



# AGENDA

## PLANS AND PROGRAMS COMMITTEE Meeting Notice

**Date:** 10:30 a.m., Tuesday, March 17, 2015  
**Location:** Room 263, City Hall  
**Commissioners:** Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**Clerk: Steve Stamos**

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1.	<b>Roll Call</b>	
2.	<b>Citizens Advisory Committee Report – INFORMATION*</b>	5
3.	<b>Approve the Minutes of the February 10, 2015 Meeting – ACTION*</b>	11
4.	<b>Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION*</b>	17

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the automatic membership termination of Myla Ablog due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC By-Laws. Ms. Ablog is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

5.	<b>Recommend Allocation of \$1,824,502 in Prop K Funds, with Conditions, for Seven Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*</b>	21
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As summarized in Attachments 1 and 2, we have seven requests totaling \$1,824,502 in Prop K funds to present to the Plans and Programs Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800); and \$72,000 to extend the existing Bicycle Safety Education Classes contract by nine months. The latter request was held over one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee in February. San Francisco Public Works has requested Prop K funds for four projects: planning and environmental review for the Great Highway & Skyline Roundabout

(\$207,535), which will improve traffic flow and safety of the existing intersection, and for the Great Highway Reroute Project (Permanent Restoration) (\$58,267) to ensure the long-term functionality of the road; design of elements from previously completed areawide traffic calming plans (such as curb bulb-outs and a raised crosswalk (\$25,000); and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a recommendation to allocate \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

**6. Recommend Adopting the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION\* 39**

In 2014, California Department of Transportation awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority to conduct the San Francisco Freeway Corridor Management Study (FCMS). The 2013 San Francisco Transportation Plan identified the need for the FCMS to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. In addition, several parallel efforts are underway at the regional and state levels that will shape conditions along San Francisco's freeway corridors. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts. The FCMS is divided into two phases. Phase 1, the subject of this memo, sets the foundation for the Study's Purpose and Need, proposes a goals-based evaluation framework, and identifies a range of potential freeway corridor management strategies to consider in Phase 2. These components are developed based on a review of existing relevant studies and the existing institutional setting. Phase 2 of the FCMS, which is already funded, will be a performance-based evaluation of potential freeway corridor management strategies. **We are seeking a recommendation to adopt the San Francisco FCMS Phase 1 Report.**

**7. Major Capital Projects Update – Central Subway – INFORMATION\* 51**

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both tunnel boring machines completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Substantial completion of this contract is expected in April 2015. Work is also underway on the largest single construction contract ever awarded by the San Francisco Municipal Transportation Agency: the \$840 million Stations and Systems contract. The contractor, Tutor Perini will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation is nearing completion and work has commenced at the Union Square garage. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed, and construction has begun on the roof slab at the Yerba Buena/Moscone station. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018. As of December 31, 2104, the project had paid out \$95.57 million to Small Business Enterprises. With a budget of \$1.578 billion, revenue service is anticipated by December 2018. **This is an information item.**

**8. Introduction of New Items – INFORMATION**

**9. Public Comment**

**10. Adjournment**

\* Additional materials

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## Plans and Programs Committee Meeting Agenda

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

February 25, 2015 MEETING

### 1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:00 p.m. CAC members present were Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Tannen, Chris Waddling (Chair) and Wells Whitney. Transportation Authority staff members present were Liz Brisson, Amber Crabbe, Cynthia Fong, Ryan Greene-Roesel, Rachel Hiatt, Anna LaForte, Maria Lombardo, Mike Pickford and Chad Rathmann.

### 2. Chair's Report – INFORMATION

Chair Waddling explained that Myla Ablog had missed four of the last 12 CAC meetings and therefore her membership was automatically terminated, but that she could be reappointed by the Board and was interested in seeking reappointment.

Chair Waddling announced that staff would offer an ethics and Brown Act training tailored for CAC members and that members should expect to be contacted about potential training dates.

Jacqueline Sachs commented that the September CAC meeting could conflict with a holiday. Maria Lombardo, Chief Deputy Director, responded that the meeting had already been rescheduled and offered to re-send the meeting schedule to CAC members.

### Consent Calendar

#### 3. Approve the Minutes of the January 28, 2015 Meeting – ACTION

#### 4. Internal Accounting and Investment Report for the Six Months Ended December 31, 2014 – INFORMATION

#### 5. State and Federal Legislative Update – INFORMATION

There was no public comment.

**Brian Larkin moved to approve the Consent Calendar. Peter Tannen seconded the motion.**

**The Consent Calendar was approved unanimously.**

### End of Consent Calendar

### 6. Adopt a Motion of Support for the Allocation of \$1,752,502 in Prop K Funds, with Conditions, for Six Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

John Larson noted that the restoration of the Great Highway had come up at a previous CAC meeting and asked whether there was a long-term plan and schedule to transform the Great Highway into a non-motorized trail. Oscar Gee, Project Manager, with San Francisco Public

Works (SFPW), replied that currently there was no schedule, but that SFPW was working with SPUR and other stakeholders on concepts. He added that establishing responsibility for maintenance of a potential trail was a key point in developing a trail project. Mr. Larson asked whether SFPW would be responsible for maintenance if the Great Highway was rebuilt as a vehicular roadway. Mr. Gee responded in the affirmative.

Santiago Lerma asked what “permanent restoration” meant and what would happen with the portion of the former roadway width that would no longer be used under the proposal. Mr. Gee replied that the road would be one-way, with southbound traffic shifted onto the former northbound lane and what had been the southbound lane would be abandoned. He added that there was a possibility of using the former southbound roadway for pedestrians and bicyclists, but that there were concerns with erosion.

Peter Tannen asked whether there would be a barrier protecting the northbound bike lane on San Jose Avenue in addition to the proposed barrier along the southbound lane. Craig Raphael, with the San Francisco Municipal Transportation Agency (SFMTA), replied that the barrier would only be along the southbound lane. Mr. Tannen said that it was not clear how southbound cyclists on Dolores Street would get to southbound San Jose Avenue. Mr. Raphael said that SFMTA would follow up. Mr. Tannen said that in the past a barrier protected bike facility along the Bernal Cut often collected debris and asked whether the proposed facility would suffer similarly. Mr. Raphael said that he imagined SFPW would clean the San Jose Avenue bike lane similarly to how it cleaned Market Street bike facilities.

Mr. Tannen referred to an exhibit for the proposed 7th Avenue and Lincoln Way project and asked what roadway width resulting from narrowing one traffic lane by one foot would be used for. Mr. Raphael said that SFMTA would follow up. Mr. Tannen asked whether there were detailed diagrams for the traffic calming implementation proposal locations. Mr. Raphael said that the purpose of the current request was to enable SFMTA to produce the detailed design drawings. Mr. Tannen asked whether there was a list of the 45 proposed locations in the WalkFirst Phase 1 project. Mr. Raphael said that there were currently 90 locations from which SFMTA would choose 45 and Ms. LaForte referenced the list attached to the allocation request.

Chair Waddling asked whether there had been consideration of a barrier protected northbound bike lane on San Jose Ave. Mr. Raphael replied that the southbound lane was the priority and he believed a northbound barrier protected bike lane was not feasible.

There was no public comment.

**Wells Whitney moved to approve this item. Santiago Lerma seconded the motion.**

**The motion was approved unanimously.**

**7. Adopt a Motion of Support for approval of the San Francisco Freeway Corridor Management Study Phase 1 Report – ACTION**

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

Wells Whitney asked whether the Transportation Authority was involved solely in the San Francisco study, or whether all the related efforts were one large project or otherwise being coordinated. Ms. Hiatt responded that the Transportation Authority was the lead agency only for the San Francisco Freeway Corridor Management Study and not for other related efforts outside of San Francisco. She added that different projects throughout the corridor had different agency leads, but that the agency teams coordinated with each other.

Mr. Whitney stated that the increase in travel demand seemed substantially more than could be accommodated by the strategies proposed, and that strategies such as major increases in Caltrain capacity and bus rapid transit on US 101 might be needed to achieve the goals. Chief Deputy Lombardo agreed that this type of comprehensive, multimodal approach to peninsula corridor travel demand was really needed and that there seemed to be some political momentum growing for this kind of planning. She cited Assembly Bill 378, introduced by Assemblyman Mullin, which at this point was a policy statement/challenge to the state, regional and local agencies along the corridor to come to consensus on improvements that can be made quickly in the corridor. Ms. Lombardo noted that this provides a potential legislative vehicle for FCMS and related recommendations. Ms. Hiatt added that each of the four types of strategies presented would not alone meet the goal of managing demand, but together they might and that analysis would happen in Phase 2.

Peter Tannen asked about the status of the Alemany Interchange Multimodal Improvement Study and Cesar Chavez East Transportation Study identified on page nine of Enclosure A. Deputy Director for Policy and Programming, Anna LaForte, said the Transportation Authority was waiting to hear if Caltrans would award a planning grant for the Alemany study that would supplement proposed Neighborhood Transportation Improvement Program (NTIP) planning funds. With respect to the Cesar Chavez East project, she said that the Transportation Authority and SFMTA were currently engaged in discussions with the District 10 Supervisor to see if NTIP capital funds could be used to implement some of the near-term recommendations.

Santiago Lerma asked why the I-280 high occupancy vehicle (HOV) lane was removed. Ms. Hiatt stated that after the 1989 Loma Prieta earthquake, many segments of the freeway were damaged and closed, and so the California Department of Transportation converted some HOV lanes to mixed flow lanes to provide more single-occupant vehicle capacity.

During public comment, Roland LeBrun stated that the Santa Clara Express Lanes would be free for carpools, not discounted. He also stated that major expansion in Caltrain capacity and potentially high-speed rail was needed to provide sufficient capacity in the corridor.

**Peter Tannen moved to approve this item. John Larson seconded the motion.**

**The motion was approved with a vote of six in favor, with Wells Whitney abstaining.**

**8. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION**

Eric Cordoba, Consultant Engineer, presented the item per the staff memorandum.

There was no public comment.

**9. Adopt a Motion of Support for Amendment of the Adopted Fiscal Year 2014/15 Budget to Increase Revenues by \$2,959,881 and Decrease Expenditures by \$29,750,654 for a Total Net Increase in Fund Balance of \$32,710,535 – ACTION**

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

There was no public comment.

**Wells Whitney moved to approve this item. Brian Larkin seconded the motion.**

**The motion was approved unanimously.**

**10. Final Report of the Late Night Transportation Working Group – INFORMATION**

Liz Brisson, Senior Transportation Planner, and Ben Van Houten of the Office of Economic and Workforce Development, presented the item.

Chair Waddling asked whether the survey contained information about how late night transportation needs varied among residents who lived in different parts of San Francisco and the region. Ms. Brisson said that the survey was an opt-in that represented a population of individuals who cared about late night transportation issues. She added that the survey included home zip code and that the data set was available for anyone wishing to do additional analysis and cross-tabs.

Jacqueline Sachs asked whether any Muni operators participated in the Working Group, noting that the 3-Jackson changes that occurred during the Transit Effectiveness Project were problematic. Ms. Brisson said that the San Francisco Municipal Transportation Agency had participated in the working group, but not a Muni operator in particular. She added that this phase of work had not done any detailed service planning, but in implementing the follow-on recommendation to consider refreshing late night bus service that a Muni operator could be invited to participate.

Santiago Lerma asked whether a lot of people rode the existing late night Alameda-Contra Costa County Transit District (AC) buses. Ms. Brisson said as part of the Late Night Working Group effort transit ridership data had been summarized, and that while she did not have it readily available she could forward it to Mr. Lerma and other interested CAC members. Mr. Van Houten added that as a part of the Bay Area Rapid Transit-AC Transit late night service pilot, ridership would be evaluated mid-way to inform next steps for the pilot's conclusion.

There was no public comment.

#### 11. **Improving West Side Strategic Analysis Report – INFORMATION**

Ryan Greene-Roesel, Senior Transportation Planner, presented the item per the staff memorandum.

John Larson asked how the West Side would be defined. Ms. Greene-Roesel indicated that although the Strategic Analysis Report (SAR) was initiated by Commissioner Tang, it would address more than just the Sunset District. She said Commissioner Tang was interested in the committee's feedback on how to define the boundaries. Mr. Larson added that he would be interested in seeing District 7 included in the analysis. He said that the 19th Avenue Transit Project illustrated a lot of the challenges in the area, which included intermodal connections and service frequency issues. He said light rail down Sloat Avenue had been considered in the past, and could be considered again along with bus rapid transit. He asked whether focus groups would be held. Ms. Greene-Roesel said that staff intended to suggest that the commissioner convene a working group to meet two to three times during the study, and that other types of focused outreach could be considered.

Brian Larkin asked whether the Richmond District would be included, and that service improvements beyond what was already planned for the Geary Corridor Bus Rapid Transit were needed, especially since it could quickly reach capacity.

Jacqueline Sachs requested that the study examine the 2-Clement route.

Santiago Lerma asked whether a Bay Area Rapid Transit (BART) extension to the West Side was being considered. Ms. Greene-Roesel responded that it was not, but could be referenced as part of visioning, and that land use densities were part of the constraint.

Maria Lombardo, Chief Deputy Director, noted that the SAR was happening at the same time



as the Metropolitan Transportation Commission's Core Capacity Transit Study examining Muni Metro and BART transbay corridor capacity needs – looking at both rail improvements and shorter term improvements such as expanded bus service. She said that relevant SAR recommendations could potentially be incorporated into the Core Capacity Transit Study, if, for example, the SAR evaluated express bus connections to downtown or to major transit hubs.

Wells Whitney indicated his support for red transit lanes, and stated that a mix of investments were needed.

There was no public comment.

## 12. State Road Usage Charge Pilot Program Update – INFORMATION

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

Chair Waddling asked why the State was not just looking at odometer readings. Ms. Crabbe responded that a higher-tech method would allow tracking not just of total miles traveled but also whether those miles were on public roads within the state. She said that using global positioning systems would also allow multi-tiered pricing schemes such as charging less per mile to drive off-peak or on less congested roadways. Ms. Crabbe added that these devices could have co-benefits such as providing safety and congestion alerts.

Wells Whitney said he supported the idea of a road usage charge and saw it as a way to raise money to supplement the gas tax. He proposed that the state should incentivize private sector participation to get the right technology.

Brian Larkin asked why the gas tax couldn't be raised since it was a much simpler way to collect revenue. He noted that the gas tax was performing fine today, and that it would be ten years before there was a significant enough shift in fuel efficiency to seriously degrade revenue. Ms. Crabbe replied that it could take ten years to implement a road usage charge. Maria Lombardo, Chief Deputy Director, added that several states had recently raised their gas taxes.

John Larson asked how the state could avoid providing a disincentive for low emission vehicles. Ms. Crabbe responded that these drivers would still benefit by not having to pay for fuel. Mr. Larson volunteered to participate in the pilot program.

There was no public comment.

## 13. Introduction of New Business – INFORMATION

Jacqueline Sachs requested that the CAC receive updates on the Presidio Parkway and Central Subway projects. Ms. Lombardo noted that Central Subway would be on the April CAC agenda and Presidio Parkway would follow shortly thereafter.

Santiago Lerma requested that the CAC receive information on changes proposed for Mission Street as part of Muni Forward.

There was no public comment.

## 14. Public Comment

During public comment, Roland LeBrun described a video on railroad crossing safety equipment used in Great Britain that he suggested could be used along the Caltrain corridor and asked staff to pass the link along to CAC members.

### Adjournment

The meeting was adjourned at 8:12 p.m.



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# DRAFT MINUTES

## PLANS AND PROGRAMS COMMITTEE

Tuesday, February 10, 2015

### 1. Roll Call

Chair Tang called the meeting to order at 10:04 a.m. The following members were:

**Present at Roll Call:** Commissioners Christensen, Tang and Yee (3)

**Absent at Roll Call:** Commissioners Breed (entered during Item 2) and Farrell (entered during Item 7) (2)

### 2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its January 28 meeting, the CAC considered and unanimously passed Items 6, 7, and 8 from the agenda. Mr. Waddling stated there was one item considered by the CAC that was not included in the Plans and Programs Committee agenda regarding the private shuttle program overseen by the San Francisco Municipal Transportation Agency. He said there was considerable discussion and public input on this item, which was available for review in the CAC minutes provided in the packet.

There was no public comment.

### Consent Calendar

#### 3. Approve the Minutes of the January 13, 2015 Meeting – ACTION

#### 4. Recommend Adoption of the Fiscal Year 2015/16 Transportation Fund for Clean Air Local Expenditure Criteria – ACTION

There was no public comment.

The Consent Calendar was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

### End of Consent Calendar

### 5. Recommend Appointment of One Member to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee – ACTION

Colin Dentel-Post, Transportation Planner, presented the item per the staff memorandum.

Sanford Kingsley, Angela Paige Miller, and Kate Lazarus spoke to their interests and qualifications in being appointed to the Geary Corridor Bus Rapid Transit Citizens Advisory Committee (GCAC).

There was no public comment.

Commissioner Yee moved to recommend appointment of Ms. Miller, seconded by Commissioner Christensen.

Commissioner Christensen thanked the applicants and recognized the time and effort required to attend the meeting and volunteer for this type of position, and hoped that the applicants would stay involved in the future.

Chair Tang commented that all of the candidates appeared qualified and offered unique qualities, including personal experience in using public transportation in the Geary corridor. She said she would be happy to support any of the candidates but also supported the nomination of Ms. Miller.

The motion to recommend appointment of Angela Paige Miller to the GCAC was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

**6. Recommend Programming of Up to \$5,143,714 in Cycle 4 Lifeline Transportation Program (LTP) Funds to Two San Francisco Municipal Transportation Agency (SFMTA) Projects, Concurrence with Cycle 4 LTP Prop 1B Priorities as Submitted by SFMTA and the Bay Area Rapid Transit District, and Amendment of the Prop K Bus Rapid Transit/MUNI Metro Network 5-Year Prioritization Program – ACTION**

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

Chair Tang asked about the timeline for the mobility management project which was not recommended for funding.

Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA responded that the timeline proposed in the grant would be maintained through the use of prior-year LTP funds and Federal Transit Administration New Freedom funds. He said work would start sometime in the spring, likely around May.

Commissioner Christensen commented that she was happy to see the extension of the late night transit service and said the constituents near Fisherman's Wharf constantly reminded her that they were not nine-to-five workers, making it difficult to fill positions without better transit to work.

Commissioner Breed asked about the ability to have pit stops installed in other locations in the City.

Ms. Crabbe responded that the Bay Area Rapid Transit District was working with San Francisco Public Works on the pit stops and that staff could follow up to get the requested information to Commissioner Breed's office.

During public comment, Ben Van Houten of the Office of Economic and Workforce Development, stated he supported the late night transportation expansion as a result of the working group he participated in with Transportation Authority staff. He said this was a workforce issue and referenced a report that would be released later in the week.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Tang and Yee (4)

Absent: Commissioner Farrell (1)

**7. Recommend Allocation of \$5,199,670 in Prop K Funds, with Conditions, and \$636,480 in Prop AA Funds for Eight Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION**

Chad Rathmann, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Tang asked if locations for the rectangular rapid flashing beacons had been identified. Mr. Rathmann responded that the locations had been identified, but the number of beacons at each location would be determined through the request. He added that depending on the number of beacons designed for each location, the San Francisco Municipal Transportation Agency (SFMTA) could potentially install beacons at an additional three locations.

Chair Tang asked for the location of the eight known intersections. Mr. Rathmann responded that the locations were included in the meeting agenda.

Commissioner Yee asked for clarification on how the beacons would be located. Jonathan Rewers, Capital Financial Planning and Analysis Manager at the SFMTA, responded that the SFMTA considered several criteria in determining locations, including past collision data and high-injury intersections identified through Vision Zero. Mr. Rewers added that the SFMTA also considered locations that were planned for future signalization, but that could benefit from a beacon in the near term since beacons were installed quicker than a full signal.

Commissioner Christensen asked what other costs were included in the contract to provide bicycle education safety classes besides direct costs associated with the classes, noting that each class would cost an average of \$1,800. Mr. Rathmann responded that other costs in the request included SFMTA labor to administer the program and contract costs. Commissioner Christensen noted that the cost per class seemed expensive.

Chair Tang voiced support for bicycle safety education classes but also noted that her office regularly received complaints that bicycle riders were not following the rules of the road. Chair Tang noted that the rules of the road should be included in the class curriculum.

Colin Dentel-Post, Transportation Planner, presented the last item of the request.

Commissioner Breed noted an increase in enforcement of illegal bicyclist behavior, but said there was not an existing system for bicyclists to complete traffic education as part of enforcement, unlike that of motorists. Commissioner Breed added that in the past, bicycle education safety classes had been aimed at families and others in San Francisco who were not comfortable bicycling in San Francisco. She noted that turnout in classes with participants from underrepresented communities continued to be low even with extensive outreach. Commissioner Breed noted some of the feedback she had heard was that outreach was targeted at people who did not ride bicycles. She voiced her support for outreach to people who already rode bicycles to increase their safety and ensure that they were following the rules of the road. Commissioner Breed added that she would oppose additional investment in the bicycle safety education classes without a more clear and comprehensive plan to address challenges in the bicycling community.

Commissioner Christensen asked how bicycle safety education classes were currently promoted and who attended. Mr. Rewers responded that the classes were focused on where to bicycle and

how to bicycle in San Francisco, but that he did not know how many people had attended the classes. He added that based on the feedback and questions from the committee members, it would make sense to delay the request and return with answers. Mr. Rewers that the SFMTA could bring information on how the program and contract had been managed and could also work with the contractor to answer what the program would look like in the future.

Commissioner Yee voiced his support to make sure goals and metrics were included in contracts like the bicycle safety education classes program contract.

There was no public comment.

Chair Tang moved to amend the item to reflect the removal of SFMTA's request for Bicycle Safety Education Classes, and to recommend allocation of \$5,127,670 in Prop K funds, with conditions, and \$636,480 in Prop AA funds, with conditions, for seven requests.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

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

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

**8. Recommend Reprogramming of \$10,227,540 in OneBayArea Grant Funds from the San Francisco Municipal Transportation Agency's Masonic Avenue Complete Streets Project to the Light Rail Vehicle Procurement Project, with Conditions – ACTION**

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

Chair Tang said it was a smart fund switch and asked if the proposal would speed up the Light Rail Vehicle Procurement project.

Ms. Crabbe responded that the schedule would remain the same, and that just the fund sources would be different.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Breed, Christensen, Farrell, Tang and Yee (5)

**9. Major Capital Projects Update – I-80/Yerba Buena Island Interchange Improvement Project – INFORMATION**

Eric Cordoba, Project Management Oversight Consultant, presented the item per the staff memorandum.

Commissioner Christensen asked if the preferred approach to the west side bridges would include visual and environmental improvements to the sizable retaining walls.

Mr. Cordoba responded that one of the key documents being produced was a visual impact analysis which would determine which aesthetic treatments would be implemented. He added that the California Department of Transportation (Caltrans) had utilized similar retaining walls on the other side of the island and that the goal was to match the topography to the extent possible.

Tilly Chang, Executive Director, thanked the project manager team and noted that the project was tremendously complex without factoring in the topography of the island. She said there had been effective coordination with the other agencies including Caltrans, which was dismantling the San Francisco-Oakland Bay Bridge in the same vicinity, and that all indications were that the project was on-time and on-budget.

There was no public comment.

**10. Introduction of New Items – INFORMATION**

There was no public comment.

**11. Public Comment**

There was no public comment.

**12. Adjournment**

The meeting was adjourned at 11:13 a.m.



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# Memorandum

**Date:** 03.12.15 **RE:** Plans and Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Maria Lombardo – Chief Deputy Director *mel*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Appointment of Two Members to the Citizens Advisory Committee

## Summary

The Transportation Authority has an eleven-member Citizens Advisory Committee (CAC). CAC members serve two-year terms. Per the Transportation Authority's Administrative Code, the Plans and Programs Committee recommends and the Transportation Authority Board appoints individuals to fill any CAC vacancies. Neither Transportation Authority staff nor the CAC make any recommendations on CAC appointments, but we maintain an up-to-date database of applications for CAC membership. A chart with information about current CAC members is attached, showing ethnicity, gender, neighborhood of residence, and affiliation. There are two vacancies on the CAC requiring committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the automatic membership termination of Myla Ablog due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC By-Laws. Ms. Ablog is seeking reappointment. Attachment 1 shows current CAC membership and Attachment 2 lists applicants. **We are seeking a recommendation to appoint two members to the CAC.**

## BACKGROUND

There are two vacancies on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancies are the result of the resignation of Angela Minkin due to time constraints associated with her travel schedule and other obligations and the automatic membership termination of Myla Ablog due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC By-Laws. There are currently 12 applicants to consider for the existing vacancies.

## DISCUSSION

The CAC is comprised of eleven members. The selection of each member is recommended at-large by the Plans and Programs Committee (Committee) and approved by the Transportation Authority Board. Per Section 6.2(f) of the Transportation Authority's Administrative Code, the eleven-member CAC:

“...shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Attachment 1 is a tabular summary of the current CAC composition. Attachment 2 provides similar information on current applicants for CAC appointment. Applicants are asked to provide residential location and areas of interest. Applicants provide ethnicity and gender information on a voluntary basis. CAC applications

are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and e-mail blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority.

All applicants have been advised that they need to appear in person before the Committee in order to be appointed, unless they have previously appeared before the Committee. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

### **ALTERNATIVES**

1. Recommend appointment of two members to the CAC.
2. Recommend appointment of one member to the CAC.
3. Defer action until additional outreach can be conducted.

### **CAC POSITION**

None. The CAC does not make recommendations on appointment of CAC members.

### **FINANCIAL IMPACTS**

None.

### **RECOMMENDATION**

None. Staff does not make recommendation on appointment of CAC members.

Attachments (2):

1. Current CAC Members
2. CAC Applicants

Enclosure:

1. CAC Applications

Attachment 1

CITIZENS ADVISORY COMMITTEE<sup>1</sup>

<b>Name</b>	<b>Gender</b>	<b>Ethnicity</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation</b>	<b>First Appointed</b>	<b>Term Expiration</b>
Wells Whitney, Vice Chair	NP	NP	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 15
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 15
Myla Ablog	F	Filipina	5	Japantown	Environmental, Neighborhood	Sep 13	Sep 15
Eric Rutledge	NP	NP	4	Outer Sunset	Environmental, Neighborhood, Public Policy	Nov 13	Nov 15
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	NP	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Angela Minkin	F	C	11	Excelsior	Environmental, Neighborhood, Public Policy	May 12	May 16
Raymon Smith	NP	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	July 14	July 16
Brian Larkin	NP	NP	1	Richmond	Neighborhood	May 04	Sep 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Chris Waddling, Chair	NP	NP	10	Silver Terrace/Bayview	Environmental, Neighborhood	Dec 14	Dec 16

A – Asian American      AA – African American      C – Caucasian      H – Hispanic      NA – Native American      NP – Voluntary Information, Not Provided

<sup>1</sup> Shading denotes open seats on the CAC.

## Attachment 2 (Updated 03.12.15)

## APPLICANTS

<b>Name</b>	<b>Ethnicity</b>	<b>Gender</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>
1 Myla Ablog	Filipina	F	5	Japantown	Environmental, Neighborhood
2 Soumya Aleti*	East Indian	F	1	Lone Mountain	Busines, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
3 Rachel Frederick*	NP	NP	4	Central Sunset	Business, Environmental, Neighborhood, Public Policy
4 Aaron Goodman	NP	NP	11	Lakeside/ Parkmerced	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
5 Tom Hubbard*	C	M	5	Cole Valley	Environment, Neighborhood
6 Michele Jacques	NP	NP	7	Oceanview	Neighborhood, Public Policy
7 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
8 Jessica Lunney	C	F	2	Cow Hollow	Business, Environmental, Neighborhood, Public Policy
9 Catherine Orland	C	F	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy
10 Glenn Rogers	NP	NP	7	NP	Business, Disabled, Environmental, Labor, Neighborhood, Senior Citizen
11 Daniel Sisson	H/C	M	1	Inner Richmond	Neighborhood
12 Howard Strassner	NP	NP	7	NP	Environmental, Neighborhood, Public Policy, Senior Citizen

A – Asian American      AA – African American      C – Caucasian      H – Hispanic      NA – Native American      NP – Voluntary Information, Not Provided

\* Applicant has not appeared before the Plans and Programs Committee.



# Memorandum

**Date:** 03.12.15 **RE:** Plans and Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Anna LaForte – Deputy Director for Policy and Programming *all*

**Through:** Tilly Chang – Executive Director *TJC*

**Subject:** **ACTION** – Recommend Allocation of \$1,824,502 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

**Summary**

As summarized in Attachments 1 and 2, we have seven requests totaling \$1,824,502 in Prop K funds to present to the Plans and Programs Committee. Attachment 3 summarizes our recommendations. The San Francisco Municipal Transportation Agency (SFMTA) has requested Prop K funds for three projects. They include design and construction of WalkFirst Phase 1 Pedestrian Safety Implementation (\$1,000,000), which addresses up to 45 intersections on Pedestrian High Injury Corridors; construction of bicycle and pedestrian signal upgrades and curb ramps at the intersection of 7th Avenue and Lincoln Way (\$210,800); and \$72,000 to extend the existing Bicycle Safety Education Classes contract by nine months. The latter request was held over one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee in February. San Francisco Public Works has requested Prop K funds for four projects: planning and environmental review for the Great Highway & Skyline Roundabout (\$207,535), which will improve traffic flow and safety of the existing intersection, and for the Great Highway Reroute Project (Permanent Restoration) (\$58,267) to ensure the long-term functionality of the road; design of elements from previously completed areawide traffic calming plans (such as curb bulb-outs and a raised crosswalk (\$25,000); and San Jose Avenue Follow the Paving (\$250,900), which would construct a protected bike lane from Randall to Arlington Streets and other pedestrian crossing improvements at Randall and Dolores. **We are seeking a recommendation to allocate \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules.**

## BACKGROUND

We have received eight requests for a combined total of \$1,824,502 in Prop K funds to present to the Plans and Programs Committee at the March 17, 2015, meeting, for potential Board approval on March 24, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Great Highway Erosion Repair
- Signals and Signs
- Traffic Calming
- Prop K Bicycle Circulation/Safety
- Prop K Pedestrian Circulation/Safety

Transportation Authority Board adoption of a 5-Year Prioritization Program (5YPP) for Prop K programmatic categories is a prerequisite for allocation of funds from these categories

## DISCUSSION

The purpose of this memorandum is to present seven Prop K requests to the Plans and Programs

Committee and to seek a recommendation to allocate these funds, with conditions. Attachment 1 summarizes the seven requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the enclosed Allocation Request Forms.

Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions, 5YPP amendments and other items of interest.

**Bicycle Safety Education Classes:** The \$72,000 request for the San Francisco Municipal Transportation Agency's (SFMTA) Bicycle Safety Education Classes project was held over by one month as directed by the Plans and Programs Committee. SFMTA staff will attend the March meeting to address questions raised by the Committee at the February meeting. SFMTA's current contractor for this work, the San Francisco Bicycle Coalition, has provided a summary of the Bicycle Safety Education Classes for 2014 (see Attachment 4). Questions asked by the Committee included how SFMTA reaches out to current cyclists who are not exhibiting safe cycling behavior to educate them about how to ride safely in San Francisco; the relative priority of using funds to reach new cyclists versus other bicycle education and outreach needs; and cost for the various types of classes.

## ALTERNATIVES

1. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on the Bicycle Safety Education Classes project at its January 28 meeting and adopted a motion of support for the staff recommendation, with one member abstaining. The CAC was briefed on the other six requests included in this item at its February 25 meeting and adopted a motion of support for the staff recommendation.

## FINANCIAL IMPACTS

This action would allocate \$1,824,502 in Fiscal Year 2014/15 Prop K funds, with conditions, for seven requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

The Prop K Capital Budget (Attachment 5) shows the recommended cash flow distribution schedules for the subject requests. Attachment 6 contains a cash-flow-based summary table including the Prop K Fiscal Year 2014/15 allocations to date and the subject Prop K requests.

Sufficient funds are included in the adopted Fiscal Year 2014/15 budget to accommodate the recommendation actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

**RECOMMENDATION**

Recommend allocation of \$1,824,502 in Prop K funds, with conditions, for seven requests, subject to the attached Fiscal Year Cash Flow Distribution Schedule.

Attachments (6):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Bicycle Safety Education Program: Summary of 2014 Outreach and Successes
5. Prop K Capital Budget 2014/15
6. Prop K 2014/15 Fiscal Year Cash Flow Distribution – Summary Table

Enclosure:

1. Prop K Allocation Request Forms (7)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Prop K Leveraging		Phase(s) Requested	District	
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		\$ 207,535	86%	0%	Planning, Environmental	7	
Prop K	26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		\$ 557,596	86%	90%	Planning, Environmental	4, 7	
Prop K	33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		\$ 370,800	34%	43%	Construction	5	
Prop K	38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 4,450,900	51%	94%	Construction	8, 9	
Prop K	38	SFPW	Traffic Calming Implementation (Prior Areawide Plans)	\$ 25,000		\$ 25,000	51%	0%	Design	5, 7, 8	
Prop K	39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	\$ 377,000	28%	0%	Construction	Citywide	
Prop K	40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		\$ 1,350,000	25%	26%	Design, Construction	Citywide	
<b>TOTAL</b>						<b>\$ 1,824,502</b>	<b>\$ -</b>	<b>48%</b>	<b>71%</b>		

Footnotes

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

<sup>2</sup> Acronyms include SFMTA (San Francisco Municipal Transportation Agency) and SFPW (San Francisco Public Works).

<sup>3</sup> "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%.

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



Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		SFPW will use Prop K funds for planning and environmental review for a new roundabout to improve pedestrian and cyclist safety at the Great Highway and Skyline Boulevard intersection. Developed as part of the Ocean Beach Master Plan, the roundabout will result in safer, shorter crossings for people walking and riding bikes at the complex intersection by reducing conflict points with moving vehicles and reducing vehicular speeds. The roundabout will maintain constant traffic flow, which is not possible with continued signalization of the intersection. SFPW will perform community outreach targeting stakeholders and hold a public meeting as part of the project planning phase. Planning is anticipated to be completed by December 2015 with environmental review completed by June 2016. SFPW anticipates that the roundabout will be open for use by late 2017, about 6 months after completion of the Great Highway Reroute Project.
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		Prop K funds will match federal funds for additional planning/conceptual engineering (surveys and traffic review in coordination with SFMTA) and environmental work to further develop the scope, budget, and timeline of the preferred, permanent restoration project for the Great Highway south of Sloat Boulevard. The preferred option will preserve the roadway's function while restoring the roadway to its pre-disaster condition, and will convert the 2 existing northbound lanes into a single northbound and a single southbound travel lane. The project is supported by SPUR, the California Coastal Commission, National Park Services, and the City's Traffic Engineer. SFPW will conduct outreach to key neighborhood and community groups and residents. Planning is anticipated to be completed by June 2015 with environmental review completed by March 2016. SFPW anticipates that the Great Highway will be open for use in its new configuration by early 2017.
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		Prop K will leverage \$160,000 in Bicycle Transportation Account funds and be used for construction of bicycle, pedestrian and traffic signal improvements at the intersection of 7th Avenue and Lincoln Way. Improvements include a new signal phase for bicycles crossing Lincoln Way, pedestrian countdown signals, accessible (audible) pedestrian signals, mast-arm mounted signal heads, curb ramps, and an improved median refuge area for pedestrians. Construction is scheduled to begin by December 2015 and be complete by March 2016.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		Prop K funds will be used to construct a concrete barrier separating the southbound bicycle lane on San Jose Avenue between Randall Street and Arlington Street from vehicle traffic. The project will also upgrade a pedestrian island at the intersection of Randall Street and San Jose Avenue, and extend a sidewalk at the intersection of Dolores Street and San Jose Avenue. These improvements are outlined in San Francisco Planning Department's Mission Streetscape Plan. This project will be implemented through a paving project set to begin construction in Fall 2015.
38	SFPW	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000		Prop K will be used for detailed design for 7 curb bulb-outs, 1 raised crosswalk, and accompanying curb ramps at the intersections of 6th Avenue and Judah Street, Tiffany Street and 29th Street, Roosevelt Way at 15th Street, and 9th Avenue at Pacheco Street. Design will be completed by June 2015 with construction anticipated Fall 2015 to Spring 2016. Pending information from SFMTA on the cost estimate and potential source(s) of funding for construction. These improvements originated in the Traffic Calming Area-wide Planning process and are part of SFMTA's backlog of Traffic Calming projects.
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	The SFMTA will use Prop K funds for a nine-month extension to an existing three-year bicycle safety education contract. The extension (from February 2015 through November 2015) will provide continuity in classes (adding 39 more classes) and also allow time for an evaluation of bike safety education and potential improvements to the program in advance of a new contract. Outreach and promotion for the classes will target underserved communities within San Francisco including promotion in Chinese, Spanish and English, and groups historically underrepresented in the cycling community such as ethnic minorities and women.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		SFMTA will design and construct pedestrian safety improvements at up to 45 locations on Pedestrian High Injury Corridors identified through the WalkFirst Investment Strategy (see candidate locations in allocation request form). WalkFirst is a data-driven planning process that identified the 6% of streets that account for 60% of pedestrian collisions, as well as a suite of quick, inexpensive, and effective countermeasures to address collision profiles at those locations. Improvements such as advance stop or yield lines, painted pedestrian medians, and continental crosswalks will be implemented on a rolling basis at stand-alone intersections, along corridors, or through coordination with other projects. Construction should start April-June 2015 and end by 2016.
<b>TOTAL</b>			<b>\$ 1,824,502</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535		<p><b>5-Year Prioritization Program (5YPP) Amendment:</b> Our recommendation is contingent upon a concurrent amendment of the New and Upgraded Streets 5YPP to reprogram \$207,537 in FY 2014/15 funds from the design phase of the Great Highway Reroute Project (Permanent Restoration), which will be fully funded with Prop K and Federal Highway Administration Emergency Relief funds, to the subject project. Note there is ~\$1 million in TBD funds to fully fund construction. Potential sources include other Prop K categories, Prop AA vehicle registration fee, and Active Transportation Program funds.</p> <p><b>Multi-Phase Allocation:</b> We are recommending a multi-phase allocation given the concurrent nature of the planning and environmental work.</p>
26	SFPW	Great Highway Reroute Project (Permanent Restoration)	\$ 58,267		<p><b>Multi-Phase Allocation:</b> We are recommending a multi-phase allocation given the short duration of the remaining planning work.</p>
33, 39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 210,800		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment of the Signals and Signs 5YPP to re-program \$95,476 in design funds from Traffic Signal Upgrades (15 Locations) to the subject project.</p>
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		<p>Transportation Authority staff approved SFPW's request to advertise the project at risk (i.e., in advance of Board allocation of funds) so that it could be advertised as part of a larger paving project.</p>
38	SFPW	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to reprogram \$25,000 from the construction phase to the design phase of the subject project.</p>
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ -	

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Recommendation
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation	\$ 1,000,000		<p><b>5YPP Amendment:</b> Our recommendation is contingent upon a concurrent amendment to the Pedestrian Safety and Circulation 5YPP to reprogram \$715,900 in FY 14/15 funds currently programmed to the 6th Street Improvements (NITP) construction to the subject project. For 6th Street Improvements, SFMTA is planning on requesting \$1 million in Prop K funds for the environmental phase, through which it will determine costs and a funding plan for design and construction.</p> <p>Our recommendation is for a multi-phase allocation given the relatively short duration of design for site specific improvements, straight forward nature of the improvements, and desire of SFMTA to expedite construction of Phase 1 WalkFirst improvements.</p>
<b>TOTAL</b>			<b>\$ 1,824,502</b>	<b>\$ -</b>	

<sup>1</sup> See Attachment 1 for footnotes.

## **Bicycle Safety Education Program: Summary of 2014 Outreach & Successes**

**The San Francisco Bicycle Coalition is proud to be the leading resource for bicycle safety education in San Francisco.**

Every year, we reach tens of thousands of people with our street safety classes and resources. Through funding from the SFCTA and SFMTA, we are able to offer a variety of classes, including: Adult Learn to Ride, Traffic Skills 101 Classroom and On-road course, Intro to Urban Bicycling, Middle School PE courses and Freedom From Training Wheels. In 2014, over 1,500 youth and adults attended one of nearly 70 events to learn about the rules of the road, and how to safely bicycle on the streets of San Francisco. All of the bicycle safety classes are free and open to the public, welcoming for all skill levels.

We strive to provide this resource to residents all across the city; which is why we provide classes in diverse neighborhoods throughout the year. We partner with established community groups and community centers to host our classes, helping to reach a broad audience. One example of our collaborative approach is our work with the Bayview YMCA and POWER through our Community Bike Build program, which provided free bikes to low-income residents in the Bayview (funding for the bikes comes from a different, non-Prop K source).

The following is a list of Community Organizations we partnered with in 2014:

Bayview YMCA, POWER, PODER, Chinatown CDC, Catholic Charities Mission and 10th Housing, EAH Housing Buchanan Park Apartments, African American Arts and Culture Complex, Burton High School Bike Club, Magnet, Recology, Environmental Defense Fund, Honey Hive Gallery, Salvation Army, North of the Panhandle Neighborhood Association, The Women's Building, Harvey Milk Center, City of Dreams, Dolores Street Community Services and the Day Laborers Center, St. John's, SF Public Library, and SF Police District Stations.

We explicitly reach out to non-English populations with these bicycle safety opportunities. We have translated our education flyers and the Rules of the Road materials and safety materials into Chinese and Spanish, and schedule classes in both Cantonese and Spanish at centers that primarily serve these populations. Promotional materials in all languages are attached. We also host specialized classes that offer tailored information for older adults (50+); welcoming environments for women, transgendered and female-identified individuals; as well as LGBTQ-focused events.

Throughout the past year of the of the contract to date, the San Francisco Bicycle Coalition has educated in-person over 1,500 individuals about the rules of the road and how to bicycle safely, confidently, respectfully and legally. In addition, the SF Bicycle Coalition's website has a wealth of resources on bicycle law, safety and locking practices. In 2014, the SF Bicycle Coalition launched a Rules of the Road video in conjunction with funding from SF Department of the Environment and in 2015 plans to translate this content into several languages. This video can be viewed at: <http://www.sfbike.org/resources/bicycle-law/rules-of-the-road/>

The demand for bicycle safety courses continues to grow, both for the in-classroom and

on-road courses and we appreciate the partnership opportunity to help more people ride safely and responsibly in SF in order to help the City meet its goals of more clean, healthy, safe and affordable transportation options.

### Course Summary

All of the courses offered through the bicycle education program cover the following areas, as well as other safety priorities:

- California Vehicle Code including: Stopping at red lights and stop signs, not blocking the crosswalk, using lights and night and in the rain, and not riding on sidewalks if you are over the age of 13
- Safe turning around cars, large vehicles and blind spots
- Pedestrian right of way, respecting senior citizens and people with disabilities, as well as sharing the road safely and respectfully with other people walking and driving
- How to lock and secure a bicycle
- Choosing a comfortable and safe route when biking
- Integrating biking with transit options (Muni, Bart, Caltrain, etc)

The courses offered through the contract include: Intro to Urban Bicycling, Traffic Skills 101: Classroom and On-Road, Adult Learn to Ride, Freedom From Training Wheels, and Middle School PE.

### Summary of 2014 Attendance by Course

Course	No. of Classes	Total Attendees	Av. Attendees per Class
Intro to Urban Bicycling	24	417	17
Freedom From Training Wheels	9	312	35
Middle School PE	8	744	93
TS 101-1 Classroom	14	181	13
Traffic Skills 101-2 On-Road	6	62	10
Adult Learn to Ride	7	131	19
<b>Total</b>	<b>68</b>	<b>1,847</b>	n/a

### Testimonials from Participants

*"It's been super liberating to learn how to ride a bike. Not only is it great to accomplish something you didn't think you could, it makes me think about what other activities I could take up that I never thought possible before. Working my way up to biking on*

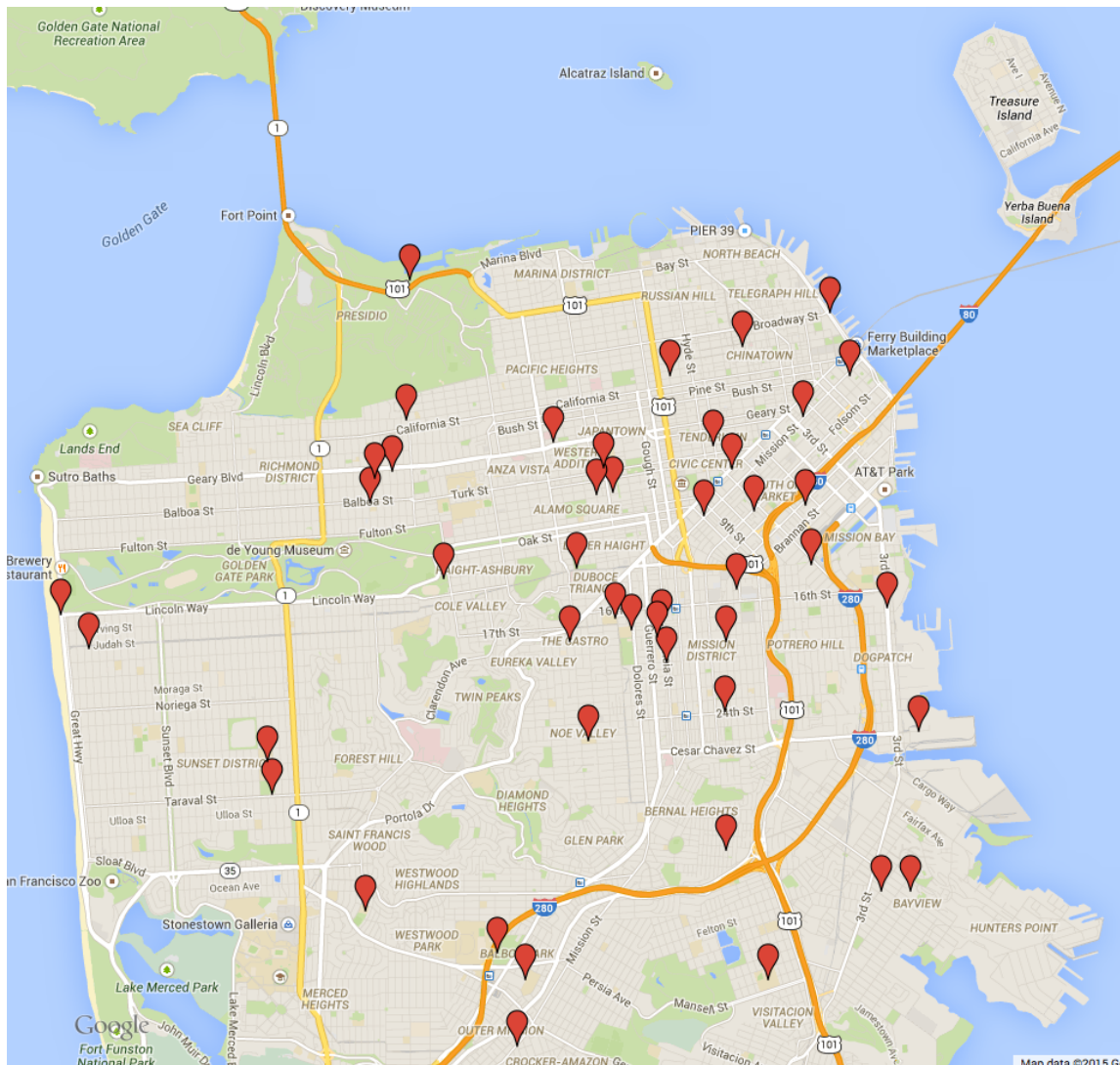
*busier roads, is something I didn't think I would ever do.*” — Christopher Abreu, Adult Learn to Ride, Intro to Urban Bicycling, and Traffic Skills 101 participant

*“It still feels a little bit magical to me. The Adult Learn to Ride class was definitely a great way to start off. They got me pedaling in less than an hour, although I didn't always succeed at making turns. Nevertheless, I was very excited and ordered a bicycle the minute I got home.”* — Ciaee Ching, Adult Learn to Ride Participant

*“How we got to ride on the streets. I also liked how they taught us how to be safe while bike riding. The bike program was fun and I'd like to do it again next year.”* — Student from Middle School PE class

*“Something that I learned from bike PE is that I learned the signals. Something else I learned is how to ride a bike. Also I learned how to go one-handed, do proper gears, check [the] bike properly and know the parts of the bike. I learned what yield means and I learned the fundamentals of riding a bike and biking.”* — Student from Middle School PE class

### Map of 2014 Locations





Sample Outreach Materials

 <b>BICYCLE RULES OF THE ROAD</b> 	 <b>REGLAMENTO DE TRÁNSITO PARA BICICLETAS</b>	 <b>自行車道路安全規則</b> 
 <b>Pedestrians Have the Right of Way.</b> In the crosswalk or not, bike riders and drivers are required to yield to pedestrians. (CVC 21954.89)	 <b>Los peatones tienen el paso.</b> Fuera o dentro del paso de peatones, los ciclistas y los conductores deben ceder el paso a los peatones. (CVC 21954.89)	 <b>行人路權有先權。</b> 不論是否在斑馬線，騎自行車和駕駛人士均須先讓行人。 (CVC 21954.89)
 <b>Stop Behind the Crosswalk.</b> Leave crosswalks free and clear for pedestrians. Always stop behind the line. (CVC 21950, 21459)	 <b>Detente detrás del paso de peatones.</b> Manténgalo el paso de peatones libre y despejado para los peatones. Siempre detente detrás de la línea. (CVC 21950, 21459)	 <b>停留在斑馬線的後面。</b> 保持斑馬線後方通行。 駕駛停車在斑馬線的後面。 (CVC 21950, 21459)
 <b>Mind the Signs and Lights.</b> Stop at stop signs and obey red lights, just like all other vehicles. (CVC 21200)	 <b>Pon atención a las señales y las luces.</b> Detente ante las señales de "Stop" y obedezca las luces rojas, como cualquier otro vehículo. (CVC 21200)	 <b>留意交通標誌和交通燈。</b> 和其他車輛一樣，遵守紅燈和停車標誌的規定停車。 (CVC 21200)
 <b>Stay on the Streets.</b> It is illegal to ride on the sidewalk if you are over the age of 13. (SF TRANSPORTATION CODE SEC. 7.2.12)	 <b>Transita por las calles.</b> Es legal andar en bicicleta en la banqueta si tienes más de 13 años. (CÓDIGO DE TRANSPORTE DE SF SEC. 7.2.12)	 <b>在馬路上騎車。</b> 如果你年滿十三歲，在行人道上騎車是合法的。(三藩市交通法第7.2.12條)
 <b>Go with the Flow.</b> Ride the same direction as traffic. Walk your bike on the sidewalk if traveling the other direction on a one-way street. (CVC 21662)	 <b>Sigue la corriente.</b> Sigue la misma dirección que el tráfico. Camina con tu bicicleta en la acera si debes ir en el sentido contrario en una calle de un solo sentido. (CVC 21662)	 <b>與汽車同一方向行車。</b> 與汽車同一方向行車，如你在單車路上相反方向騎車，請在行人道上用手推單車行車。 (CVC 21662)
 <b>Take the Lane.</b> If you're next to parked cars or you're riding in a narrow lane, you can take the lane and ride outside the door zone. (CVC 21302)	 <b>Usa los carriles de los autos.</b> Si te encuentras junto a automóviles estacionados o en un carril angosto y te sientes inseguro, usa los carriles para automóviles y buses, y aléjate de los vehículos con las puertas abiertas. (CVC 21302)	 <b>佔段行車道。</b> 無論你在停泊的汽車側邊或在窄道內騎車，如你被鎖匙或命令警員截獲後安全，你可以在車門外側外行車。 (CVC 21302)
 <b>It's OK to Leave the Bike Lane.</b> If you feel safer outside the bike lane, you can ride in other vehicle travel lanes. Merge when safe and signal when changing lanes. (CVC 21268)	 <b>Se puede abandonar el carril para bicicletas.</b> Si te sientes más seguro fuera del carril para bicicletas, puedes utilizar los carriles para los demás vehículos. Incorporate al tránsito cuando sea seguro y señale cuando cambies de carril. (CVC 21268)	 <b>離開單車道是可以的。</b> 當你認為在單車道外行車較安全的話，你可以在其他車輛的行車道騎車，在安全前再進入該道，並在轉頭時打信號。 (CVC 21268)
 <b>Light up the Night!</b> Reflectors and a front white light are required by law. We recommend you to use a rear light as well. (CVC 21209)	 <b>¡Ilumina la noche!</b> La ley exige el uso de reflectores y luces delanteras. Recomendamos también utilizar una luz trasera. (CVC 21209)	 <b>晚上亮燈。</b> 法規規定自行車沒有反光燈和前後白燈。我們建議你同時沒有後燈。 (CVC 21209)
 <b>Keep an Ear Clear.</b> Even when using hands-free devices, bike riders and drivers are required to keep one ear free of headphones. (CVC 21909)	 <b>Mantén un oído despejado.</b> Aun si utilizan dispositivos de manos libres, los ciclistas y los conductores deben llevar audífonos en un solo oído y mantener el otro oído despejado. (CVC 21909)	 <b>保持耳朵聽覺清楚沒有障礙。</b> 即使使用無耳耳機時，騎車人士和駕駛人士都只可戴一隻耳耳可戴耳。 (CVC 21909)
 <b>Be a Friend to Disabled Neighbors.</b> Paratransit vehicles (including taxis) may have to enter bikeways to pick-up or drop off passengers. Be a good neighbor and give them room. (SFMTA POLICY)	 <b>Se amable con los vecinos discapacitados.</b> Los transportes para discapacitados a veces necesitan ingresar a las ciclovías para que los pasajeros puedan subir o descender. Sé un buen vecino y déjales lugar. (POLÍTICA DE LA SFMTA)	 <b>帶點慈悲心。</b> 有些殘障人士需要進用自行車道來上落客。請留一各好位置，禮讓他們。 (SFMTA 政策)
 Learn more about the San Francisco Bicycle Coalition's extensive street safety and education work at: <b>sfbike.org/safety</b>	 Para saber más sobre lo que la Coalición de Bicicletas de San Francisco está haciendo para mejorar la seguridad en las calles de San Francisco, visita: <b>sfbike.org/safety</b>	 請參閱三藩市單車聯盟的網頁，了解更多單車及三藩市街道安全的工作： <b>SFBIKE.ORG/SAFETY</b>



## 免費城市騎自行車講習會

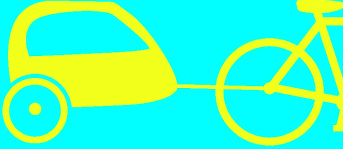
三藩市自行車聯盟主持一系列的免費騎自行車教育班，幫助人們(年齡14+)在市內騎車感到安全、自在、和有信心。

- 安全騎車入門：在三藩市騎自行車的一小時課程
- 交能技能101：安全騎車能力和技術的四小時課程
- 路上騎車入門：練習在市內街道騎車的操縱能力
- 學習騎車成人班：個別教導如何平衡、轉彎、和踏車

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## 免費家庭騎自行車班


加入我們任何或所有合共四課的家庭騎車班

- 第一課：懷孕時騎自行車
- 第二課：和你的嬰孩或幼兒騎車
- 第三課：騎自行車載你孩子上學
- 第四課：無輔助輪下自由騎車

請看看我們精編的新版家庭騎車指南—這是一本全面和免費的說明手冊，適合任何家庭騎車階段使用。

請在網頁 [sfbike.org/family](http://sfbike.org/family) 下載指南

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## Talleres Gratuitos de Ciclismo en la Ciudad


Una serie de clases educativas gratuitas para andar en bicicleta que ofrece la Coalición de Bicicletas de San Francisco para ayudar a que las personas (mayores de 14 años) se sientan protegidas, cómodas y seguras cuando andan en bicicleta en la ciudad.

- Introducción al uso seguro de la bicicleta:** Cursos de una hora para aprender a andar en bicicleta en San Francisco
- Conocimientos básicos para manejarse en el tránsito:** Curso de cuatro horas sobre conocimientos y técnicas para andar seguro en bicicleta
- Maniobras elementales para la calle:** Practique las maniobras necesarias para andar en bicicleta en la calle
- Aprenda a andar en bicicleta, para adultos:** Instrucción personalizada sobre cómo mantener el equilibrio, doblar y pedalear

Inscríbese en [sfbike.org/edu](http://sfbike.org/edu)

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## Clases Gratuitas de Ciclismo en Familia

Únase a cualquiera de las cuatro partes o a todo nuestro programa de ciclismo en familia.

- Parte 1: Andar en bicicleta estando embarazada
- Parte 2: Andar en bicicleta con su bebé o niño pequeño
- Parte 3: Llevar a su niño a la escuela en bicicleta
- Parte 4: Cómo liberarse de las ruedas de apoyo

Consulte nuestra sensacional nueva "Guía Para Andar en Bicicleta en Familia," un manual completo y gratuito para todas las etapas del andar en bicicleta en familia.

Inscríbese en [sfbike.org/family](http://sfbike.org/family)  
 Descargue la guía en [sfbike.org/family](http://sfbike.org/family)

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Attachment 5.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TRANSIT</b>									
1	SFMTA	Van Ness Bus Rapid Transit	\$ 1,594,280	\$ 1,275,424	\$ 318,856				
1	SFMTA	Geary Bus Rapid Transit	\$ 872,859	\$ 872,859					
5	TJPA	Transbay Transit Center and Downtown Extension	\$ 43,046,950	\$ 34,128,950	\$ 4,693,000	\$ 4,225,000			
5	TJPA	Downtown Extension	\$ 1,219,000	\$ 632,400	\$ 586,600				
6	PCJPB	Caltrain Early Investment Program	\$ 7,470,000	\$ 7,470,000					
7	PCJPB	Railroad Bridge Load Rating	\$ 382,347	\$ 191,174	\$ 191,173				
7	PCJPB	Rail Grinding	\$ 620,400	\$ 310,200	\$ 310,200				
8	BART	Balboa Park Station Eastside Connections	\$ 2,030,000			\$ 2,030,000			
13	SFCTA	I-280 Interchange Improvements at Balboa Park	\$ 750,000	\$ 250,000	\$ 500,000				
13	SFMTA	Balboa Park Station Area and Plaza Improvements	\$ 1,773,993		\$1,773,993				
14	SFCTA	Quint-Jerrold Connector Road Contracting and Workforce Development Strategy	\$ 89,000	\$ 89,000					
15	SFMTA	Light Rail Vehicle Procurement	\$ 4,592,490			\$ 3,092,490	\$ 1,500,000		
17M	SFMTA	Light Rail Vehicle Procurement	\$ 60,116,310	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 60,116,310
17M	SFMTA	Replace 60 New Flyer 60-Foot Trolley Coaches	\$ 20,831,776	\$ 2,100,000	\$ 12,800,000	\$ 5,931,776			
17P	PCJPB	F40 Locomotive Mid-Life Overhaul	\$ 1,042,857	\$ 521,429	\$ 521,428				
17U	SFMTA	Light Rail Vehicle Procurement	\$ 66,444,342	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,444,342
20M	SFMTA	Muni Metro East (MME) Phase 2	\$2,598,500	\$ 998,500	\$ 1,600,000				
20M	SFMTA	Fall Protection Systems	\$2,160,777	\$ 400,000	\$1,760,777				
20P	PCJPB	Systemwide Station Improvements	\$ 210,989	\$ 105,495	\$ 105,494				
22B	BART	Transbay Tube Cross-Passage Doors Replacement	\$ 250,000	\$ 250,000					
22P	PCJPB	Quint Street Bridge Replacement	\$ 303,066	\$ 303,066					
22P	PCJPB	Systemwide Track Rehabilitation	\$ 1,243,407	\$ 621,704	\$ 621,703				
<b>Transit Subtotal</b>			<b>\$ 219,643,343</b>	<b>\$ 50,520,201</b>	<b>\$ 25,783,224</b>	<b>\$ 15,279,266</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>
<b>PARATRANSIT</b>									
23	SFMTA	Paratransit	\$ 9,670,000	\$ 9,670,000					
<b>Paratransit Subtotal</b>			<b>\$ 9,670,000</b>	<b>\$ 9,670,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>VISITACION VALLEY WATERSHED</b>									
27	SFMTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFCTA	Bayshore Multimodal Station Location Study	\$ 14,415	\$ 9,665	\$ 4,750				
27	SFMTA	Geneva-Harney BRT Feasibility/Pre-Environmental Study	\$ 200,000	\$ 112,866	\$ 87,134				
<b>Visitacion Valley Watershed Subtotal</b>			<b>\$ 228,830</b>	<b>\$ 132,196</b>	<b>\$ 96,634</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Attachment 5.  
Prop K FY 2014/15 Capital Budget<sup>1</sup>

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>STREET AND TRAFFIC SAFETY</b>									
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 58,267	\$ 47,715	\$ 10,552				
26	SFPW	Great Highway & Skyline Roundabout	\$ 207,535	\$ 92,238	\$ 115,297				
31	SFMTA	Contract 62	\$ 150,000	\$ 50,000	\$ 100,000				
33	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 95,476	\$ -	\$ 95,476				
34	SFPW	West Portal Ave and Quintara St. Pavement Renovation	\$ 3,002,785	\$ 2,402,228	\$ 600,557				
35	SFPW	Street Repair and Cleaning Equipment	\$ 701,034	\$ 350,517	\$ 350,517				
37	SFPW	Public Sidewalk Repair	\$ 492,200	\$ 492,200					
38	SFMTA	John Yehall Chin Safe Routes to School	\$ 40,433	\$ 40,433					
38	SFPW	San Jose Avenue Follow the Paving	\$ 250,900		\$ 125,450	\$ 125,450			
38	SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	\$ 25,000	\$ 25,000					
39	SFMTA	Twin Peaks Connectivity	\$ 23,000	\$ 19,866	\$ 3,134				
39	SFMTA	Shared Roadway Bicycle Markings (Sharrows)	\$ 256,100	\$ 151,000	\$ 105,100				
39	PCJPB	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	\$ 20,000	\$ 20,000					
39	SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	\$ 758,400	\$ 500,544	\$ 257,856				
39	SFMTA	2nd Street Vision Zero Improvements	\$ 158,500	\$ 79,250	\$ 79,250				
39	SFMTA	5th Street Green Shared Roadway Markings (Sharrows)	\$ 82,700	\$ 41,350	\$ 41,350				
39	SFMTA	Bicycle Safety Education Classes	\$ 72,000	\$ 36,000	\$ 36,000				
39	SFMTA	7th Avenue and Lincoln Way Intersection Improvements	\$ 115,324	\$ -	\$ 115,324				
40	SFMTA	WalkFirst Continental Crosswalks	\$ 423,000	\$ 211,500	\$ 211,500				
40	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 6,575	\$ 6,575					
40	Public Works	Longfellow Elementary School Safe Routes to School	\$ 64,578	\$ 12,663	\$ 51,915				
40	SFMTA	WalkFirst Rectangular Rapid Flashing Beacons	\$ 222,900	\$ 64,500	\$ 79,200	\$ 79,200			
40	SFMTA	Golden Gate Avenue Road Diet [Vision Zero]	\$ 120,000	\$ 40,000	\$ 80,000				
40	SFMTA	WalkFirst Phase 1 Pedestrian Safety Implementation [Vision Zero]	\$ 1,000,000	\$ 100,000	\$ 700,000	\$ 200,000			
41	Public Works	Curb Ramps	\$ 725,632	\$ 21,769	\$ 633,863	\$ 70,000			
42	SFPW	Tree Planting and Maintenance	\$ 1,000,000	\$ 1,000,000					
<b>Streets and Traffic Safety Subtotal</b>			<b>\$ 10,072,339</b>	<b>\$ 5,805,348</b>	<b>\$ 3,792,341</b>	<b>\$ 474,650</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Attachment 5.**  
**Prop K FY 2014/15 Capital Budget<sup>1</sup>**

EP #	Sponsor	Project Name	Total	Cash Flow Distribution					FYs 2019/20 - 2027/2028 <sup>2</sup>
				FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	
<b>TSM/STRATEGIC INITIATIVES</b>									
43	SFE	Commuter Benefits Ordinance Employer Outreach	\$ 77,546	\$ 77,546					
43	SFCTA	Bay Area Transit Core Capacity Study	\$ 450,000	\$ 315,000	\$ 135,000				
43	SFCTA	San Francisco Corridor Management Study	\$ 300,000	\$ 75,000	\$ 125,000	\$ 100,000			
43	SFCTA	Treasure Island Mobility Management Program	\$ 150,000	\$ 150,000					
43	SFMTA	Comprehensive TDM Program	\$ 100,000		\$ 100,000				
44	SFMTA	Persia Triangle	\$ 200,685	\$ 100,343	\$ 100,342				
44	SFCTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	NTIP Predevelopment/Program Support	\$ 75,000	\$ 75,000					
44	SFMTA	Western Addition Community-Based Transportation Plan [NTIP]	\$ 240,000	\$ 96,000	\$ 96,000	\$ 48,000			
44	SF Public Works	Chinatown Broadway Phase IV	\$ 701,886	\$ 175,471	\$ 526,415				
44	Public Works	ER Taylor Elementary School Safe Routes to School	\$ 47,140	\$ -	\$ 47,140				
44	Public Works	Longfellow Elementary School Safe Routes to School	\$ 61,865	\$ -	\$ 61,865				
44	SFMTA	Mansell Corridor Improvement	\$ 572,754	\$ -	\$ 472,754	\$ 100,000			
44	SFMTA	District 1 NTIP [NTIP Planning]	\$100,000	\$ 60,000	\$ 40,000				
<b>TSM/Strategic Initiatives Subtotal</b>			<b>\$ 3,151,876</b>	<b>\$ 1,199,360</b>	<b>\$ 1,704,516</b>	<b>\$ 248,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL</b>			<b>\$ 242,766,388</b>	<b>\$ 67,327,105</b>	<b>\$ 31,376,715</b>	<b>\$ 16,001,916</b>	<b>\$ 1,500,000</b>	<b>\$ -</b>	<b>\$ 126,560,652</b>

<sup>1</sup> This table shows Cash Flow Distribution Schedules for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.

Shaded lines indicate allocations/appropriations that are part of the current action.

**Attachment 6.**  
**Prop K FY 2014/15 Cash Flow Distribution**  
**Summary Table<sup>1</sup>**

	<b>Total</b>	<b>FY 2014/15</b>	<b>FY 2015/16</b>	<b>FY 2016/17</b>	<b>FY 2017/18</b>	<b>FY 2018/19</b>	<b>FYs 2019/20 - 2027/28<sup>2</sup></b>
Prior Allocations	\$ 240,941,886	\$ 67,026,152	\$ 30,178,616	\$ 15,676,466	\$ 1,500,000	\$ -	\$ 126,560,652
Current Request(s)	\$ 1,824,502	\$ 300,953	\$ 1,198,099	\$ 325,450	\$ -	\$ -	\$ -
New Total Allocations	\$ 242,766,388	\$ 67,327,105	\$ 31,376,715	\$ 16,001,916	\$ 1,500,000	\$ -	\$ 126,560,652

<sup>1</sup> This table shows total cash flow for all FY 2014/15 allocations approved to date, along with the current recommended allocation(s).

<sup>2</sup> Light Rail Vehicle Procurement. See Resolution 15-12 for cash flow details.



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# Memorandum

**Date:** 03.12.15 **RE:** Plans and Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** David Uniman – Deputy Director for Planning *DUE*

**Through:** Tilly Chang – Executive Director *TC*

**Subject:** **ACTION** – Recommend Adopting the San Francisco Freeway Corridor Management Study Phase 1 Report

## Summary

In 2014, California Department of Transportation awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority to conduct the San Francisco Freeway Corridor Management Study (FCMS). The 2013 San Francisco Transportation Plan identified the need for the FCMS to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. In addition, several parallel efforts are underway at the regional and state levels that will shape conditions along San Francisco's freeway corridors. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts. The FCMS is divided into two phases. Phase 1, the subject of this memo, sets the foundation for the Study's Purpose and Need, proposes a goals-based evaluation framework, and identifies a range of potential freeway corridor management strategies to consider in Phase 2. These components are developed based on a review of existing relevant studies and the existing institutional setting. Phase 2 of the FCMS, which is already funded, will be a performance-based evaluation of potential freeway corridor management strategies. **We are seeking a recommendation to adopt the San Francisco FCMS Phase 1 Report.**

## BACKGROUND

The 2013 San Francisco Transportation Plan (SFTP) identified the need for a freeway corridor management strategy to manage expected future growth in travel along, and raise the performance of, the US-101 and I-280 corridors. The San Francisco Freeway Corridor Management Study (FCMS) will be a performance-based assessment of strategies to meet those broad goals in the near- and medium-terms.

In 2014, California Department of Transportation (Caltrans) awarded a Partnership Planning for Sustainable Transportation grant to the Transportation Authority in the amount of \$300,000 to conduct the FCMS. In September 2014, the Transportation Authority approved Resolution 15-09, appropriating \$300,000 in Prop K sales tax funds to serve as local match for the Caltrans grant.

The FCMS has two phases. Phase 1 sets the foundation for the technical analysis in Phase 2. It describes the existing and planned management strategies for US-101 and I-280, proposes a goals-based evaluation framework for the subsequent technical analysis, and identifies the range of potential freeway management strategies to be analyzed. Phase 2 will be the performance-based technical analysis of strategies, and will produce a recommended freeway corridor management strategy and implementation plan.

## DISCUSSION

The purpose of this item is to present the findings and recommendations of the Freeway Corridor Management Study Phase 1 Report, and to seek a recommendation to adopt the Phase 1 report which will guide our work in Phase 2.

**Study Need, Purpose, and Goals Framework:** The 2013 SFTP found that the greatest increases in vehicle travel by 2040 are projected to be to and from the Peninsula and South Bay. Expected vehicle travel in the Bay Bridge corridor was also very significant.

The purpose of the FCMS is to recommend a set of managed lanes and complementary strategies for the existing US-101 and I-280 corridors in San Francisco that will help the City achieve its economic competitiveness, environmental and social and equity goals, through a performance-based analysis and stakeholder consultation. The study should identify strategies that will meet the need to:

- Improve the ability of these corridors to move people and goods safely and reliably;
- Manage demand for travel on these freeway corridors sustainably; and
- Support balanced local street and freeway operations.

Section 3 of the FCMS Phase 1 Report describes the Study Need and Purpose. The six goals of the FCMS, shown in Attachment 1, are consistent with broader countywide goals identified in the 2013 SFTP. These goals will be advanced by the FCMS through supporting objectives, as described in Section 4 of the FCMS Phase 1 Report.

**Range of Potential Strategies:** Section 5 of the FCMS Phase 1 Report identifies the range of potential freeway corridor management strategies, starting from a broad framework that identifies four categories of relevant strategies. The focus of the study will be on two types of strategies that are relatively undeveloped within San Francisco: those that seek to improve the efficiency of existing infrastructure using Automated Traffic Management Systems (ATMS) and Managed Lanes. ATMS Strategies seek to move more people, more reliably, using technology and information. Examples of ATMS include adaptive signal timing, real-time system management using a Transportation Management Center (TMC), and changeable message signs. Managed Lanes strategies guide or prioritize ramp or lane space, such as for transit and other High Occupancy Vehicles (HOVs), using ramp metering, changeable overhead signs that guide merging movements (dynamic lane use control), or HOV lanes. The FCMS will focus on an evaluation of how these two categories of strategies can help meet the goals set out for freeway corridor management, with an underlying objective that managed lanes will provide a large enough impact on current conditions. The study will also allow San Francisco to frame the size and role that other strategies, including improvements to Caltrain and regional bus network, play so that together with other planning efforts a longer term integrated approach can be advanced.

**Existing Institutional Setting and Stakeholder Involvement:** The FCMS Phase 1 Report identifies the institutional and implementation considerations of ATMS and Managed Lanes strategies in Appendix A-4. Each potential strategy is mapped to its development and approval process, coordination mechanisms, funding sources, and current policy setting.

Section 7 of the FCMS Phase 1 Report outlines a stakeholder (both agency and public) coordination and involvement approach. Preparation of Phase 1 included meeting with agency stakeholders – Caltrans, Metropolitan Transportation Commission (MTC), San Mateo and Santa Clara Counties, and San Francisco Municipal Transportation Agency – to share draft findings. Phase 2 will involve input



from these agency stakeholders as a Technical Advisory Committee. In addition, Phase 2 will develop and implement a public outreach and input strategy.

**Related Planning Efforts:** Several efforts are currently underway at the regional and state levels that will shape conditions along San Francisco’s freeway corridors. Among these are plans for a US-101 High HOV lane and El Camino Real “Smart Corridor” in San Mateo County, and conversion of US-101 HOV lanes to Express Lanes in Santa Clara County. In March, MTC is initiating the Bay Area Managed Lanes Implementation Plan (MLIP). In the same timeframe, the Caltrans will begin the Statewide Managed Lanes Master Plan. The FCMS Phase 1 Report summarizes these efforts in Appendix A-3. The FCMS will allow San Francisco to inform and be informed by these parallel efforts in a timely and effective way, and to involve San Francisco community members and regional stakeholders in these efforts.

In addition, FCMS will build off current and past San Francisco resolutions and planning studies. Section 3 of the FCMS Phase 1 Report summarizes these efforts as well as the freeway corridor planning needs and strategies identified in them which support the need for the current FCMS effort.

**Recommendations and Next Steps:** Based on the above findings, we recommend:

- Completing a scope of work, both technical and outreach, for FCMS Phase 2, consistent with the goals framework and range of potential strategies proposed in Phase 1. We are seeking input from our agency partners, including Caltrans, MTC, San Mateo and Santa Clara Counties, and SFMTA on the scope of work.
- Initiate technical and outreach work as FCMS Phase 2, under a schedule designed to keep pace with parallel regional and state planning efforts. The technical and outreach work of Phase 2 should conclude with a recommended freeway corridor management strategy and implementation plan, developed based on performance-based technical analysis as well as public and agency stakeholder input.
- Continuing to participate in agency coordination mechanisms around freeway corridor management strategies, including the regional Express Lanes Executive Steering Committee, regional Managed Lanes Leadership Team, and regional Arterial Operations Committee.

These recommendations constitute FCMS next steps.

## ALTERNATIVES

1. Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, as requested.
2. Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, with modifications.
3. Defer action, pending additional information or further staff analysis.

## CAC POSITION

The CAC was briefed on this item at its February 25 meeting and adopted a motion of support for the staff recommendation, with one member abstaining (Mr. Whitney). Mr. Whitney stated that the increase in travel demand seemed more than could be accommodated by the strategies proposed, and that strategies such as major increases in Caltrain capacity and bus rapid transit on US 101 might be needed to achieve the goals. Staff agreed and responded that each of the four types of strategies presented

would not alone meet the goal of managing demand, but together they might and that analysis would happen in Phase 2.

### **FINANCIAL IMPACTS**

The recommended action has no financial impact. Phase 2 of the FCMS has a budget of \$500,000, which will be funded by the \$300,000 Caltrans Partnership Planning Grant and the \$200,000 in Prop K, appropriated in September 2014. FCMS Phase 2 is reflected in the Fiscal Year 14/15 mid-year budget revision for this year's portion of the work.

### **RECOMMENDATION**

Recommend adopting the San Francisco Freeway Corridor Management Strategy Phase 1 Report, as requested.

#### Attachments (3):

1. FCMS Goals and Objectives
2. Appendix A-3
3. Appendix A-5

#### Enclosures (2):

- A. FCMS Phase 1 Report
- B. FCMS Phase 1 Presentation

## Attachment 1

## San Francisco Freeway Corridor Management Study (FCMS) Goals and Objectives

The six goals of the FCMS are consistent with broader countywide goals identified in the 2013 SFTP. These goals are supported by an underlying set of objectives, which are outlined below:

	Goal	Objectives	
1	Improve San Francisco freeway corridors' ability to move people (person throughput) to support economic competitiveness and accommodate existing and new residents and workers.	1.1	Improve freeway corridor productivity, utilization and efficiency.
		1.2	Increase vehicle occupancy levels.
		1.3	Reduce recurring delays on freeway corridors.
2	Improve <b>Trip Reliability</b> for all freeway corridor users & modes	2.1	Improve travel time predictability on freeway corridors.
		2.2	Reduce non-recurrent delay due to incidents on freeway corridors.
3	Improve <b>Travel Mode Choices</b> for trips on freeway corridors that start or end in San Francisco.	3.1	Increase transit competitiveness with the automobile in freeway corridors.
		3.2	Provide better traveler information.
4	Support <b>Coordinated and Integrated</b> strategies and plans <b>across Jurisdictional Boundaries</b> , including Caltrans, MTC, and adjacent Counties.	4.1	Integrate and coordinate FCMS recommendations with other San Francisco citywide transportation operations and demand management strategies.
		4.2	Coordinate San Francisco FCMS recommendations with the plans and projects of neighboring Counties, the Region and Caltrans.
5	Reduce per person freeway corridor traveler emissions	5.1	Reduce vehicle tripmaking through increased occupancy, mode shift, and other means.
		5.2	Reduce average per person GHG emissions in the corridor
6	Ensure safe, equitable, and balanced local arterial and freeway operations, while minimizing traffic impacts on neighborhoods.	6.1	Mitigate the impacts of through-trips on local San Francisco streets
		6.2	Ensure equitable access and avoid disparities in distribution of benefits/impacts

## Attachment 2

### Appendix A-3: Current Studies & Planning Activities

In addition to the references that are readily available, the following studies and planning activities are currently underway along the US-101 and I-280 corridors. These planning activities provide the setting and context for the SF FCMS. Current studies/projects are listed below:

- San Mateo County Project Study Report (PSR) for Auxiliary Lanes from Oyster Point to SF County line
  - C/CAG is studying a project to provide Auxiliary Lanes from Oyster Point to the San Francisco County Line. The purpose of this Project Study Report (PSR) is to develop the scope and budget of the Auxiliary Lane. The PSR is underway and expected to be completed late spring 2015.
  
- San Mateo County PSR for HOV lane / Auxiliary lane from Whipple to I-380
  - C/CAG is currently conducting a Project Study Report (PSR) for adding HOV lanes along US-101 between Whipple Avenue and I-380. The centermost lane (Lane 1) will be converted to HOV in parallel to the construction / extension of the Auxiliary Lane. The PSR is underway and expected to be completed Early summer 2015
  
- San Mateo County PSR for Harney Way interchange
  - The City of Brisbane leads this project to re-configure the existing interchange at Candlestick/Harney Way to a tight diamond design. A new US-101 over- or under-crossing would connect the interchange's northbound freeway on- and off-ramps with Harney Way and the southbound freeway on- and off-ramps with the proposed extension of Geneva Avenue. The re-configuration is intended to support a major redevelopment project proposed for Brisbane, the Baylands Redevelopment project.
  
- San Mateo County / MTC Feasibility Study for US-101 HOV to HOT conversion. Two studies analyze the feasibility of HOV to HOT lane conversion on US-101 in San Mateo County.
  - C/CAG and MTC, currently under development, analyzes the demand, physical feasibility, and operations approach for converting the proposed US-101 HOV lane in San Mateo to an HOT / Express Lane. The Study is expected to be complete in early 2015.

- Transform analyzed the potential benefits of converting an existing general purpose lane into a HOT lane on US-101 in San Mateo.
- San Mateo County Hwy 82 / El Camino Real SMART Corridor, from Santa Clara County line to I-380
  - The San Mateo County Smart Corridors project sponsored by C/CAG is an Intelligent Transportation System (ITS) / Advanced Transportation Management System (ATMS) under development along El Camino Real, an arterial parallel to US-101 in San Mateo County. The project will enable CalTrans and San Mateo cities to implement ATMS :
    - Arterial changeable message signs
    - Center-to-center communication between San Mateo County and the CalTrans District 4 Traffic Management Center
    - Directional Signs
    - Television Cameras and vehicle detection systems
- Santa Clara County I-280 Corridor Study
  - In 2013, CalTrans completed a Transportation Concept Report (TCR) for the I-280 corridor from Santa Clara County to San Francisco County. The TCR considered HOV and HOT lanes, completion of a Ramp Metering network, and implementation of a Traffic Operations System (TOS) as potential strategies for this facility. The Santa Clara Valley Transportation Authority is currently developing a scope and budget for a study that may consider the TCR recommendations as well as additional strategies if appropriate.
- MTC Managed Lanes Implementation Plan
  - The Bay Area Infrastructure Financing Authority (BAIFA) has initiated a Managed Lanes Implementation Plan (MLIP). The purpose of the MLIP is to develop a plan for implementation of regional managed lanes on the State Highway System in the nine-county Bay Area. The focus of this study are HOV lanes, High Occupancy Toll Lanes (HOT) or Express Toll Lanes (ETL). The work is expected to be completed by March 2016.
- San Francisco Bay Area Core Capacity Transit Study

- While the Bay Area has a strong history of investing to develop and maintain a vibrant transit system, this system is reaching capacity along many of the key corridors serving the Core San Francisco neighborhoods. The purpose of this MTC-led study is to evaluate measures to improve the transit system serving this Core, and provide enhanced connections to the workforce within the region. New investments will be balanced against the region's continued need to invest in the transit and roadway networks' state of good repair. The study is currently underway. Project Partners include BART, SFMTA, AC Transit and the SFCTA.
  
- Statewide Managed Lane Master Plan
  - CalTrans' statewide Managed Lanes Master Plan is scheduled to be completed by spring 2016. This Plan is addressing the degradation of the State Highway System, a Statewide Policy on Managed Lanes, a Statewide Tolling Policy, developing a Managed Lane System Plan, and developing new Managed Lanes Guidelines.

### Attachment 3



## Appendix A-5: Existing Institutional Setting for Freeway Corridor Management

Potential Strategies	Physical / Technical Does this strategy exist on the corridor?	Institutional - Approvals - what agenc(ies) have approval authority? What is the approval process?	Institutional - Agency Lead - What agencies are lead in project development? I ownership and operation?
<p><b>Adaptive Traffic Signal Timing / Control and Transportation Management Centers (TMCs)</b></p>	<ul style="list-style-type: none"> <li>- SFGo technology allows for adaptive signal control.</li> <li>- Various local jurisdictions along the US 101 and I-280 corridors have this capability; the El Camino Real Smart Corridor and San Jose's Silicon Valley Smart Corridors are planned with the capability for adaptive signal control.</li> <li>- SFMTA is nearing completion of an integrated Traffic Management Center for San Francisco. The TMC consolidates five control centers: transit operations (bus and rail); transit power control; transit line management; parking control dispatch and security; and SFGo traffic management (street traffic signals).</li> <li>- Many jurisdictions along the US 101 and I 280 corridors have TMCs, including Caltrans, VTA, San Mateo C/CAG, Santa Clara County, and numerous cities.</li> </ul>	<p>For facilities on State Highways: Caltrans has authority for signal equipment, through the simplified Encroachment Permit or PEER process. Depending on funding source, the federal systems engineering Vee process may be required. Else: Local jurisdictions.</p>	<p>Project development, ownership, and operation: Cities (including Belmont, Brisbane, Cupertino, Hillsborough, Menlo Park, Millbrae, Redwood City, San Bruno, San Francisco, San Mateo, South San Francisco, Woodside) or counties (Santa Clara County). Some multi-city corridor projects are led through project development by sub-regional agencies (San Mateo City/County Association of Governments; Alameda CTC).</p>
<p><b>Incident Management</b></p>	<p>CHP and MTC operate a Freeway Service Patrol which identifies incidents and coordinates incident clearance with CHP. Managed lanes facilities in the Bay Area typically include supplemental incident management plans and services. The San Mateo C/CAG has led the development, ongoing, of an Integrated Transportation Incident Management Plan for San Mateo County.</p> <p>Many TMCs, both local and regional, integrate with local or regional emergency response communication and command centers. For example, the City of San Jose operates a Transportation and Incident Management Center (TIMC) that coordinates incident activities with traffic, fire, and police.</p>	<p>MTC, Caltrans and CHP each have roles and responsibilities for incident management Bay Area-wide, executed via MOU. Express lane operating agencies have also executed supplemental incident management agreements with Caltrans and CHP.</p>	<p>A broad range of agencies, from state and regional (CHP, Caltrans, MTC) to sub-regional (CCAGs, Express Lane operating agencies, counties) to local cities have lead and operating roles in incident management.</p>
<p><b>Changeable Message Signs with Queue Warnings</b></p>	<p>Queue warning signs will be implemented as part of the I-80 Smart Corridor (Integrated Corridor Mobility, or ICM) Project in Alameda and Contra Costa Counties. Existing changeable message signs can also be used to warn of downstream queues; the San Francisco stretch of US-101 has one changeable message sign in place which currently reports real-time travel information.</p>	<p>Caltrans, using a basic basic encroachment permit and/or PEER approval process. Depending on the extent of system integration needed, the federal system engineering "Vee" process may be required.</p>	<p>When standalone, Caltrans leads this type of strategy. Other agencies may serve as lead when part of a larger corridor project, such as the I-80 Smart Corridor project. Caltrans also owns and operates the equipment.</p>
<p><b>Ramp Metering</b></p>	<p>Portions of US 101 and I 280 through San Mateo and Santa Clara Counties have metered ramps; Caltrans plans to extend meters to the rest of the ramps in these counties.</p> <p>Two locations in San Francisco are planned for ramp metering: Treasure Island and Harney Way.</p>	<p>Caltrans has approval authority via Ramp Metering Agreements, typically executed with the local jurisdiction that is adjacent to the ramp. If ramp metering is part of a larger project, the Agreement will be executed with the lead agency on the larger project. The Ramp Metering Agreement defines the metering rates.</p>	<p>Ramp meters are owned and operated by Caltrans.</p>



Appendix A-5

Potential Strategies	Institutional - Coordination What institutional mechanisms exist to coordinate around this strategy?	Financial How is the capital and O&M of this strategy funded?	Policy Are policy changes currently being considered that would affect the application of this strategy in SF?
<p><b>Adaptive Traffic Signal Timing / Control and Transportation Management Centers (TMCs)</b></p>	<p>MTC's Arterial Operations Committee (AOC) meets once every two months: <a href="http://www.mtc.ca.gov/services/arterial_operations/aoc.htm">http://www.mtc.ca.gov/services/arterial_operations/aoc.htm</a>. The AOC has a role in reviewing Next Gen funding applications (see next column).</p> <p>MTC has developed a Regional ITS Architecture (<a href="http://files.mtc.ca.gov/MTC-ITS/">http://files.mtc.ca.gov/MTC-ITS/</a>), which provides an inventory of ITS deployments in the Bay Area; a framework for integrating ITS systems within the Bay Area; and conceptual diagrams of individual projects' systems and integration paths.</p>	<p>Typically, signal projects are funded with local STP, CMAQ, TFCA, or sales tax funds. Through 2013, MTC's Program for Arterial System Synchronization (PASS) for regional arterial projects provided ~1M/year for development and implementation of signal timing plans.</p> <p>Starting in 2015, MTC will administer the Next Generation Arterial Operations Program. "Next Gen" will provide up to \$3M annually in federal funds for adaptive traffic control systems and active traffic management strategies (transit signal priority, real time traffic monitoring, queue jump lanes, etc) that improve arterial operations.</p>	<p>2015 will be the first year for administration of the Next Gen funding program.</p>
<p><b>Incident Management</b></p>	<p>MTC chairs a Bay Area Incident Management Task Force (IMTF). The Task Force is a staff committee of the Freeway Management Executive Committee (FMEC), a policy committee of executive staff of Caltrans, CHP and MTC. <a href="http://www.timbayarea.org">www.timbayarea.org</a></p>	<p>Sources include Caltrans' operating funds (for Caltrans services); regional vehicle registration fees; CMAQ; and FPI. Specialized Incident Management programs led by local agencies are funded by local funds and Express lane revenues.</p>	<p>A point of negotiation is the reimbursement to CHP and Caltrans for incident management on Express Lanes facilities.</p>
<p><b>Changeable Message Signs with Queue Warnings</b></p>	<p>Unknown</p>	<p>Where standalone, Caltrans has funded these systems through their operations budget. Where part of a larger corridor strategy, Caltrans will likely seek reimbursement for the capital and operating costs of changeable message signs, including queue warnings.</p>	<p>N/A</p>
<p><b>Ramp Metering</b></p>	<p>Unknown</p>	<p>When Caltrans is the lead agency, the capital and operating costs of ramp meters are borne by Caltrans. When a different agency is lead, that agency bears the capital costs, typically through the funding program for the larger project that the meters are a part of. MTC's Freeway Performance Initiative program can fund the capital cost of ramp meters. In these situations, Caltrans will seek reimbursement for the operating costs.</p>	<p>N/A</p>



Potential Strategies	Physical / Technical Does this strategy exist on the corridor?	Institutional - Approvals - what agenc(ies) have approval authority? What is the approval process?	Institutional - Agency Lead - What agencies are lead in project development? I ownership and operation?
<b>Adaptive Ramp Metering (ARM)</b>	Adaptive ramp metering is a new strategy for the Bay Area; the first applications of this strategy will be as part of the I-80 Smart Corridor Project (Integrated Corridor Mobility, or ICM) in the east bay, and in San Mateo County on US 101 and SR 82 as part of the El Camino Real SMART Corridor Project.	Caltrans has approval authority via Ramp Metering Agreements, typically executed with the local jurisdiction that is adjacent to the ramp. If ramp metering is part of a larger project, the Agreement will be executed with the lead agency on the larger project. The Ramp Metering Agreement defines the metering rates. Approval process includes the federal systems engineering Vee process and a Caltrans PID.	The I-80 SMART Corridor project was led by Alameda CTC, and is a cooperative effort between The California Department of Transportation (Caltrans); the ten municipalities along the corridor AC Transit; WestCAT; Alameda County Transportation Commission (Alameda CTC); Contra Costa County Transportation Authority (CCTA); West Contra Costa Transportation Advisory Committee (WCCTAC); and the Metropolitan Transportation Commission. Caltrans typically retains ownership of the equipment.  Per Frank: "For the I-80 ICM project, while the lead agency was the AC CTC, Caltrans was steadfast in the requirement that the operational authority remain with Caltrans."
<b>Dynamic Lane Use Control, including Merge/Shoulder</b>	US-101 and I-280 do not employ this strategy today. The I-80 Smart Corridor project will have the ability to use dynamic lane control through the use of gantry mounted lane control signs.	Caltrans; approval process includes the federal systems engineering Vee process and a Caltrans PID.	The I-80 SMART Corridor project is an example of agency roles and responsibilities in project development for this type of strategy.
<b>Dynamic Speed Limits / Advisories</b>	US-101 and I-280 do not employ this strategy today. The I-80 Smart Corridor project will be the first application of this strategy in the Bay Area; the limits will be advisory only.	Caltrans has approval authority; an agreement with CHP is required to identify the enforcement approach	The I-80 SMART Corridor project is an example of agency roles and responsibilities in project development for this type of strategy; CI will provide enforcement.
<b>High Occupancy Vehicle (HOV) Conversion</b>	<ul style="list-style-type: none"> <li>- The Bryant/Essex street on-ramp to eastbound I-80 in downtown San Francisco has an HOV2+ bypass lane.</li> <li>- Between 1975 and 1989, Caltrans operated a southbound HOV3 lane on I-180 in San Francisco between Sixth Street and the Alemany interchange with US-101. Caltrans converted the lane back to mixed flow operation following the freeway closures caused by the Loma Prieta earthquake.</li> <li>- The San Mateo C/CAG is developing at least one HOV configuration for US101 between the Santa Clara County line and Interstate 380. The project is currently preparing a PID document.</li> <li>- VTA operates 36 miles of HOV lanes on US 101 from San Mateo County line to Morgan Hill in Santa Clara County.</li> </ul>	<p>FHWA approval is required to designate right of way on interstate route as an HOV. For routes on the State Highway System, California Vehicle Code Section 21655.5 gives Caltrans the authority to designate a lane as HOV; this code also requires Caltrans to obtain the MPO (MTC's) and/or county transportation commission's approval.</p> <p>Caltrans requires a PID document (PSR and PR) for a project of this magnitude.</p>	<ul style="list-style-type: none"> <li>- When local funds are the main funding source, the local agency often lead project development. In the Bay Area, Alameda, Contra Costa, Santa Clara, San Mateo and Solano agencies have all led HOV projects. In Alameda County, the City of Fremont was designated the lead agency for a portion of the I-880 HOV lane project. Caltra will allow a local agency to be the lead in project development provided they can meet the oversight requirements that are specified in the Caltrans design manual and the Caltrans Cooperative Agreement that is required for design of the facility.</li> <li>- Caltrans owns and operates all HOV facilities in the Bay Area (HOV Express Lanes are different; see next row), regardless of which agency led/leads project development; this is because Caltrans is the only agency with legislative authority to do so. No legislation has been passed in California that authorizes an agency other than Caltrans to "implement and operate" an HOV lane. Express lanes are different; see next row.</li> </ul>
<b>Congestion Pricing/HOT Conversion</b>	<ul style="list-style-type: none"> <li>- A congestion pricing toll is authorized for Treasure Island; the project is in the systems engineering phase.</li> <li>- No HOT/Express Lanes exist today on 101 or 280. Elsewhere in the Bay Area, HOT/Express Lanes are in place along I-880/SR-237, operated by VTA; and on I-680, operated by Sunol JPA. Additional HOT / Express Lanes are under construction on I-580, to be operated by the Alameda CTC (opening in 2015) and on I-680 in Contra Costa County, to be operated by BAIFA.</li> <li>- VTA is planning to convert 36 miles of US 101 into Express Lanes. The project is currently in the Design phase, and is expected to be open in Late 2018.</li> <li>- MTC and CCAG are currently studying the feasibility of Express Lanes on US101 in San Mateo, between the Santa Clara County line and Interstate 380.</li> </ul>	<ul style="list-style-type: none"> <li>- A federal tolling agreement is required for tolling on interstate highways. FHWA also requires that Express Lanes projects follow the Federal Systems Engineering "Vee" process.</li> <li>- State legislative authority is required for implementing a toll facility in California. State law prohibits converting mixed use lanes directly into Express Lanes; only HOV lanes may be converted into HOT or Express Lanes.</li> <li>- Caltrans must approve a PID document for Express Lanes. In San Francisco, this would also likely require Caltrans approval of design exceptions.</li> <li>- VTA tolling authority (and Alameda's) was originally specified in AB 2032 (Dutra 2004) which added sections 149.5 (Sunol JPA) and 149.6 (VTA) to the Streets and Highway Code allowing demonstration HOT lane projects. AB 574 (Torrico 2007) made these projects permanent.</li> <li>- AB 1467 in 2006 allowed regional transportation agencies to request approval from the CTC to operate HOT lanes.</li> <li>- MTC obtained the authority from CTC in 2011 to develop and operate 270 miles of express lanes in Bay Area in 2011 (AB 1467, 2006). In April 2013 MTC delegated this authority to "develop and operate" to BAIFA through a cooperative agreement. BAIFA was formed in 2006 by MTC and BATA to finance the state contribution to the bridge seismic program and "to plan, develop and fund transportation related projects." The BAIFA Board has representatives from MTC, BATA, and Alameda, Contra Costa, and Solano Counties.</li> <li>- In 2010, AB 798 established the California Transportation Finance Authority (CTFA), which was granted the power to authorize Caltrans or other regional transportation agencies to use tolls as a means of financing a transportation facility.</li> </ul>	<ul style="list-style-type: none"> <li>- SFCTA, as the Treasure Island Mobility Management Agency, has authority to own and operate the TI congestion pricing program through AB980 (2008) and AB141 (2014).</li> <li>- The I-680 Express Lanes are operated by Sunol JPA. Caltrans owns the right of way; the Sunol JPA owns the tolling equipment. This arrangement also applies to the Express Lanes operated by VTA. Similarly, the I-580 Express Lanes will be owned by Caltrans and operated by Alameda CTC. The Sunol JPA and Santa Clara both operate in a similar manner: these agencies have operational control and day to day responsibilities for the staffing, setting of tolls and maintenance of toll related equipment. Each has an agreement with Caltrans specifying roles and responsibilities; in these cases, Caltra maintains the pavement.</li> </ul>


Potential Strategies	Institutional - Coordination What institutional mechanisms exist to coordinate around this strategy?	Financial How is the capital and O&M of this strategy funded?	Policy Are policy changes currently being considered that would affect the application of this strategy in SF?
Adaptive Ramp Metering (ARM)	Unknown	The I-80 Smart Corridor Project is funded by state CMIA funds, the Traffic Light Synchronization Program, Alameda County Measure B funds, and Contra Costa County Measure J funds. This is an "actively" managed project, requiring staff to monitor and provide oversight. For projects of this type (with an ongoing operations obligation) that are sponsored by a local agency, Caltrans will require a funding plan to cover Caltrans oversight and operations costs. An annual operating agreement will be required specifying the roles and responsibilities and budget.	N/A
Dynamic Lane Use Control, including Merge/Shoulder	Unknown	The I-80 Smart Corridor Project is an example of how this type of strategy can be funded when part of a larger package of improvements.	N/A
Dynamic Speed Limits / Advisories	Unknown	The I-80 Smart Corridor Project is an example of how this type of strategy can be funded when part of a larger package of improvements.	N/A
High Occupancy Vehicle (HOV) Conversion	A Committee comprised of Caltrans, MTC and CHP oversees HOV lanes management in the Bay Area; another name for this Cmte is the Freeway Mgmt Executive Cmte. Historically, the Committee reviews and approves requests to modify Bay Area HOV lane policies (e.g., hours of operation, eligibility) to meet the legislative requirement of CVC 21655.6. A staff level version of this Cmte will oversee the technical aspects of the MLIP.	Traditional state fund sources such as STIP funds – both county share and inter-regional share – have been used to fund HOVs throughout the state. Federal CMAQ and STP funds have also been used. One-time state programs such as Corridor Mobility Improvement Account (CMIA) and Traffic Congestion Relief Program (TCRP) have also provided HOV funding. As the availability of state and federal funds has decreased, development of HOV facilities as been increasingly dependent on local funding for development and construction. These funds are primarily county sales tax measures but also may include developer impact fees and other local funds.	Caltrans is updating Deputy Directive 43 (Managed Lanes) that outlines roles, responsibilities and implementation requirements, and states the policy purpose for managed lanes on the SHS.
Congestion Pricing/HOT Conversion	- The California Toll Operators Committee (CTOC) is responsible for coordinating and setting interoperability guidelines for California Toll Facilities. The SFCTA joined CTOC in 2014. - The Express Lanes Executive Steering Committee has a similar function for the Bay Area Express Lane network. The Committee has several Technical Working Groups. The SFCTA joined the ESC in 2014. - The "HOV Committee" (see above) will provide staff and executive oversight of the MLIP.	- Capital Costs – Project development and capital costs for have been funded with VPPP, local sales tax and other state and federal discretionary funds. O&M Costs – Funded by toll revenues, typically with supplemental funding for operations during the initial years. The cost of services provided by other agencies - e.g., BATA for transaction processing; CHP for incident management; Caltrans for pavement maintenance - is negotiated. E.g., on the I-680 and I-880 Express Lanes, a portion of the Caltrans maintenance is reimbursed by the operating agencies per agreement. - Current proposed legislation, AB 194, would require that (1) HOT revenues pay for maintenance, administration, and operation of HOT lanes, and (2) that any remaining HOT revenues be spent within the corridor they are generated.	- SB 983, failed 2014 legislation, would have removed the limit on the number of allowable HOT facilities in CA; limited the implementation and operation of new HOT lanes to the RTA (MTC) and VTA; and prohibited the conversion of mixed use lanes into HOT lanes, among other provisions. Current proposed legislation, AB 194, is identical to SB 983. - The California State Transportation Agency (CalSTA) issued a White Paper in January 2015, titled "Tolling and Pricing for Congestion Management and Transportation Infrastructure Financing," with recommendations on: use of tolling to manage congestion and fund transportation infrastructure. It also proposes new legislation that would provide for the CTFA to authorize tolling for mobility management, not just financing.




# Memorandum

**Date:** 03.11.15 **RE:** Plans & Programs Committee  
March 17, 2015

**To:** Plans and Programs Committee: Commissioners Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

**From:** Lee Saage – Deputy Director for Capital Projects 

**Through:** Tilly Chang – Executive Director 

**Subject:** **INFORMATION** – Major Capital Projects Update – Central Subway

## Summary

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both tunnel boring machines completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Substantial completion of this contract is expected in April 2015. Work is also underway on the largest single construction contract ever awarded by the San Francisco Municipal Transportation Agency: the \$840 million Stations and Systems contract. The contractor, Tutor Perini will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation is nearing completion and work has commenced at the Union Square garage. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed, and construction has begun on the roof slab at the Yerba Buena/Moscone station. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018. As of December 31, 2014, the project had paid out \$95.57 million to Small Business Enterprises. With a budget of \$1.578 billion, revenue service is anticipated by December 2018. **This is an information item.**

## BACKGROUND

The San Francisco Municipal Transportation Agency’s (SFMTA’s) Central Subway project will extend the T-Third light rail line (also known as the Initial Operating Segment of the Third Street Light Rail Project) north from King Street along Fourth Street, entering a tunnel north of Bryant Street, crossing beneath Market Street, and running under Stockton Street to Stockton and Washington Streets. A surface station will be provided near Brannan Street, and underground stations will be located at Yerba Buena/Moscone Center, Union Square, and Chinatown. The Central Subway is one of the signature projects in the Prop K Expenditure Plan.

On March 30, 2010, through Resolution 10-51, the Transportation Authority Board adopted a Baseline Budget, Schedule and Funding Plan for the Central Subway project and subsequently adopted an amended funding plan on February 15, 2011, through Resolution 11-44. On October 11, 2012 the SFMTA received the Full Funding Grant Agreement from the Federal Transit Administration (FTA), which represents the federal government’s commitment of \$942 million in New Starts funds to the project. All design work for the project has been completed. Construction started in January 2010 and is scheduled to be completed in June 2018, with revenue service starting in December 2018.

## DISCUSSION

The purpose of this memorandum is to provide an update on the Central Subway project.

**Budget:** The Baseline Budget for the Central Subway project is \$1.578 billion in year-of-expenditure dollars. As of January 31, 2015, the project has incurred \$747.65 million in costs against \$1.03 billion in allocations. The current cost Forecast-at-Completion remains unchanged at \$1.578 billion. The expenditures reflect 47.3% of the overall budget and the earned value is 46.6%.

<b>Central Subway Baseline Budget (in millions)</b>	
Preliminary Engineering	\$46.2
Final Design	\$83.7
Construction	\$1,080.6
Real Estate	\$37.4
Vehicles	\$26.4
Project Management	\$206.4
Other*	\$22.9
Unallocated Contingency	\$74.4
<b>Approved Baseline Budget Total</b>	<b>\$1,578.3</b>
<b>Forecast Cost at Completion</b>	<b>\$1,578.3</b>

\*Other includes legal, permits, review fees, survey, testing, investigation, inspection, and startup

**Funding:** The funding plan for the project is depicted in the table below and in a more detailed format in Attachment 1. All funding sources are allocated, with the exception of about \$437 million in Federal New Starts funds, which are committed to the project by the FTA, but subject to annual appropriations by Congress, and \$75.5 million in State Regional Improvement Program (RIP) funds, which are planned.

The Transportation Authority and SFMTA have long recognized that the RIP is a very erratic source of funding and one that has been chronically under-funded for more than a decade. Thus, we have been supporting SFMTA in the identification of alternate fund sources that can meet the project's cash flow needs. The Transportation Authority will uphold its RIP commitment by programming those funds to other eligible SFMTA RIP projects as the funds become available.

<b>Central Subway Funding Plan by Source (in millions)</b>	
Federal 5309 New Starts Program	\$942.2
Federal Congestion Mitigation & Air Quality Improvement Program (CMAQ)	\$41.0
State Prop 1B- SFMTA	\$225.3
State Regional Improvement Program/Other Local	\$88.0
State Prop 1B- MTC	\$82.5
State Prop 1A High Speed Rail Connectivity	\$61.3
State Traffic Congestion Relief Program (TCRP)	\$14.0
Local Prop K Sales Tax	\$124.0
<b>Total Funding</b>	<b>\$1,578.3</b>

**Schedule:** As shown below, revenue service on the Central Subway is scheduled to commence on December 26, 2018. The controlling critical (longest) path currently runs through the excavation and construction of the Union Square/Market Street Station (UMS), followed by UMS commissioning, systems construction and, finally, commissioning and pre-revenue activities. Construction of the Chinatown station is close to the critical path.

<b>Central Subway Construction Milestones</b>	
Notice to Proceed for Stations and Systems contract	May-13
Start tunnel boring with tunnel boring machine (TBM)	May-13
Tunnels substantial completion	Apr-15
Complete Yerba Buena/Moscone Station	Jul-17
Complete Chinatown Station	Oct-17
Complete Union Square/Market Street Station	Oct-17
Substantial Completion of Stations and Systems contract	Jan-18
Startup and Commissioning begins	Jul-18
Revenue service	Dec-18

**Status:** The project is being delivered in four construction packages, all of which have been awarded. Utility Relocation 1 and Utility Relocation 2 have been completed and the tunnels contract is nearing completion. Work is underway on the Stations and Systems contract.

2014 was another milestone year for the Central Subway project. Work on the \$233 million tunnels contract reached a major milestone in June, when both TBMs, Mom Chung and Big Alma, completed the tunnel bores from the launch box under I-80 to the extraction pit in North Beach. The contractor, a Joint Venture of Barnard/Impregilo/Haley, also completed the construction of the headwalls for the three underground stations and all five cross passages between the tunnels. Work is now concentrating on the tunnel portal under I-280 at 4th and Bryant Streets. Substantial completion of this contract is expected in April 2015.

Work is also proceeding on the largest single construction contract ever awarded by the SFMTA: the \$840 million Stations and Systems contract. The contractor, Tutor Perini, will construct the three underground stations, the surface station, and the overall systems for the project. In January, work ramped up at the Union Square station after the removal of the Winter Walk, an urban park and open space which was installed for the holidays. At that station, pile installation is nearing completion and work has commenced at the Union Square garage with hazardous material abatement and demolition. Slurry wall installation on the perimeter walls for the Chinatown Station headhouse has been completed in preparation for excavation. At the Yerba Buena/Moscone station the slurry perimeter wall has also been completed and construction has begun on the roof slab. For the surface station at 4<sup>th</sup> and Brannan Streets, work was started on the cast-in-place drilled piles. As of the end of January, this contract was 26.88% complete. Substantial completion of this contract is scheduled for February 2018.

**DBE/SBE Program:** The Central Subway's Small Business Enterprise (SBE) program is based on contract-specific goals ranging from 6% to 30%, depending on the type of work and availability of SBEs. As of December 31, 2014, the project has paid out \$95.57 million to SBEs, 13.1% of the total expenditures. For its part, the \$838 million Stations and Systems contract has a goal of 25.5%, which represents \$214 million to SBE's. A detailed SBE report is included as Attachment 2.

**Challenges:** Although the project's Forecast-at-Complete indicates that the project will be completed within budget, the total cost contingency stands at \$81.22 million, \$58.78 million below the current FTA recommended minimum of \$140 million. SFMTA has implemented a cost containment program in partnership with the FTA and the Transportation Authority's project management oversight team which includes Cost Containment Workshops in addition to the already existing Risk Management workshops and Configuration Management Board, which reviews and approves all proposed project changes.

Although all funding for the project is identified, there is a need for ongoing advocacy to ensure that annual appropriations of the remaining New Starts funds remain at the levels needed to meet project cash flow needs. Recent appropriations have been keeping pace with projected needs. Another funding concern is the need to secure an alternate funding source for the remaining \$75.5 million in RIP funds which almost certainly won't be available when required to meet the project's cash flow needs given projected state funding levels. As noted above, Transportation Authority and SFMTA staffs continue to work together on this topic.

Although the schedule for revenue service remains unchanged, the schedule contingency on the critical path is 4.8 months, which is below the FTA's recommended minimum schedule contingency level of 8 months at this stage of construction.

**ALTERNATIVES**

None. This is an information item.

**CAC POSITION**

None. This is an information item.

**FINANCIAL IMPACTS**

None. This is an information item.

**RECOMMENDATION**

None. This is an information item.

Attachments (2):

1. Central Subway Funding Plan
2. Central Subway SBE Participation

Attachment 1  
Central Subway Full Funding Plan  
Updated: March 2015

Source <sup>2</sup>	Type	Status	Project Phases <sup>1</sup>						Total by Status	TOTAL
			PE/ENV	PS&E	ROW	CON	CON	TOTAL		
5309 New Starts	Federal	Allocated	\$36,310,980	\$47,690,426	\$0	\$385,180,078	\$469,181,484	\$942,200,000		
		Programmed	\$0	\$0	\$0	\$473,018,516	\$473,018,516			
		Planned	\$0	\$0	\$0	\$0	\$0			
CMAQ	Federal	Allocated	\$0	\$14,328,445	\$0	\$26,696,555	\$41,025,000	\$41,025,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1A High Speed Rail Connectivity	State	Allocated	\$0	\$0	\$0	\$61,308,000	\$61,308,000	\$61,308,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1B- MTC	State	Allocated	\$0	\$14,044,096	\$10,580,906	\$63,270,813	\$87,895,815	\$87,895,815		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop 1B-SFMTA	State	Allocated	\$0	\$1,200,000	\$24,196,508	\$194,499,677	\$219,896,185	\$219,896,185		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
RIP-SF/Other <sup>3</sup>	State	Allocated	\$0	\$0	\$0	\$12,498,000	\$12,498,000	\$88,000,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$75,502,000	\$75,502,000			
TCRP	State	Allocated	\$5,000,000	\$9,000,000	\$0	\$0	\$14,000,000	\$14,000,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
Prop K	Local	Allocated	\$4,142,132	\$27,418,669	\$0	\$92,414,199	\$123,975,000	\$123,975,000		
		Programmed	\$0	\$0	\$0	\$0	\$0			
		Planned	\$0	\$0	\$0	\$0	\$0			
<b>Totals</b>		<b>Allocated</b>	<b>\$45,453,112</b>	<b>\$113,681,636</b>	<b>\$34,777,414</b>	<b>\$835,867,322</b>	<b>\$1,029,779,484</b>	<b>\$1,578,300,000</b>		
		<b>Programmed</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$473,018,516</b>	<b>\$473,018,516</b>			
		<b>Planned</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$75,502,000</b>	<b>\$75,502,000</b>			
			<b>\$45,453,112</b>	<b>\$113,681,636</b>	<b>\$34,777,414</b>	<b>\$1,384,387,838</b>	<b>\$1,578,300,000</b>			

<sup>1</sup> Acronyms used for project phases include: PE/ENV - Preliminary Engineering/Environmental Documentation, PS&E - Plans, Specifications & Estimates or Final Design, ROW - Right of Way, CON - Construction. For the purposes of this table, construction includes procurement (e.g. vehicles).

<sup>2</sup> Acronyms used in this column include: CMAQ - Congestion Mitigation and Air Quality Improvement Program, MTC - Metropolitan Transportation Commission, RIP - Regional Improvement Program, SFMTA - San Francisco Municipal Transportation Agency, and TCRP - Traffic Congestion Relief Program.

<sup>3</sup> In November 2005, through Resolution 06-30, the Transportation Authority committed to prioritizing its RIP funds to four signature Prop K projects, including Central Subway. This commitment stems from the 2001 Regional Transportation Plan. In March 2012, through Resolution 12-44, the Transportation Authority Board made Central Subway the second highest priority after Presidio Parkway (required by the State) for future RIP funding cycles until those commitments are fulfilled. The Presidio Parkway RIP commitment was fulfilled with adoption of the 2012 State Transportation Improvement Program, making Central Subway the highest priority for RIP funds. The Transportation Authority and SFMTA are working together to ensure that alternate funding is available to the project, given that the remaining RIP funds are not likely to be available in time to meet the project's cash flow needs.



## Attachment 2 Central Subway SBE Participation

Contract No.	Contractor	Services/Segment	A	B	C	D	E	F	G
			Contract Amount	SFMTA SBE Contract Goal	Contract Expenditure to Date (Est.)	SBE Actual to Date	SBE Contract \$s = A * B	SBE Amount to Date = C * D	Contractor's SBE Goal (in Bid)
			millions			millions			
<b>A Project Professional Services Contracts</b>									
1	CS Partnership	Project Management	\$85.14	30%	\$46.30	36%	\$25.54	\$16.69	31.4%
2	Hill International	Project Controls Task 1	\$17.11	26%	\$7.87	22%	\$4.45	\$1.71	26.0%
3	PB Telemon	Tunnels Design	\$7.49	30%	\$7.65	30%	\$2.25	\$2.33	31.6%
4	CS Design Group	Stations Design	\$36.52	30%	\$28.40	44%	\$10.96	\$12.38	36.4%
5	HNTB, Inc.- B&C	Systems, Track & Surface Station Design	\$17.23	30%	\$12.04	29%	\$5.17	\$3.50	30.0%
<b>Subtotal Professional Services</b>			<b>\$163.50</b>		<b>\$102.25</b>		<b>\$48.36</b>	<b>\$36.61</b>	
<b>B Project Construction Contracts</b>									
			millions			millions			
1	Synergy Inc	Utility Relocation 1	\$11.97	20%	\$11.97	97.2%	\$2.39	\$11.63	96.4%
2	Synergy Inc	Utility Relocation 2	\$20.79	20%	\$20.79	87.4%	\$4.16	\$18.18	94.9%
3	BIH	Tunnels and Portal - in Construction	\$241.08	6%	233.57	5.8%	\$14.47	\$13.62	6.1%
4	MH Construction	Pagoda Demolition	\$0.68	100%	\$0.64	98.7%	\$0.68	\$0.63	100.0%
5	Tubr-Perini	Stations/Track/Systems - in Construction	\$838.09	20%	\$210.17	7.2%	\$167.62	\$15.14	25.5%
<b>Subtotal Construction Contracts</b>			<b>\$1,112.61</b>		<b>\$477.14</b>		<b>\$189.31</b>	<b>\$59.20</b>	
<b>Contract</b>	<b>Contractor</b>	<b>Services/Segment</b>	<b>Base Contract</b>	<b>SFMTA Goal</b>	<b>Expenditures</b>	<b>SBE Actual</b>	<b>= A * B</b>	<b>= C * D</b>	<b>Bid Goal</b>