to manage curb space across physical space and time. Scope includes Phase 1: development of a policy framework, Phase 2: development of tools, procedures and strategies, informed by pilot projects, and Phase 3: implementation and evaluation.	\$615,400	Citywide
43	SFCTA	Emerging Mobility Services Pilot - Placeholder	The proposed funding is a placeholder Emerging Mobility Services Pilots, such as an Autonomous Vehicle (AV) shuttle pilot on San Francisco public streets, preferably serving a Community of Concern; candidate locations include Districts 4, 6, or District 10. An AV pilot is also an opportunity to partner with SFMTA's curb management team to test curb management strategies. Goals of the pilots would include, but are not limited to, support for transit and reduced emissions. SFCTA would evaluate the pilot performance.	\$100,000	District 04, District 06, District 10
43	SFCTA	Mobility as a Service Pilot	The Transportation Authority and TIMMA seek to design and pilot an aggregated mobility services pilot on Treasure Island, Downtown/SOMA, and/or District 10. The objective is to aggregate the area public and private transit operators (water taxi, ferry, AC Transit, and Muni); toll; parking; and emerging mobility service information into a single user interface for trip planning, booking, payment, and navigation. This pilot application could coordinate with incentives and discount programs, and should focus on including benefits and service for Communities of Concern. Results of this pilot could inform future research, transit incentives programs, and citywide expansions.	\$200,000	District 03, District 06, District 10
43	Any Eligible	NTTP Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. Capital placeholders like this project are included in various 5YPPs.	\$100,000	Citywide
43	SEMTA	IDM for Tourists	To be provided by SEMTA	\$325,000	Citywide

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
43	SFCTA	Transportation Sustainability Program Evaluation Tool	The Transportation Sustainability Program Evaluation (TSP) Evaluation Tool will provide decision-makers with the ability to quantify the effectiveness of travel demand management (TDM) strategies included in the TSP program that are intended to shift travel behavior. The effort involves identifying the tool performance requirements based on user needs, collecting, warehousing, and analyzing data, and implementing a tool that can easily be used by developers, planners, decision-makers and the public.	\$200,000	Citywide
44	Any Eligible	Housing Incentive Pool Local Match	This funding provides a local match placeholder to the MTC's Housing Incentive Program (HIP). MTC created the HIP program to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). The purpose of HIP is to reward jurisdictions that permit or preserve the most housing units at the very low, low, and moderate income housing units from 2015 through 2020, based on the housing unit needs identified through the Regional Housing Needs Allocation (RHNA) for 2015-23.	\$550,000	Any
44	Any Eligible	Neighborhood Transportation Improvement Program Planning Placeholder	The Neighborhood Transportation Improvement Program (NTIP) funds community-based neighborhood-scale transportation projects, especially in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities). The NTIP has two components: a planning component to fund community-based planning efforts in each Supervisory district; and a capital component to provide local matching funds for neighborhood-scale projects in each district. This placeholder is for planning funds.	\$1,100,000	Any
44	SFCTA, SEMTA	Neighborhood Transportation Improvement Program Pre-Development/Program Support	The Transportation Authority's NTIP provides grants to support neighborhood transportation planning and to implement neighborhood-scale capital projects. This funding would enable SFMTA and SFCTA staff to support Commissioner's efforts to identify, scope, develop an implementation approach to proposed NTIP planning and capital projects, as well as project delivery support.	\$650,000	Citywide
44	Any Eligible	OBAG3 Local Match	This funding provides local match to One Bay Area Grant (OBAG) Cycle 3 funds. MTC created OBAG to better integrate the region's federal transportation program with California's climate law (SB 375, Steinberg, 2008) and the Sustainable Communities Strategy (SCS). OBAG rewards communities and neighborhoods that have a track record of and/or plans in place to support TOD, particularly in areas that are slated for accepting growth in housing and/or employment (e.g. Priority Development Areas).	\$1,250,000	Any
44	Any Eligible	Planning Grant Match (e.g. Caltrans Planning Grants)	This placeholder will provide the local match for planning grants that support transit oriented development and neighborhood transportation planning.	\$750,000	Any
44	TBD	Regional Priority Areas Planning Local Match (e.g. Regional PDA Planning)	These funds provide local match to the MTC's Priority Development Area (PDA) planning grant program. Key goals of the PDA Planning program are to increase both housing (including affordable housing) and jobs; increase transit ridership; promote multimodal connections; and locate key services and retail within the PDAs.	\$350,000	Any

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Primary Expenditure Plan # ¹	Sponsor ²	Project Name	Brief Project Description	Total Prop K Requested in 2019 5YPP	Supervisory District
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¹ Prop K Expenditure Plan numbers correspond to the below categories:

- 1 Rapid Bus Network
- 7 Capital Improvement Program
- 8 BART Station Access, Safety & Capacity
- 9 Ferry
- 10 Trolleybus Lines Extension
- 11 F-Line Extension to Ft Mason
- 12 Purchase/Rehab Historic Streetcars
- 13 Balboa Park BART/MUNI Station Access
- 14 Relocation of Paul St to Oakdale - Caltrain
- 15 Purchase Additional LRV's
- 16 Other Transit Enhancements
- 17M Vehicles - MUNI
- 17P Vehicles - PCJPB
- 20B Facilities - BART
- 20M Facilities - MUNI
- 20P Facilities - PCJPB
- 22B Guideways - BART
- 22M Guideways - MUNI
- 22P Guideways - PCJPB
- 26 Great Highway Erosion Repair
- 27 Vistacion Valley Watershed
- 30 Other Upgrades to Major Arterials
- 31 New Signals and Signs
- 32 Adv. Technology & Info Systems SFgo
- 33 Signals and Signs
- 34 Street Resurfacing, Rehab, & Maintenance
- 35 Street Repair & Cleaning Equipment
- 37 Pedestrian & Bicycle Facility Maintenance
- 38 Traffic Calming
- 39 Bicycle Circulation/Safety
- 40 Pedestrian Circulation/Safety
- 41 Curb Ramps
- 42 Tree Planting & Maintenance
- 43 Transportation Demand Mgmt
- 44 Transportation/Land Use Coordination

² Sponsor acronyms include Bay Area Rapid Transit District (BART), Department of the Environment (SFE), Department of Public Works (SFPW), Golden Gate Bridge, Highway and Transit District (GGBHTD), Peninsula Corridor Joint Powers Board/Caltrain (PCJPB), Port of San Francisco (SFPort), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).



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Memorandum

Date: August 31, 2018
To: Citizens Advisory Committee
From: Maria Lombardo – Chief Deputy Director
Subject: 09/05/2018 CAC Meeting: Adopt a Motion of Support for the Adoption of a Support Position on AB 1184 (Ting)

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>1. Adopt a motion of support for the adoption of a support position on Assembly Bill (AB) 1184 (Ting)</p> <p>SUMMARY</p> <p>Chair Peskin has collaborated with Assemlbmember Ting to draft AB 1184 (Ting), which would authorize the City and County of San Francisco to impose a tax on rides originating in San Francisco provided by a transportation network company (TNC) participating driver or by an autonomous vehicle, facilitated by a TNC or by any other person. The tax would be capped at 3.25% of the net rider fare, or 1.5% of the net rider fare for shared rides. The City and County of San Francisco would also be authorized to lower the tax rate for zero-emission vehicles. This tax would be subject to meeting a 2/3 vote threshold at the City and County level.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input checked="" type="checkbox"/> Policy/Legislation</p> <p><input 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"/> Contracts</p> <p><input type="checkbox"/> Other: <hr/></p>
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BACKGROUND

In early 2017, Mayor Lee and the Board of Supervisors created the San Francisco Transportation 2045 Task Force 2045 to explore the potential for new local transportation revenue measures to help address an estimated \$22 billion funding gap for San Francisco’s transportation system. That figure encompasses everything from roadway maintenance needs and unfunded bicycle and pedestrian projects, to Muni service and facility needs, and funding for large regional projects like the downtown extension of Caltrain to the new Salesforce Transit Center.

The T2045 Task Force reviewed a list of nearly 30 locally-controlled revenue sources that could help San Francisco better meet its transportation funding needs. Among the recommendations, the Task Force recommended seeking state legislation to authorize per-ride fees on Transportation Network Companies or TNCs.

DISCUSSION

Staff is recommending a new support position on Assembly Bill (AB) 1184 (Ting). The text of the proposed legislation is included in Attachment 1. Assmblbmember Chiu and Senator Wiener are also listed as a lead author and principal coauthor respectively. In mid-August, the bill was amended into

its current form. The bill is very simple and straightforward, leaving flexibility for tax features and implementation details to be developed through a future local ordinance approval process.

AB 1194 currently is at the Senate Rules Committee. The last day for each house to pass bills is August 31. The last day for the Governor to sign or veto bills is September 30. Due to the timing of the end of this legislative session, our Executive Director Tilly Chang has submitted a letter of support on behalf of the Transportation Authority, given that the bill is consistent with the Transportation Authority's legislative program, and that the bill is a result of the recommendations from the Transportation 2045 Task Force from 2017. Her letter is included as Attachment 2. Consistent with agreements reached earlier this summer, Uber and Lyft are also on record supporting the bill.

At the September 5 CAC meeting, we will provide a status update on AB 1184. If the bill has been passed by both houses, a motion of support by the CAC would still be timely as the Governor has 30 days to sign or veto the bill.

FINANCIAL IMPACT

The recommended action will have no financial impact on the Transportation Authority's budget.

SUPPLEMENTAL MATERIALS

Attachment 1 – AB 1184 bill text

Attachment 2 – AB 1184 support letter from Tilly Chang, Executive Director

AMENDED IN SENATE AUGUST 22, 2018
 AMENDED IN SENATE SEPTEMBER 1, 2017
 AMENDED IN SENATE AUGUST 22, 2017
 AMENDED IN SENATE JUNE 26, 2017
 AMENDED IN ASSEMBLY MAY 30, 2017
 AMENDED IN ASSEMBLY MARCH 30, 2017
 CALIFORNIA LEGISLATURE—2017–18 REGULAR SESSION

ASSEMBLY BILL
No. 1184

Introduced by Assembly Member Members Ting and Chiu
 (Principal coauthor: Senator ~~Stern~~ Wiener)

February 17, 2017

An act to add Section 5446 to the *Public Utilities Code*, relating to ~~vehicular air pollution~~. *transportation*.

LEGISLATIVE COUNSEL'S DIGEST

AB 1184, as amended, Ting. ~~Vehicular air pollution: incentives. City and County of San Francisco: local tax: transportation network companies: autonomous vehicles.~~

Existing law authorizes counties, cities, and other local agencies to impose various taxes and fees in connection with activity or property within those jurisdictions. The California Constitution also authorizes a charter city to levy local taxes to raise revenues for local purposes, subject to restrictions imposed by that city's charter or preemption in matters of statewide concern.

The Passenger Charter-party Carriers' Act authorizes the Public Utilities Commission to regulate charter-party carriers in California,

including transportation network companies that provide prearranged transportation services for compensation using an online-enabled application or platform to connect passengers with drivers. For purposes of provisions applicable to transportation network companies, the act also defines a participating driver or driver as any person who uses a vehicle in connection with a transportation network company's online-enabled application or platform to connect with passengers.

This bill would authorize the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by an autonomous vehicle, whether facilitated by a transportation network company or any other person, or by a participating driver in an amount not to exceed 3.25% of net rider fares, as defined, for a ride and 1.5% of net rider fares for a shared ride, as specified. The bill would also authorize the City and County of San Francisco to set a lower tax rate for net rider fares for a ride provided by a zero-emission vehicle. The bill would require moneys collected by the City and County of San Francisco from this tax to be dedicated to fund transportation operations and infrastructure within the City and County of San Francisco. The bill would require a tax imposed pursuant to this authority to expire no later than November 5, 2045.

This bill would make legislative findings and declarations as to the necessity of a special statute for the City and County of San Francisco.

~~Existing law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Existing law creates the enhanced fleet modernization program to provide compensation for the retirement and replacement of passenger vehicles and light-duty and medium-duty trucks that are high polluters.~~

~~This bill would require the state board, by January 1, 2019, to submit to the Legislature a report on the operations of its vehicle incentive programs containing specified information.~~

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

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

1 *SECTION 1. This act shall be known, and may be cited, as the*
2 *Transportation Assistance Funding Act.*

3 *SEC. 2. Section 5446 is added to the Public Utilities Code, to*
4 *read:*

5 5446. (a) *Notwithstanding any other law, the City and County*
6 *of San Francisco may impose a tax on each ride originating in the*
7 *City and County of San Francisco provided by a participating*
8 *driver in an amount not to exceed the following:*

9 (1) *One and one-half percent of net rider fares for a shared ride*
10 *in which, prior to commencement of the ride, a passenger requests*
11 *through the transportation network company's online-enabled*
12 *application or platform to share the ride with one or more*
13 *passengers and each passenger is charged a fare that is calculated,*
14 *in whole or in part, based on the passenger's request to share all*
15 *or part of the ride with one or more passengers, regardless of*
16 *whether the passenger actually shares all or part of the ride.*

17 (2) *Three and one-quarter percent of the net rider fare for a*
18 *ride other than a ride described in paragraph (1).*

19 (b) *Notwithstanding any other law, the City and County of San*
20 *Francisco may impose a tax on each ride originating in the City*
21 *and County of San Francisco provided by an autonomous vehicle,*
22 *whether facilitated by a transportation network company or any*
23 *other person, in an amount not to exceed the following:*

24 (1) *One and one-half percent of net rider fares for a shared ride*
25 *in which, prior to commencement of the ride, a passenger requests*
26 *to share the ride with one or more passengers and each passenger*
27 *is charged a fare that is calculated, in whole or in part, based on*
28 *the passenger's request to share all or part of the ride with one*
29 *or more passengers, regardless of whether the passenger actually*
30 *shares all or part of the ride.*

31 (2) *Three and one-quarter percent of the net rider fare for a*
32 *ride other than a ride described in paragraph (1).*

33 (c) *Notwithstanding subdivisions (a) and (b), the City and*
34 *County of San Francisco may set a lower tax rate for net rider*
35 *fares for a ride originating in the City and County of San Francisco*
36 *provided by a zero-emission vehicle to further incentivize*
37 *deployment of zero-emission vehicles.*

1 (d) For purposes of this section, “net rider fare” means all
 2 charges for a ride, including, but not limited to, charges based on
 3 time or distance, or both, and excluding any additional charges
 4 such as taxes, airport or venue fees, or fees imposed by the
 5 commission.

6 (e) Moneys collected by the City and County of San Francisco
 7 pursuant to this section shall be dedicated to fund transportation
 8 operations and infrastructure within the City and County of San
 9 Francisco.

10 (f) A tax imposed pursuant to this section shall be subject to
 11 applicable voter approval requirements imposed by law.

12 (g) A tax imposed pursuant to this section shall expire no later
 13 than November 5, 2045.

14 SEC. 3. The Legislature finds and declares that a special statute
 15 is necessary and that a general statute cannot be made applicable
 16 within the meaning of Section 16 of Article IV of the California
 17 Constitution because of the need to address traffic congestion
 18 issues unique to the City and County of San Francisco.

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

21 ~~(a) Reducing emissions of greenhouse gases to 40 percent below~~
 22 ~~1990 levels by 2030 to meet the state’s climate goals will require~~
 23 ~~widespread transportation decarbonization.~~

24 ~~(b) Continuing to reduce greenhouse gas emissions is critical~~
 25 ~~for the protection of all areas of the state, but especially for the~~
 26 ~~state’s low-income communities. The state’s low-income~~
 27 ~~communities are disproportionately impacted by the deleterious~~
 28 ~~effects of climate change on public health.~~

29 ~~(c) California’s low-income populations continue to face~~
 30 ~~disproportionate impacts from substandard air quality in the form~~
 31 ~~of higher rates of respiratory illnesses, hospitalizations, and~~
 32 ~~premature death. Climate change also is expected to have~~
 33 ~~disproportionate impacts on low-income and other vulnerable~~
 34 ~~communities in the state.~~

35 ~~(d) Seven of the 10 cities with the most severe air pollution in~~
 36 ~~the United States are in California. California has the largest~~
 37 ~~proportion of its population, over 40 percent, living close to busy~~
 38 ~~roadways and exposed to an elevated risk of air pollution and~~
 39 ~~health impacts.~~

1 ~~(e) It is the goal of the Legislature to support transportation~~
2 ~~decarbonization and the widespread deployment of zero-emission~~
3 ~~vehicles throughout the state; to establish a self-sufficient~~
4 ~~zero-emission industry in which zero-emission vehicles are a viable~~
5 ~~and economic option for all consumers and businesses by 2030;~~
6 ~~and to promote jobs, business growth, and the public health through~~
7 ~~the smart planning of reliable energy resources and deployment~~
8 ~~of clean transportation technology.~~

9 ~~(f) Accelerating the transition to zero-emission vehicles in the~~
10 ~~state will reduce fuel bills and transportation costs across the state~~
11 ~~for all residents, will increase opportunities to promote grid~~
12 ~~management policies, and will have the potential to facilitate~~
13 ~~integration of eligible renewable energy resources that bring~~
14 ~~benefits to electric customers, support advanced transportation~~
15 ~~businesses and jobs, and deliver billions of dollars per year in~~
16 ~~climate, health, and energy benefits.~~

17 ~~(g) Widespread transportation decarbonization requires increased~~
18 ~~participation and access for low- and moderate-income~~
19 ~~communities and other consumers of zero-emission vehicles, and~~
20 ~~increased use of those vehicles in those communities and by other~~
21 ~~consumers to enhance overall air quality, lower the emissions of~~
22 ~~greenhouse gases, and promote general benefits to those~~
23 ~~communities and other consumers.~~

24 ~~(h) Zero-emission vehicles provide a new source of load for~~
25 ~~electric utilities that increase grid asset utilization, which could~~
26 ~~result in reduced rates for all electric customers. Electrical~~
27 ~~corporations should support the transition to these vehicles.~~

28 ~~(i) In addition to electric customer protection objectives, other~~
29 ~~objectives of energy resource planning and investment are to~~
30 ~~minimize the cost to society of reliable energy services provided~~
31 ~~in the state, improve the environment and power grid management,~~
32 ~~and encourage the diversity of energy sources through better~~
33 ~~integration of eligible renewable energy resources, including wind,~~
34 ~~solar, biomass, and geothermal energy, and energy storage.~~

35 ~~(j) Widespread transportation decarbonization should stimulate~~
36 ~~innovation and competition, enable consumer options in charging~~
37 ~~equipment and services, attract private capital investments, and~~
38 ~~create high-quality jobs for residents.~~

39 ~~(k) Deploying zero-emission vehicles should be consistent and~~
40 ~~complementary with policies to develop charging infrastructure~~

1 throughout the state. These efforts should facilitate increased sales
2 of zero-emission vehicles by making refueling and charging easily
3 accessible and should provide the opportunity to access fuels that
4 are cleaner and less costly than gasoline or other fossil fuels in
5 public and private locations.

6 ~~(l) Providing incentives for the purchase, lease, use, and effective~~
7 ~~grid integration of zero-emission vehicles in the near term will~~
8 ~~accelerate deployment and availability of these vehicles in the state~~
9 ~~and globally, deliver associated health and climate benefits, and~~
10 ~~provide overall economic benefits to drivers, electric customers,~~
11 ~~and the state as a whole.~~

12 ~~(m) Incentives for zero-emission vehicles will further the~~
13 ~~following goals:~~

14 ~~(1) One million zero-emission vehicles by 2022 and establishing~~
15 ~~a self-sustaining market, as stated in the Charge Ahead California~~
16 ~~Initiative (Chapter 8.5 (commencing with Section 44258) of Part~~
17 ~~5 of Division 26 of the Health and Safety Code).~~

18 ~~(2) Governor Brown's target of 1.5 million zero-emission~~
19 ~~vehicles by 2025.~~

20 ~~(3) Governor Brown's recent public statements to set a further~~
21 ~~ambitious target of 5 million zero-emission vehicles by 2030, to~~
22 ~~be on track to achieve an 80 percent reduction of greenhouse gas~~
23 ~~emissions in the state by 2050.~~

24 ~~SEC. 2. (a) On or before January 1, 2019, the State Air~~
25 ~~Resources Board, pursuant to Section 9795 of the Government~~
26 ~~Code, shall submit to the Legislature a report regarding the~~
27 ~~operation of the vehicle incentive programs that includes both of~~
28 ~~the following:~~

29 ~~(1) The funding levels necessary to support continuous,~~
30 ~~year-round operation of each of its zero-emission vehicle and~~
31 ~~near-zero-emission vehicle incentive programs.~~

32 ~~(2) Changes to the zero-emission vehicle incentive programs~~
33 ~~that are necessary to increase market penetration of zero-emission~~
34 ~~vehicles.~~

35 ~~(b) The State Air Resources Board may contract with a third~~
36 ~~party for the preparation of the report required pursuant to~~
37 ~~subdivision (a).~~

August 24, 2018

The Honorable Phil Ting
California State Assembly
State Capitol
PO Box 942849
Sacramento, CA 94249-0019

Subject: Support for AB 1184 – San Francisco Transportation Funding

Dear Assemblymember Ting,

On behalf of the San Francisco County Transportation Authority (Transportation Authority), I am writing to express our agency's **strong support for your Assembly Bill 1184**, which would allow voters in the City and County of San Francisco to approve a tax on Transportation Network Company (TNC) rides to fund critical local transportation projects.

The Transportation Authority develops San Francisco's transportation policies through our roles as the county Congestion Management Agency and administrator of San Francisco's Prop K sales tax and Prop AA vehicle registration programs. In 2017, the Transportation Authority staffed the San Francisco Transportation 2045 Task Force, which was comprised of over 60 stakeholder representatives from neighborhood organizations, transportation advocacy groups, business and civic organizations and public agencies. The Task Force identified a \$22 billion funding gap for the city's transportation systems through the year 2045 and identified a TNC trip fee or tax as a potential tool to help close that gap, subject to authorizing state legislation such as AB 1184.

San Francisco is one of the most congested cities in the county, and TNC activities are contributing to that congestion. In June 2017, the Transportation Authority published the groundbreaking report "TNCs Today: A Profile of San Francisco Transportation Network Company Activity," which demonstrated that TNC trips are concentrated in the densest and most congested parts of San Francisco, including the downtown core. At peak periods, TNCs comprise 20-26 percent of vehicle trips in downtown and South of Market areas, with more than 5,700 TNC vehicles operating on San Francisco streets during the peak period. The proposed tax would help mitigate the impacts of this congestion by funding improvements to the city's transportation infrastructure and operations.

In keeping with these prior efforts, and our recently adopted Emerging Mobility Services and Technology policy recommendations, we urge the Legislature's favorable consideration of AB 1184 and thank you for your leadership.

Sincerely,


Tilly Chang
Executive Directorcc: Senator Scott Wiener
Assemblymember David Chiu
A. Powers – San Francisco Mayor's Office
E. Reiskin, K. Breen – SFMTA

Plan, Fund, Deliver

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