



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, December 8, 2015; 10:00 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Christensen (Vice Chair), Breed, Farrell, Yee and Wiener (Ex Officio)

Clerk: Steve Stamos

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<p>In June 2013, the Transportation Authority Board programmed \$35 million in One Bay Area Grant (OBAG) Cycle 1 County Program funds to seven projects that were competitively selected, including San Francisco Public Works' (SFPW's) ER Taylor Elementary Safe Routes to School (SR2S) and Chinatown Broadway Street Design projects. ER Taylor SR2S has been recently completed with a remaining balance of \$67,265. SFPW requests reprogramming the balance to the Chinatown Broadway project, which has received a higher-than-anticipated bid to its original construction contract advertisement. SFPW plans on re-advertising the contract by the end of this year and awarding it in March 2016.</p>	
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5. Recommend Appointment of One Member to the Citizens Advisory Committee – ACTION*	21

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 is one vacancy on the CAC requiring committee action. The vacancy is the result of the resignation of Raymon Smith. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

6. Recommend Allocation of \$638,477 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION* 27

As summarized in Attachments 1 and 2, we have two requests totaling \$638,477 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$516,000 to upgrade traffic signals at five intersections along the Upper Polk corridor as part of the Polk streetscape and paving project. San Francisco Public Works has requested \$122,477 to supplement previously allocated Prop K sales tax funds for the construction phase of pedestrian safety improvements on Sloat Boulevard at Everglade Drive and 23rd Avenue. Project costs have increased due to added Caltrans design requirements and higher than anticipated contract bids.

7. Recommend Approval of the 2015 San Francisco Congestion Management Program – ACTION* 73

As the Congestion Management Agency for San Francisco, the Transportation Authority is responsible for developing and adopting a Congestion Management Program (CMP) for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. The 2015 CMP incorporates several substantive updates, including 2015 system performance monitoring results; the updated CMP Capital Improvement Program; updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2013.

8. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

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

Wednesday, December 2, 2015

1. Committee Meeting Call to Order

The meeting was called to order by Chair Christopher Waddling at 6:14 p.m. CAC members present were Myla Ablog, Brian Larkin, John Larson, Jacqueline Sachs, Peter Sachs, Peter Tannen and Wells Whitney. Transportation Authority staff members present were Michelle Beaulieu, Amber Crabbe, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn, Michael Schwartz and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

Chair Waddling had no items to report.

There was no public comment.

Consent Calendar

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

4. Approve the 2016 CAC Meeting Schedule – ACTION

6. Adopt a Motion of Support for Reprogramming \$67,265 in One Bay Area Grant Cycle 1 Funds from San Francisco Public Works' ER Taylor Elementary Safe Routes to School Project to the Chinatown Broadway Street Design Project – ACTION

Chair Waddling requested that Item 5 be removed from the Consent Calendar and considered separately as requested by staff.

There was no public comment on the Consent Calendar.

Wells Whitney moved to approve the Consent Calendar, seconded by John Larson.

The Consent Calendar was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, P. Sachs, Tannen, Waddling and Whitney

Absent: CAC Member J. Sachs

End of Consent Calendar

7. 2016 CAC Nominations – INFORMATION

Chair Waddling opened the floor for nominations for the Chair seat.

Wells Whitney nominated Chris Waddling for Chair. There were no further nominations.

Chair Waddling opened the floor for nominations for the Vice Chair seat

Wells Whitney nominated Peter Sachs for Vice Chair. There were no further nominations.

There was no public comment.

5. Adopt a Motion of Support for the Approval of the 2016 State and Federal Legislative Program – ACTION

Maria Lombardo, Chief Deputy Director, thanked Chair Waddling to removing this item from consent. She explained that there was a revised version of the proposed 2016 State and Federal Legislative Program being distributed. The new and improved version, she continued, retained the legislative goals and objectives detailed in the longer version in the packet, but was a significant shortened and more user-friendly version as a result of Michelle Beaulieu's, (Transportation Planner) efforts. Ms. Beaulieu presented the item per the staff memorandum.

Wells Whitney thanked staff for providing a much more accessible format. Jacqueline Sachs asked if the recent issues with the San Francisco-Oakland Bay Bridge would have an impact on the I-80/Yerba Buena Island Ramps Improvement project. Ms. Lombardo stated that the recent issues were not anticipated to impact this project. Myla Ablog thanked staff for simplifying the document but said the specific legislation citations included in the previous version were helpful and asked if they could be included. Ms. Lombardo stated that the Legislative Program was meant to be a guiding principles document and said that staff would continue to bring a matrix of specific bills that the Transportation Authority was tracking to the CAC each month, which contained the information Ms. Ablog had asked about.

During public comment, Jerry Cauthen noted that staff referenced the Geary Corridor Bus Rapid Transit (BRT), Van Ness Avenue BRT, and Central Subway projects specifically. He asked why the Caltrain Downtown Extension was not included in the objectives related to Federal Core Capacity, New and Small Starts funds. Ms. Beaulieu replied that seeking full funding for the project was listed under the High-Speed Rail item in the state portion of the program. Anna Laforte, Deputy Director for Policy and Programming, stated that staff would also add the project to the aforementioned federal legislative goal, as well.

Wells Whitney moved to approve this item, seconded by Myla Ablog.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Waddling and Whitney

8. Adopt a Motion of Support for the Allocation of \$638,477 in Prop K Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedule – ACTION

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

John Larson stated that as a frequent user of Sloat Boulevard, any project to improve pedestrian safety was a benefit, as the street seemed dangerous for pedestrians. Mr. Larson asked for a more detailed explanation of HAWK beacons. Mr. Pickford explained the function of HAWK beacons and said that they have higher rates of driver compliance than other beacons.

Peter Sachs asked if drivers could be ticketed for running a red light at a HAWK beacon and why Sloat Boulevard was a state highway. Marcy Camacho, Assistant Project Manager at San Francisco Public Works (SFPW), responded that running a red light presented by a HAWK beacons was ticketable, but said she could not answer why Sloat Boulevard was a state highway. Jacqueline Sachs asked if there was a comprehensive analysis or plan to slow traffic on Sloat Boulevard, as recent speed limit reductions had not been very effective. Ms. Camacho responded that a repaving project headed by the California Department of Transportation (Caltrans) could include curb bulbouts and additional HAWK beacons and noted that Caltrans would be discussing these potential features at an upcoming community meeting. Mr. Sachs asked if

buffered bicycle facilities or zig-zag pavement markings before crosswalks were also being considered. Ms. Camacho responded that she did not have that information and encouraged people to bring these ideas up at the community meeting.

Brian Larkin asked if there was any possibility to recover the bid bond amount from the initial low bidder who withdrew. Rachel Alonso, Transportation Finance Analyst with SFPW, responded that she would follow up with SFPW contract management and provide a response.

Chair Wadding asked if there was an educational component to help drivers understand HAWK beacons. Ms. Camacho responded that no formal education would be conducted, but that she had already distributed links to some instructional online videos to neighborhood groups in close proximity to Sloat Boulevard. She added that she had not heard additional requests from community members.

Mr. Wadding asked how construction of the Polk Street project would be coordinated with the Van Ness Bus Rapid Transit project since the schedules overlap. Craig Raphael, Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA), responded that there had been extensive coordination between the Polk Street project team and the Van Ness BRT project team on this issue to try and minimize construction impacts. Mr. Wadding asked how the backlog of traffic calming projects was being addressed. Mr. Raphael responded that SFMTA was actively addressing projects in the backlog and was funding those projects with revenue bonds, which need to be spent within a certain timeframe. He said that SFMTA anticipates making a Prop K request in 2016 and would be happy to bring a status report on implementation of the traffic calming backlog at that time.

During public comment, Roland LeBrun noted that there was a process to request that Caltrans relinquish control of state highways to local entities, which could offer cities more flexibility in street design. Mr. LeBrun also noted how zig-zag pavement markings were in place in London. He said that another marking called a yellow box was being considered in advance of railroad crossing stop lines which would be useful for Caltrain, although this could require changes to the streets and highway code.

Peter Tannen moved to approve the item, seconded by John Larson.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Wadding and Whitney

9. Adopt a Motion of Support for Approval of the 2015 San Francisco Congestion Management Program – ACTION

Drew Cooper, Transportation Planner, presented the item per the staff memorandum.

Myla Ablog asked if enforcement was considered as part of the congestion management analysis to take into account issues such as double parking. Mr. Cooper replied that the report did not explicitly look at those factors, but the effects from those factors were reflected in the data.

Peter Tannen noted that SB743 repealed using automobile LOS as a CEQA threshold and ask if there was a move to eliminate LOS from the CMP. Maria Lombardo, Chief Deputy, stated that CMP law was from 1989 and efforts were underway to update it and bring it in line with new policies like SF375, SB 743, etc. She noted, however, that even if LOS isn't use as a CEQA threshold, it is still a useful tool for measuring traffic congestion.

Chair Wadding asked if the Transportation Authority would be able to determine the maximum speed of Muni vehicles before installing "red carpets" (transit only lanes). Mr. Cooper replied

that he was not aware of that type of analysis, and observed that the study included travel and dwell times which affected the reported transit speed but did not track light-rail or off-street vehicle speeds.

Jacqueline Sachs asked why off-peak hours were not measured. Mr. Cooper replied that the Transportation Authority did not currently monitor off-peak performance as part of the Congestion Management Program because it was not required by state law. He added that other studies, including the Late Night Transportation Plan, did consider off-peak hours. Maria Lombardo, Chief Deputy Director, added that off peak data was often the focus of studies like the Late Night Transportation Plan that considered special market segments. She added that BART has ridership data showing very extended peak periods and other data shows travel markets which experience weekend or other non-traditional peak hour periods.

Peter Tannen asked what could be done to further improve Muni performance during morning and afternoon peak hours. Mr. Cooper replied that projects like Muni Forward and the implementation of red transit-only lanes would increase the speed of Muni service. He added that the Transportation Authority was interested in obtaining other metrics to better understand these issues.

During public comment, Jerry Cauthen noted that it could be difficult to increase Muni vehicle speeds if projections for increased numbers of automobile trips in San Francisco come to pass. He also noted that the trend of reducing automobile capacity generally results in worsened conditions for transit. Mr. Clausen also recognized the Transportation Authority for introducing the idea of congestion pricing, but noted it was shot down, in part, due to misperceptions about the purpose and use of the funds. He suggested that a congestion pricing program should be reintroduced, but

Peter Sachs moved to approve the item, seconded by Wells Whitney.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Waddling and Whitney

10. Update on the San Francisco Municipal Transportation Agency's Commuter Shuttle Program – INFORMATION

Hank Willson, Principal Analyst at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Jacqueline Sachs asked how commuter shuttles would be coordinated with Van Ness Avenue Bus Rapid Transit (BRT). Mr. Willson replied the shuttles would likely be routed away from Van Ness Avenue and onto parallel corridors both during and after construction of the BRT line. Ms. Sachs asked about the status of legal challenges to the shuttle program. Mr. Willson said that he believed that a judge might release a ruling on a pending challenge in January 2016.

Myla Ablog stated that she agreed with community members who have called for the shuttle program's environmental impacts to be reviewed under CEQA.

Peter Tannen asked whether increased enforcement and SFMTA project management would be funded by the fees collected from shuttle operators. Mr. Willson responded that the fees would cover the cost of enforcement and project management and that SFMTA intended to increase enforcement.

John Larson asked whether there had been a study of non-participating shuttles and specifically whether there were estimates of how many non-participating shuttles were operating. Mr.

Willson replied that non-participating shuttles had not been studied as part of the program because they had not submitted data. He added that many of the non-participating shuttles appeared to be intra-city shuttles and that many seemed to be long-standing operations that had well-established operating patterns. Mr. Willson noted that he wasn't aware of a good estimate of the number of non-participating shuttles.

Chair Waddling mentioned that SFMTA had received many specific complaints through a monitoring system it had set up. He acknowledged a member of the audience, Edward Mason, who had submitted a large number of complaints regarding violations he had observed.

During public comment, Roland LeBrun stated that the shuttles program was exemplary. He asked about daily ridership on the shuttles and whether shuttles would be permitted to use BRT lanes on Van Ness Avenue. Mr. Willson replied that there were approximately 17,000 shuttle boardings per day, so there were an estimated 8,500 shuttle riders. He said SFMTA was not planning to allow shuttles to use the BRT lanes.

Edward Mason stated that even after 16 months of operating the pilot shuttle program he was still observing violations. He said that violations not recorded in August and September before SFMTA set up the official reporting line were about 40 per month, and that there were violations missed outside the operating hours of white zones. He said that the shuttles were being used by less than 1% of the population of the city and that reduction in vehicle miles traveled was offset by fuel wasted by the shuttles as they dead headed back to their origin. He said that even though 47% of shuttle riders said they would drive alone if shuttles were not an option, the fact that 53% said that they would find use alternate transportation was significant. Mr. Mason noted that pavement damage from the shuttles could be observed on steep streets at 26th Avenue & Noe Street, but that the program was not recouping repair costs from the shuttles. He also said that the communities where the employers providing the shuttles were located – like Mountain View - should share their property tax revenue with communities where the shuttle riders live.

Jerry Cauthen said that he liked the idea of collecting many people in larger vehicles, and asked how many buses it would actually take to accommodate the number of riders, since it was only about 8,500. He said that with future growth there could be more shuttles and that the shuttles should not be allowed to interfere with Muni.

Jordan Lindsey asked whether SFMTA would apply a similar system to regulate tour and charter buses. Mr. Willson replied that SFMTA was not currently planning to and noted that there were many differences between how shuttles and tour buses operated.

11. Overview of the San Francisco Long Range Transportation Planning Program – INFORMATION

Michael Schwartz, Principal Transportation Planner, presented the item per the staff presentation. Immediately following the presentation Item 12 was called for a joint discussion on both items.

12. Southeast/Southwest Sector Long Range Transit Planning – INFORMATION

Michael Schwartz, Principal Transportation Planner, introduced the item and Peter Albert, Interim Planning Director at the San Francisco Municipal Transportation Agency (SFMTA), who presented the item.

Peter Sachs noted the potential benefits of the M-line Core Capacity Project improvement, observing that this was really a transformative project for 19th Avenue with the potential to take the streetcar out of the middle of 19th. He said that public support for such projects would grow

with increased awareness and understanding of the benefits and opportunities afforded by such a project. Mr. Albert concurred and added that in addition to the benefits to the southeast sector, this project would significantly relieve capacity constraints for the entire metro system. He emphasized that we can never really do projects in isolation in San Francisco, but need to also look at the whole picture as is being done on the M-Line.

Chair Waddling said he hoped that lessons learned from the Mission Bay Loop project, which is currently under a legal injunction, would be carried forward into future planning efforts. Jacqueline Sachs clarified that the need for the Mission Bay Loop was reinstated as part of the T-Third project before approval of that project.

During public comment, Roland Lebrun said he felt that prospects for the 22nd Street Caltrain Station and the Oakdale Station were not looking good. On the up side, he suggested that all the changes happening may make it worth re-looking at the Paul Avenue Station.

Edward Mason asked if transportation projects would be funded through the Priority Development Area (PDA) programs or the Transportation Sustainability Fee (TSF), noting that the latter did not fund the entirety of the impacts according to the nexus study. Mr. Albert responded that projects within PDAs were eligible for regional funding while the TSF is a citywide development fee. He said the two funding sources are complementary.

13. Update on Cost Review of Transbay Transit Center and Downtown Extension – INFORMATION

Luis Zurinaga, Consultant to the Transportation Authority, presented the item using the slides included in the agenda packet.

Peter Sachs commented that proceeds from the sale of Parcel F were originally intended for the Caltrain Downtown Extension rather than the Transbay Transit Center. He said future updates should show revenues along with costs to identify the funding gaps. He added that the BART pedestrian connector should not be dropped from the project, as it could be an important factor in increasing Caltrain ridership. Mr. Zurinaga clarified his recommendation was not to eliminate the pedestrian connector but to defer it to a proposed third phase if it isn't possible to secure all the funding needed at once, recognizing the very large funding gap for the extension and that the connector isn't essential for day one operations.

Jacqueline Sachs asked about the \$51 million missing items line in the revised cost estimate. Mr. Zurinaga responded that these were scope elements that should have been included in the original budget, such as a temporary structure to keep traffic moving while construction continues below street level and utility relocation. Maria Lombardo, Chief Deputy Director, underscored that the end goal was to extend Caltrain service to the Transbay Transit Center. The cost review raises some considerations that are worth further evaluation and, she noted, there are other studies underway such as the Planning Department's Railyard Boulevard Study that is looking at alternate construction methodologies and alignments for the extension.

During public comment, Roland LeBrun said he regretted that there had not been time to discuss the overall scope of the project. He asked why the Central Subway, a light rail extension of approximately equal length, could be delivered for less than half the cost of the Caltrain Downtown Extension.

Jerry Cauthen said that the connection to Market Street was a very important part of the project, and that even though the trains were first priority, the city should do everything possible to identify funding to construct the connector.

14. Introduction of New Business – INFORMATION

There was no public comment.

15. Public Comment

There was no public comment.

16. Adjournment

The meeting was adjourned at 8:20 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, November 3, 2015

1. Roll Call

Chair Tang called the meeting to order at 10:07 a.m. The following members were:

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

Absent at Roll Call: Commissioners Christensen and Farrell (entered during Item 2) (2)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at its October 28 meeting, the CAC considered and unanimously passed Item 4 from the agenda. He said there was some discussion on the Gough Street signals request, and that a few CAC members asked for details regarding exclusive pedestrian signaling and additional bicycle activation capabilities for cross-streets in the bicycle network. He noted that the primary focus of the request was enlarging the signal mast arms and signal lights, but that staff from the San Francisco Municipal Transportation Agency (SFMTA) said they would look into the requests and follow up. Chair Waddling said the CAC asked how SFMTA planned to engage riders from diverse economic and cultural backgrounds for the Ensuring Transit Service Equity project, and that the project manager provided a thorough response. Lastly he noted that the CAC had asked for updates on two topics: the first being an update on the Mission Bay Loop project that was currently being held up in court, and the second being an update on the Railyard Alternatives and I-280 Boulevard Feasibility Study, which the San Francisco Planning Department would present on in early 2016.

There was no public comment.

3. Approve the Minutes of the October 20, 2015 Meeting – ACTION

There was no public comment.

The Minutes were approved without objection by the following vote:

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

Absent: Commissioner Christensen (1)

4. Recommend Allocating \$273,868 in Prop K Funds and \$300,000 in Prop AA Funds, with Conditions, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Commissioner Yee commented that there had been discussion regarding the Balboa Reservoir as a potential site for housing development and that at community meetings the biggest concern was worsening traffic issues that the development might cause. He said the area already

experienced gridlock and that he was thankful the traffic issues would be studied now rather than when the development plan was conceptualized because there could be some near-term solutions and it was great to get ahead of the problem instead of being reactive.

Chair Tang commented that the Gough Street signal upgrades and the upcoming Van Ness Bus Rapid Transit system would be important improvements to that area.

There was no public comment.

The item was approved without objection by the following vote:

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

Absent: Commissioner Christensen (1)

5. **Overview of the San Francisco Long Range Transportation Planning Program – INFORMATION**

Michael Schwartz, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Tang asked if there was a timeframe or deadline for when the transportation element to the San Francisco General Plan was updated. Josh Switzky, Senior Planner at the San Francisco Planning Department, responded that there was not a state-mandated schedule for the Transportation Element, unlike the Housing Element, which had a required update schedule. He said that other elements to the General Plan also would benefit from updates but that there was no specific time horizon for those elements.

Commissioner Yee asked if it would be possible to have the Transportation Element be updated every six months. Mr. Schwartz responded that the goal was to complete the various planning efforts discussed in the presentation beforehand (expected by 2018) which would then inform the Transportation Element. Mr. Switzky clarified that it was a significant effort to update an element of the General Plan, and that the most recent update was to the Recreational and Open Space element. He noted that the Housing Element was updated every four to eight years as required by the state. He said the updates involved a significant public outreach process and involved reviewing all the policies and priorities of the City. Mr. Switzky said that it had been over 20 years since the Transportation Element had been updated, but that it was a long range plan that was intended to guide the city several decades into the future without being updated on a frequent basis.

Commissioner Yee asked what the plan was for the public outreach process. Mr. Schwartz responded that the stakeholder outreach would be underway by spring 2016 and would continue throughout the update process. He added that it would be a citywide outreach process, including targeted efforts to get input from less represented stakeholders such as low-income communities and communities of color. Mr. Schwartz said while the General Plan was intended to be a long-range document, the Countywide Plan was updated every four years in-line with the Regional Transportation Plan to keep up with current trends. He said the two plans intertwined but served different purposes, and that they were being combined in this context to incorporate input from multiple city agencies and identify what San Francisco's near-and long-term priorities were.

Chair Tang commented that while updating the General Plan was a very intensive process, it should be updated more frequently than every 20 years.

Commissioner Yee asked if progress updates could be provided more frequently regarding emerging issues or expected outcomes, and noted that he didn't clearly understand the process for the overall effort. Mr. Schwartz responded that there would be an update in the near future on city and countywide issues and the team intended to provide regular updates to the Committee throughout the Long Range Transportation Planning Program process. Mr. Schwartz acknowledged that many of the details were still be sorted out and that input from the Committee would be sought.

Tilly Chang, Executive Director, stated that planning and long-range planning was a continuous process, and that the Countywide Plan was changing from being updated every 10 years to every 4 years in order to stay on track with the Plan Bay Area regional process. She noted that the region was changing quickly and that there were complex social, environmental and transportation issues that accompanied population growth. She said that at the December Plans and Programs Committee meeting staff would present an update to the Congestion Management Program, which was updated in-between Countywide Plan updates and was required every two years. She said the update would involve current trends with congestion and accessibility, and would look at what areas of the city were experiencing transportation challenges or receiving improvements, and that it was meant to keep the Board and the public engaged on a regular basis. Ms. Chang said in contrast, the Transportation Element of the General Plan would involve high-level policies like the transit first policy. She added that the General Plan needed to be a more durable plan and provided an opportunity for collaboration between city agencies and regional partners.

There was no public comment.

6. Introduction of New Items – INFORMATION

There was no public comment.

7. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 10: 35 a.m.



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Memorandum

Date: 12.02.15 **RE:** Plans and Programs Committee
December 8, 2015

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

From: Amber Crabbe – Assistant Deputy Director for Policy and Programming *Ac*

Through: Tilly Chang – Executive Director *TCC*

Subject: **ACTION** – Recommend Reprogramming \$67,265 in One Bay Area Grant Cycle 1 Funds from San Francisco Public Works’ ER Taylor Elementary Safe Routes to School Project to the Chinatown Broadway Street Design Project

Summary

In June 2013, the Transportation Authority Board programmed \$35 million in One Bay Area Grant (OBAG) Cycle 1 County Program funds to seven projects that were competitively selected, including San Francisco Public Works’ (SFPW’s) ER Taylor Elementary Safe Routes to School (SR2S) and Chinatown Broadway Street Design projects. ER Taylor SR2S has been recently completed with a remaining balance of \$67,265. SFPW requests reprogramming the balance to the Chinatown Broadway project, which has received a higher-than-anticipated bid to its original construction contract advertisement. SFPW plans on re-advertising the contract by the end of this year and awarding it in March 2016.

BACKGROUND

In June 2013, as Congestion Management Agency for San Francisco, the Transportation Authority Board programmed \$35 million in One Bay Area Grant (OBAG) Cycle 1 County Program funds to seven projects that were competitively selected, including San Francisco Public Works’ (SFPW’s) ER Taylor Elementary Safe Routes to School (SR2S) and Chinatown Broadway Street Design projects (see Attachment 1 for the project descriptions and subsequent amendments).

The ER Taylor SR2S project started construction in June 2015 and is now open for use after constructing seven pedestrian bulb outs at the intersection of Bacon and Goettingen Streets near the ER Taylor Elementary School and the Portola branch of the San Francisco Public Library. Led by SFPW and funded with OBAG and Prop K sales tax funds, this is the first OBAG project that has been completed in San Francisco. The bulb outs will increase safety for students and other pedestrians at the busy intersection by shortening the crossing distance, lowering turn speeds, and increasing visibility. This project has a remaining balance of \$67,265 in OBAG funds because one bulb out was removed from the project scope due to utility conflicts. These federal funds are available for reprogramming to another OBAG project.

DISCUSSION

The purpose of this memorandum is to seek a recommendation to reprogram the \$67,265 in unneeded

OBAG funds from SFPW's ER Taylor SR2S to the Chinatown Broadway project, as shown in Attachment 1.

Chinatown Broadway was originally advertised for construction in August 2015, and SFPW had planned to start construction in November. However, SFPW received only one bid that was 30% above the engineer's estimate (\$1.4 million more than the advertised \$4.5 million) and consequently decided to refine the bid package and re-advertise. To accommodate the rising construction cost, SFPW is separating out some of the scope elements as alternates in the contract bid documents, such as sidewalk waterproofing, part of the irrigation system, trash receptacles, and plaques for alleyway, and San Francisco Public Utilities Commission will be pursuing the water-related scope elements independently. SFPW is also seeking additional funding, including the subject OBAG funds and potentially Prop K sales tax funds and Prop AA vehicle registration fees, to deliver as much of the original scope as possible. SFPW is finalizing the revised contract package this month for the California Department of Transportation to review and anticipates re-advertising it by early next year, with the anticipated award date in March 2016. If approved by the Transportation Authority Board, the proposed reprogramming would then be subject to approval by the Metropolitan Transportation Commission.

ALTERNATIVES

1. Recommend reprogramming \$67,265 in OBAG Cycle 1 funds from SFPW's ER Taylor SR2S project to the Chinatown Broadway Street Design Project, as requested.
2. Recommend reprogramming \$67,265 in OBAG Cycle 1 funds from SFPW's ER Taylor SR2S project to the Chinatown Broadway Street Design Project, as requested, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC considered this item at its December 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

There are no direct impacts on the Transportation Authority's Fiscal Year adopted 2015/16 budget associated with the recommended action.

RECOMMENDATION

Recommend reprogramming \$67,265 in OBAG Cycle 1 funds from SFPW's ER Taylor SR2S project to the Chinatown Broadway Street Design project.

Attachment:

1. OBAG Cycle 1 Project List

Attachment 1
One Bay Area Grant (OBAG) Cycle 1 Project List
December 2015

Project Name (Sponsor)	Description	Construction Start	Open for Use	Total Project Cost	OBAG Funds as Last Amended	Proposed Change
Chinatown Broadway Street Design (San Francisco Public Works (SFPW))	Design and construct a complete streets project on Broadway from Columbus to the Broadway Tunnel, including bulb-outs, special crosswalk paving, new medians, street trees, bus stop improvements, and repaving. Construction contract was advertised on August 19, 2015, but SFPW received only one bid that was 30% above the engineer's estimate. SFPW is re-advertising in January 2016.	July 2016	October 2016	\$7,102,487	\$3,410,537	\$3,477,802 ^{1,3}
ER Taylor Elementary School Safe Routes to School (SFPW)	Design and construct four pedestrian bulb outs at the intersection of Bacon and Gottingen near ER Taylor Elementary School to improve pedestrian safety. The project is open for use.	June 2015	November 2015	\$604,573	\$519,631	\$452,366 ³
Longfellow Elementary School Safe Routes to School (SFPW)	Design and construct pedestrian safety improvements at the intersections of Mission & Whittier, Mission & Whipple, and Mission & Lowell near Longfellow Elementary School. Construction contract was advertised on July 10, 2015.	October 2015	June 2016	\$852,855	\$670,307	\$670,307
Mansell Corridor Improvement (San Francisco Municipal Transportation Agency (SFMTA))	Design and construct of a complete streets project on Mansell Street from Visitacion Avenue to Brazil Street including reduction in number of vehicular lanes and creating a multiuse path for pedestrians and bicyclists. Construction contract was advertised on June 25, 2015.	November 2015	September 2016	\$6,807,348	\$1,762,239	\$1,762,239
Masonic Avenue Complete Streets (SFMTA)	Construct complete streets improvements on Masonic Avenue from Fell to Geary, including reallocation of space to calm traffic, dedicated bicycle space (raised cycle track), and pedestrian enhancements. Construction contract advertisement is scheduled for December 12, 2015.	June 2016	December 2017	\$22,785,900	\$0	\$0 ²
Second Street Streetscape Improvement (SFPW)	Design and construct of a complete streets project on Second Street from Market to Townsend, including pedestrian safety improvements, a buffered cycle track, landscaping, and repaving. EIR was certified on August 13, 2015.	September 2016	May 2017	\$13,378,174	\$10,515,746	\$10,515,746
Transbay Transit Center Bike and Pedestrian Improvements (Transbay Joint Powers Authority)	Construct pedestrian and bicycle projects associated with the Transbay Transit Center, including a pedestrian walkway, sidewalks, path-finding signage, real time passenger information, bike racks and channels, pedestrian lighting, and public art. OBAG work will be implemented as part of various construction contracts for the Transbay Transit Center project.	July 2015	December 2017	\$11,480,440	\$6,000,000	\$6,000,000
Light Rail Vehicle (LRV) Procurement (SFMTA)	Purchase 175 replacement LRVs and 25 expansion LRVs to help meet projected vehicle needs through 2020, including for the Central Subway. The first new LRV is expected to roll out by the end of 2016.	September 2014 (procurement)	Through 2020	\$175,000,000	\$10,227,540	\$10,227,540 ²
Lombard Street US-101 Corridor Improvement	Design and construct safety improvements along Lombard Street between Van Ness Avenue and Richardson Avenue, including curb extensions (pedestrian and transit bulb-outs), daylighting at intersections, signal timing improvements, advance stop bars and high visibility curb crosswalks. SFPW and SFMTA are committed to delivering this project prior to a Caltrans paving project in 2018.	January 2017	March 2018	\$17,465,000	\$1,910,000	\$1,910,000 ¹
Total OBAG:					\$35,016,000	\$35,016,000

Attachment 1
One Bay Area Grant (OBAG) Cycle 1 Project
List November 2015

¹ \$1.91 million in OBAG funds were swapped with SFMTA local revenue bond funds because the OBAG funds were unavailable when needed. In October 2015, the Transportation Authority Board reprogrammed the OBAG funds to SFPW's Lombard Street US-101 Corridor Improvement via 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW.

² In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.

³ [Pending Transportation Authority Board's approval on December 15, 2015] SFPW requests reprogramming the remaining OBAG funds (\$67,265) from the recently completed ER Taylor SR2S to Chinatown Broadway, which has received a higher-than-anticipated bid to its original construction contract advertisement.



Memorandum

Date: 12.02.15 **RE:** Plans and Programs Committee
December 8, 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 *asc*

Subject: **ACTION** – Recommend Appointment of One Member 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 is one vacancy on the CAC requiring committee action. The vacancy is the result of the resignation of Raymon Smith. Attachment 1 shows current CAC membership and Attachment 2 lists applicants.

BACKGROUND

There is one vacancy on the Citizens Advisory Committee (CAC) requiring Plans and Programs Committee action. The vacancy is the result of the resignation of Raymon Smith, effective September 30. There are currently 27 applicants to consider for the existing vacancy.

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 one member to the CAC.
2. 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 ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Raymon Smith	M	NP	6	NP	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Jul 14	Jul 16
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 16
John Larson	M	NP	7	Miraloma Park	Neighborhood, Public Policy	Mar 14	Mar 16
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Sep 16
Chris Waddling, Chair	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 16
Santiago Lerma	M	H	9	Mission	Business, Environmental, Labor, Neighborhood, Public Policy	Dec 14	Dec 16
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 17
Wells Whitney, Vice Chair	M	C	3	Telegraph Hill	Environmental, Neighborhood, Public Policy, Senior Citizen	May 13	May 17
John Morrison	M	NP	11	Crocker-Amazon	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	May 15	May 17
Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood	Jun 97	Jul 17
Peter Sachs	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 17

A – Asian AA – African American AI – American Indian or Alaska Native C – Caucasian H/L – Hispanic or Latino
 NH – Native Hawaiian or Other Pacific Islander NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.

Attachment 2 (Updated 12.03.15)

APPLICANTS

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
1 Renee Anderson*	C	F	11	Outer Mission	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
2 Charles Baird*	NP	M	6	South of Market	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3 Margaret Bonner*	C	F	5	West NOPA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Virginia Calkins*	C	F	6	South of Market	Business, Environment, Neighborhood, Public Policy
5 Karwanna Dyson*	AA	F	10	Bayview Hunters Point	Business, Neighborhood
6 Peter Fortune	NP	M	2	Marina	Business, Neighborhood, Public Policy, Senior Citizen
7 Rachel Frederick*	C	F	4	Central Sunset	Business, Environment, Neighborhood, Public Policy
8 Aaron Goodman	C	M	11	Lakeside/ Parkmerced	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9 Hristo Gyoshev*	NP	NP	11	Mission Terrace	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
10 Rebecca Hogue*	C	F	6	Treasure Island	Disabled, Neighborhood
11 Doreen Horstin*	NP	F	6	South of Market	Environment, Labor, Neighborhood, Public Policy
12 Johnny Jaramillo*	NA	M	2	Van Ness Corridor	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
13 Lee Jewell*	C	M	5	Hayes Valley	Disabled, Neighborhood, Senior Citizen
14 Jack Kleytman*	C	M	4	Outer Sunset	Business, Neighborhood
15 Roger Kuo	A	M	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
16 Joe Lake*	C	M	6	South of Market	Environment, Labor, Neighborhood, Public Policy

Name	Ethnicity	Gender	District	Neighborhood	Affiliation/Interest
17 Rachel Morgan*	NP	F	3	South of Market	Business, Disabled, Neighborhood, Public Policy
18 Catherine Orland	C	F	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
19 Steven Riess*	C	M	6	South Beach	Business, Disabled, Environment, Neighborhood, Senior Citizen
20 Glenn Rogers	C	M	7	Ingleside Heights	Business, Disabled, Environment, Labor, Neighborhood, Senior Citizen
21 Glenn Savage*	NP	M	2	Pacific Heights	Business, Neighborhood, Public Policy
22 Deborah Schrimmer	C	F	5	Cole Valley	Neighborhood, Public Policy
23 Daniel Sisson	C/H	M	1	Inner Richmond	Business, Neighborhood, Public Policy
24 Howard Strassner	NP	NP	7	Inner Parkside	Environment, Neighborhood, Public Policy, Senior Citizen
25 Elliott Talbot*	NP	NP	2	Marina	Neighborhood, Public Policy
26 Jeffrey Wood	NP	M	8	Noe Valley	Environment, Labor, Neighborhood, Public Policy
27 David Zebker*	NP	NP	6	Tenderloin	Environment
A – Asian	AA – African American	AI – American Indian or Alaska Native	C – Caucasian	H/L – Hispanic or Latino	
	NH – Native Hawaiian or Other Pacific Islander	NP – Not Provided (Voluntary Information)			

* Applicant has not appeared before the Plans and Programs Committee



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Memorandum

Date: 12.02.15 **RE:** Plans and Programs Committee
December 8, 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 \$638,477 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 two requests totaling \$638,477 in Prop K sales tax funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$516,000 to upgrade traffic signals at five intersections along the Upper Polk corridor as part of the Polk streetscape and paving project. San Francisco Public Works has requested \$122,477 to supplement previously allocated Prop K sales tax funds for the construction phase of pedestrian safety improvements on Sloat Boulevard at Everglade Drive and 23rd Avenue. Project costs have increased due to added Caltrans design requirements and higher than anticipated contract bids.

BACKGROUND

We have two requests totaling \$638,477 in Prop K sales tax funds to present to the Plans and Programs Committee at the December 8, 2015 meeting, for potential Board approval on December 15, 2015. As shown in Attachment 1, the requests come from the following Prop K categories:

- Signals & Signs
- Traffic Calming

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

DISCUSSION

The purpose of this memorandum is to present two Prop K requests totaling \$638,477 to the Plans and Programs Committee, and to seek a motion of support to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project is included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests. Transportation Authority and project sponsor staff will attend the Plans and Programs Committee

meeting to provide a brief presentation on the specific requests and to respond to any questions that the Committee may have.

ALTERNATIVES

1. Recommend allocation of \$638,477 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$638,477 in Prop K funds, with conditions, 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 this item at its December 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$638,477 in Fiscal Year (FY) 2015/16 Prop K sales tax funds, with conditions, for two requests. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4, Prop K Allocation Summaries - FY 2015/16, shows the total approved FY 2015/16 allocations to date for both programs, with associated annual cash flow commitments as well as the recommended allocations and cash flows that are the subject of this memorandum.

Sufficient funds are included in the adopted FY 2015/16 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future fiscal year budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$638,477 in Prop K funds, with conditions, subject to the attached Fiscal Year Cash Flow Distribution Schedules.

Attachments (5):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K 2015/16 Fiscal Year Cash Flow Distribution – Summary
5. Prop K/AA Allocation Request Forms (2)

Attachment 1: Summary of Applications Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Prop K Cash Flow (hide for printing)				Prop K Leveraging		Phase(s) Requested	District
					Prop K 2015/16	Prop K 2016/17	Prop K 2017/18	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	33	SFMTA	Polk Streetscape Signal Modifications	\$516,000	\$ 387,000	\$ 129,000	\$ 516,000	41%	0%	Construction	3, 6	
Prop K	38	SFPW	Sloat Boulevard Pedestrian Improvements	\$122,477	\$72,477		\$ 654,517	51%	59%	Construction	4, 7	
			TOTAL	\$ 638,477	\$ 459,477	\$ 129,000	\$ 1,170,517	47%	33%			

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2012 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works).
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K 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 Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
33	SFMTA	Polk Streetscape Signal Modifications	\$ 516,000	\$ -	Requested funds will be used to upgrade signals at McAllister, Sutter, Pine, Bay and North Point Streets with accessible (audible) pedestrian signals, new poles and higher visibility traffic signals. Pedestrian countdown signals have already been installed at these locations. The signal upgrades will likely be constructed as part of the Polk streetscape and paving construction contract, which includes pedestrian safety, transit, bicycle, and aesthetic improvements for the Upper Polk corridor between Union and McAllister Streets, a 20 block stretch of 1.3 miles on the Vision Zero High Injury Network. Construction is scheduled for July 2016 through December 2017.
38	SFPW	Sloat Boulevard Pedestrian Improvements	\$ 122,477	\$ -	Funds will supplement \$146,825 in Prop K funds allocated in January 2014 for construction of pedestrian safety improvements along Sloat Boulevard at Everglade Drive and 23rd Avenue, leveraging \$359,200 in federal Highway Safety Improvement Program (HSIP) grant funds. Proposed improvements include flashing beacons, bulbouts, curb ramps and median improvements. Costs have increased due to added Caltrans design requirements and because the construction contract bids came in above the engineer's estimate. The project was originally bid in December 2014, but the low-bid contractor backed out of the project in June 2015 following contract award due to financial hardship, forcing SFPW to rebid the project. Design has been completed and construction will begin in December 2015. The project will be open for use in early spring 2016.
TOTAL			\$ 638,477	\$ -	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendation
33	SFMTA	Polk Streetscape Signal Modifications	\$ 516,000	\$ -	
38	SFPW	Sloat Boulevard Pedestrian Improvements	\$ 122,477	\$ -	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation requires a concurrent amendment to the Traffic Calming 5YPP to re-program \$122,477 from the Traffic Calming Implementation (Prior Area-wide Plans) project to the subject project. At the CAC meeting, SFMTA staff will be prepared to speak to the current status of the traffic calming backlog and any impact that the proposed 5YPP amendment will have on implementing this portion of the traffic calming program.</p> <p>The recommended allocation is also contingent upon the Transportation Authority Board's approval of a waiver to Prop K Strategic Plan policies to allow SFPW to use Prop K funds for a contract that has already been awarded.</p>
TOTAL			\$ 638,477	\$ -	

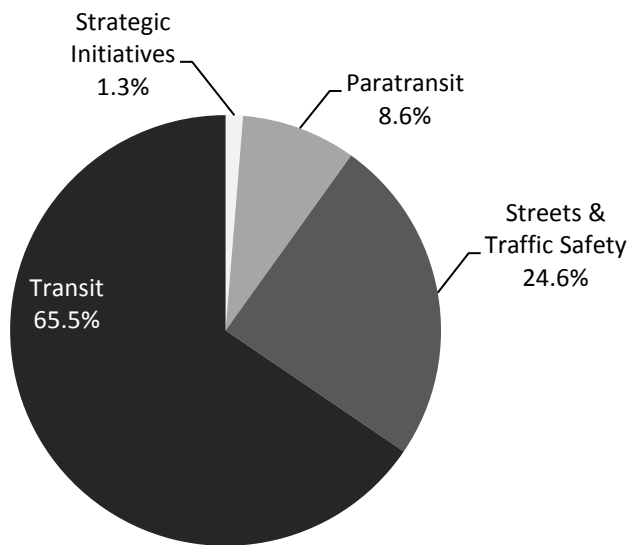
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K/ Prop AA Allocation Summaries - FY 2015/16**

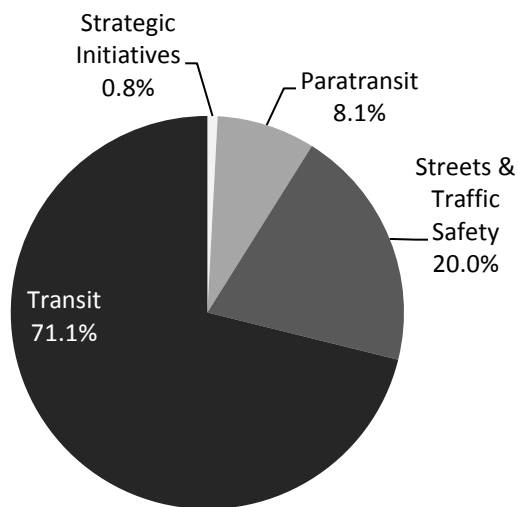
PROP K SALES TAX						
	CASH FLOW					
	Total	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19	2019/20
Prior Allocations	\$ 128,111,640	\$ 95,713,430	\$ 31,150,734	\$ 1,198,048	\$ 49,428	\$ -
Current Request(s)	\$ 638,477	\$ 50,000	\$ 459,477	\$ 129,000	\$ -	\$ -
New Total Allocations	\$ 128,750,117	\$ 95,763,430	\$ 31,610,211	\$ 1,327,048	\$ 49,428	\$ -

The above table shows maximum annual cash flow for all FY 2015/16 allocations approved to date, along with the current recommended

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2015/16

Project Name: Polk Streetscape Signal Modifications

Implementing Agency: San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a. Signals and Signs

Prop K EP Line Number (Primary): 33 Current Prop K Request: \$ 516,000

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request:

Supervisorial District(s): 3, 6

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See the attached pages for scope details.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Scope

The San Francisco Municipal Transportation Agency (SFMTA) is requesting \$516,000 in Prop K funds for the construction of signal modifications at select intersections on the Polk Street corridor. A total of 5 intersections overall will be modified.

The signal modifications will install new, larger vehicle signals, signal poles and foundations to improve signal visibility as well as new conduits, wiring, and signal controllers as necessary at five intersections along the Polk Street corridor. These intersections include Bay, McAllister, North Point, Pine, and Sutter streets. In addition the project will install accessible pedestrian signals (APS) at three of these locations: Pine, Bay and North Point streets. The full project scope includes installation of:

- New larger vehicular signal heads (Bay, McAllister, North Point, Pine, and Sutter streets)
- New signal poles (McAllister, North Point, Pine, and Sutter streets)
- New mast-arm poles (Bay Street)
- New signal controller (Bay and North Point streets)
- New conduits, wiring, and pull boxes (Sutter Street)
- New APS pushbuttons (Bay, North Point, and Pine streets)
- New Americans with Disabilities Act (ADA) compliant curb ramps where necessary due to excavation for signal work
- Repair of any existing curb ramps damaged by construction

Coordination:

The SFMTA intends to implement the subject scope as part of the Polk Streetscape project (2126J). Funded by the 2011 General Obligation bond, the larger Polk Streetscape project will implement pedestrian safety, transit, bicycle and aesthetic improvements to the Upper Polk corridor between Union and McAllister Streets, a 20 block stretch of 1.3 miles. The scope of the overall project includes improvements such as bike lanes, high visibility crosswalks, sidewalk and bus bulbouts, street lighting upgrades, landscaping, improved signal timing, bicycle signals with turn signals at four intersections, and turn signals only at three additional intersections.

The five intersections in the subject request were not included in the original scope of the streetscape project. Neither were they included in SFMTA's Polk Street Signal Upgrade project (2568J) - federally funded with Prop K matching funds (Project 133.907043)), as they already have pedestrian countdown signals. The Polk Street Signal Upgrade project (2568J) is currently in the award process and is anticipated to begin construction in March 2016, ahead of the streetscape project.

Construction of the streetscape project has been coordinated with the Polk Street repaving project, scheduled for July 2016 through December 2017. Both projects will be constructed under the same contract (2126J). The intent is to have the five intersections in this subject request be added to the scope of the streetscape project (2126J) for construction.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

By the end of both the Polk Street Signal Upgrade project (2568J) and the Polk Streetscape project (2126J), all signalized intersections along the Polk Street corridor will have both pedestrian countdown signals (PCS) and accessible (audible) pedestrian signals (APS), as well as the new standard 12-inch vehicle signal heads.

Implementation:

SFMTA's Sustainable Streets Division has been managing the scope of the detailed design. SFDPW's Infrastructure Design and Construction (IDC) division will manage the issuance and administration of the contract for construction by competitively bid contract.

<u>Task</u>	<u>Force Account Work Performed By</u>
• Design	SFMTA Sustainable Streets Division
• Electrical Design	SFDPW- Infrastructure Design and Construction
• Construction Management	SFDPW Infrastructure Construction Management
• Contract Support	SFDPW Bureau of Engineering
• Construction Support	SFMTA Sustainable Streets Division

Project Benefits:

The scope included here will modify intersections passed over by both the Polk Signal Upgrade project and the signal scope already included in the Polk Streetscape project. The signals will be modified to bring them into alignment with current design standards with the added benefit of achieving consistency in design along the entire Polk Street corridor.

Polk Street is on the Vision Zero Vehicle, Bicycle, and Pedestrian High Injury Network on the stretch between Market and California streets. The segment of Polk Street between California and Vallejo streets is also a Bicycle High Injury Network segment.

Larger vehicular signal heads and properly positioned signal poles will be added to improve the visibility of the signals which is critical given the wide variety of modes present on this busy commercial corridor. At Bay, a wide, multi-lane street, the addition of mast-arms will help ensure that drivers have full visibility of the signals.

At 3 intersections on Polk Street APS features will be installed on all the corners to help the visually impaired receive the pedestrian indications and take full advantage of the early walk pedestrian interval present at the majority of intersections along the corridor. The APS features planned for five intersections as part of this request will complement the APS features planned for installation at all other signalized intersections on the Polk Street Corridor.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Table 1. Scope Summary

I/S # S to N	Intersection	Project Scope			APS	VZ*
		New 12” Signals	New Signal Poles	Other Scope		
1	McAllister	Existing	Yes		Existing	Yes
2	Sutter	Yes	Yes	New Conduit & Wiring	Existing	Yes
3	Pine	Yes	Yes		Yes	Yes
4	Bay	Yes	Yes, including new mast-arm poles	New Controller	Yes	
5	North Point	Yes	Yes	New Controller	Yes	

* These locations are on the Vision Zero Vehicle, Bicycle, and Pedestrian High Injury Corridors

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Polk Streetscape Signal Modifications

Implementing Agency: San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: N/A

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	FY 2014/15	2	FY 2015/16
Prepare Bid Documents				
Advertise Construction	3	FY 2015/16	4	FY 2015/16
Start Construction (e.g., Award Contract)	1	FY 2016/17		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			2	FY 2017/18
Project Closeout (i.e., final expenses incurred)			4	FY 2017/18

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

<u>Phase</u>	<u>Date</u>
Advertise for Construction	January 2016
Construction Begins	July 2016
Open for Use	December 2017

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Polk Streetscape Signal Modifications

Implementing Agency: San Francisco Municipal Transportation Agency

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 516,000	\$ 516,000	
Procurement (e.g. rolling stock)				
		\$516,000	\$516,000	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 50,000	SFMTA actual + cost to finish
R/W Activities/Acquisition		
Construction	\$ 516,000	SFMTA estimate based on similar projects
Procurement (e.g. rolling stock)		
Total:	\$ 566,000	

% Complete of Design: 95 as of 10/2/2015

Expected Useful Life: 30 Years

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

Polk Streetscape Signal Modifications

Description	Cost	% of Contract Cost	Performed by
CONSTRUCTION PHASE			
1 Contract Cost	\$285,000		Contractor
2 Contingency	\$42,750	15%	N/A
3 Controllers	\$40,000		Procurement of Controllers
4 APS	\$30,000		Procurement of APS
5 Contract Prep & SFDPW Eng Support	\$11,255	4%	DPW (Bureau of Engineering)
6 Construction Engineering/Inspection	\$39,862	14%	DPW (Bureau of Construction Management)
7a Public Affairs	\$2,850	1%	DPW (Bureau of Construction Management)
7b Material Testing	\$14,250	5%	DPW (Bureau of Construction Management)
7c Wage Check	\$5,700	2%	DPW (Bureau of Construction Management)
8 Construction Support	\$43,044	15%	SFMTA Eng & Shops
9 City Attorney Review fee \$250/hr x 2 hours	\$500		
Construction Phase Subtotal	\$515,211		
Rounded to	\$516,000		
 TOTAL COST OF ALL PHASES	 \$516,000		

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

FY 2015/16

Project Name: Polk Streetscape Signal Modifications

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$516,000

5-Year Prioritization Program Amount: \$15,158,457 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

(Empty space for justification)

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$516,000		\$516,000
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$516,000	\$0	\$516,000

Actual Prop K Leveraging - This Phase: 0.00%

Expected Prop K Leveraging per Expenditure Plan: 41.47%

\$516,000

Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant? No

Fund Source	\$ Amount	Required Local Match	
		%	\$

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K		\$516,000		\$516,000
SFMTA Funds			\$50,000	\$50,000
				\$0
				\$0
				\$0
				\$0
Total:	\$0	\$516,000	\$50,000	\$ 566,000

Actual Prop K Leveraging - Entire Project:	8.83%	\$ 566,000
Expected Prop K Leveraging per Expenditure Plan:	41.47%	Total from Cost worksheet
Actual Prop AA Leveraging - Entire Project:	NA	

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested: \$516,000

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$129,000	25.00%	\$387,000
FY 2016/17	\$258,000	50.00%	\$129,000
FY 2017/18	\$129,000	25.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$516,000		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$516,000	Construction
Total:	\$516,000		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 33	FY 2016/17	\$387,000	75.00%	\$129,000
Prop K EP 33	FY 2017/18	\$129,000	25.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$516,000	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 33	FY 2016/17	Construction	\$387,000	75%	\$129,000
Prop K EP 33	FY 2017/18	Construction	\$129,000	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$516,000		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

	Action	Amount	Fiscal Year	Phase
Future Commitment to:	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Trigger: <input type="text"/>			

Deliverables:

1.
2.
3.

Special Conditions:

1.
2.
3.

Notes:

1.
2.

Supervisorial District(s):

Prop K proportion of expenditures - this phase:	100.00%
Prop AA proportion of expenditures - this phase:	NA

Sub-project detail? If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer:

Project # from SGA:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

MAPS AND DRAWINGS

Polk Streetscape Signal Modifications



San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form



Traffic Controller



Accessible Pedestrian Signals



Mast-Arm

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:	2015/16	Current Prop K Request:	\$ 516,000
			Current Prop AA Request:

Project Name: Polk Streetscape Signal Modifications

Implementing Agency: San Francisco Municipal Transportation Agency

Project Manager

Grants Section Contact

Name (typed): Manito Velasco

Joel Goldberg

Title: Engineer

Mgr, Grants Procurement & Management

Phone: 415.701.4447

415.701.4499

Fax:

Email: manito.velasco@sfmta.com

joel.goldberg@sfmta.com

Address: 1 SVN, 7th Fl, SF, CA 94103

1 SVN, 8th Fl, SF, CA 94103

Signature:

Date:

San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form

FY of Allocation Action: 2015/16

Project Name: Sloat Boulevard Pedestrian Improvements

Implementing Agency: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP Project/Program: a. Traffic Calming

Prop K EP Line Number (Primary): 38 Current Prop K Request: \$ 122,477

Prop K Other EP Line Numbers:

Prop AA Category:

Current Prop AA Request: \$ -

Supervisorial District(s): 4, 7

SCOPE

Sufficient scope detail should be provided to allow Authority staff to evaluate the reasonableness of the proposed budget and schedule. If there are prior allocations for the same project, provide an update on progress. Describe any outreach activities included in the scope. Long scopes may be provided in a separate Word file. Maps.

If a project is not already name Project sponsors shall provide a brief explanation of how the project was prioritized for funding, highlighting: 1) project benefits, 2) level of public input into the prioritization process, and 3) whether the project is included in any adopted plans, including Prop K/Prop AA 5-Year Prioritization Program (5YPPs). Justify any inconsistencies with the adopted Prop K/Prop AA Strategic Plans and/or relevant 5YPPs.

Indicate whether work is to be performed by outside consultants and/or by force account.

See following page.

San Francisco County Transportation Authority
 Proposition K Sales Tax Program Allocation Request Form
 Sloat Boulevard Pedestrian Improvements

October 2015 status update:

This Prop K request for \$122,477 will supplement the \$146,825 allocated in January 2014 (Resolution 2014-048) and serve as additional local match to \$496,000 in federal HSIP (Highway Safety Improvement Program) grant funds for the construction engineering and construction phases of the project.

The project submitted a request for the E-76 for construction on 5/8/2014. Caltrans reviewed the construction documents two times and Public Works provided revisions. On the final round of reviews, Caltrans decided that they wanted to use Caltrans ADA design guidelines, not the CCSF design guidelines. Public Works and Caltrans met on 7/11/2014 to discuss. **The entire project was redesigned per Caltrans-required ADA design guidelines.**

The E-76 was submitted a second time on 10/22/2014. The project was bid in December 2014 and the low bidder awarded the project on 5/15/2015. **The low bidder backed out of the project** due to financial hardship and the award was rescinded in June 2015. **The project was rebid** in August 2015 with an award on 9/14/2015. As of late October, the contract is being signed. An NTP date is expected very soon.

The other local funds intended for use on the construction phase were needed to cover the additional design costs. Additionally, bids came in slightly above our engineer's estimate. As a result, we are seeking additional Prop K funds to make the project whole.

Project Summary

The project will implement pedestrian safety improvements at two intersections along **Sloat Boulevard** (State Highway 35) at **Everglade Drive and 23rd Avenue**. When the Transportation Authority Board allocated \$33,552 in Prop K funds in March 2013 for the environmental and design phases, the project included a third intersection (Sloat and Forest View). An accident occurred at Sloat Boulevard and Vale Avenue near Forest View Drive in March 2013 and resulted in the death of a Lowell High School student. Pedestrian improvements for this intersection were expedited, and installation was completed in September 2013. This Prop K request is for construction of the remaining two intersections.

Project Background

Safety issues on Sloat Boulevard were identified through review of collision patterns and stakeholder concerns. Safety along Sloat Boulevard is a particularly challenging issue as the road is a State Highway (CA 35) yet also operates as a residential street. City studies and reports repeatedly indicate that Sloat Boulevard poses a disproportionate risk for severe and fatal collisions. The San Francisco Municipal Transportation Agency's (SFMTA's) Annual Collision Reports from 4/1/06 thru 3/31/11 showed the following data for the two intersections along Sloat Boulevard:

	Total number of Collisions	Total number of Person Injured	Total number of Persons Killed:
Sloat and Everglade Drive / Constanso:	5	4	0
Sloat and 23 rd Avenue:	3	3	1

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Sloat Boulevard Pedestrian Improvements

Sloat has a number of significant factors associated with pedestrian injury risk: population density from the adjacent residential neighborhoods, employment density from Lakeshore Plaza Shopping Center, and frequency of Muni transit service near the project intersections. These have been identified as factors contributing to higher pedestrian volumes according to the San Francisco Pedestrian Volume Model, which was a joint SFMTA/SFCTA project to estimate the number of pedestrians crossing at intersections and analyze pedestrian crossing risk (injuries per pedestrian). Department of Public Health research has shown that such factors are associated with higher risk. The project intersections along Sloat Boulevard also have elevated crossing risk factors including unsignalized intersections, locations along a multi-lane arterial, and locations near a school (Lowell High School). Lastly, the City is concerned about pedestrian crossings at uncontrolled intersections along wide, higher speed arterials like those found on Sloat Boulevard as explicitly expressed in the Better Streets Plan and the SFMTA's crosswalk guidelines.

In addition to these systematic reviews, both citizens in the community and elected officials representing the area near Sloat Boulevard have been vocal in their requests for safety improvements. About 12 years ago, for example, the SFMTA received three separate citizen requests for improvements to the Sloat Boulevard/Forest View Drive intersection. Neighbors near other Sloat intersections have also sent requests. They cited many reasons for their concern, including the corridor's proximity to Lowell High School and the 323-Monterey Muni bus line. In 2010, Supervisor Carmen Chu, who then represented District 4 where these intersections are located, requested that Caltrans undertake measures to improve pedestrian safety along Sloat Boulevard, particularly between 19th and 34th Avenues. Her office received a great deal of correspondence from residents expressing deep concern for the safety of pedestrians crossing Sloat Boulevard in this area.

Community concerns for safety are the result of more than sixty collisions, resulting in two accidents with fatalities, which have occurred along the corridor in the past five years. More specifically, the intersections of Sloat Boulevard at Everglade Drive, Forest View Drive, and 23rd Avenue are of concern due to their collision history, proximity to important destinations such as Lowell High School and Lakeshore Plaza (a shopping center), and sustained concern from residents. The two fatalities in the last five years occurred at 23rd Avenue and at Forest View Drive. At Everglade Drive, five collisions occurred within this period.

Further recognition of the need for safety improvements to Sloat Boulevard comes from the Caltrans road diet and restriping project, completed in January 2012, which reduced the through lanes from six lanes to four and added bicycle lanes in each direction from Everglade Drive to 19th Avenue. This project demonstrates Caltrans's explicit interest in non-motorized road safety along this corridor. While speed limit was reduced from 40 to 35 mph, the effect has been to reduce travel speeds by only two to three mph, and thus there is a need for stronger measures. Also, Caltrans's recent bicycle lane improvements will go a long way towards improving bicyclist safety on Sloat Boulevard. However, concerns remain regarding pedestrian and motorist safety along this east-west arterial. Residents are united in their concern over motorist speed and pedestrian visibility.

In a May 2012 letter, San Francisco Mayor Edwin Lee supported requests to Caltrans for additional pedestrian-specific safety measures in this area. His requests encompassed each of these three locations – at 23rd Avenue, Forest View Drive, and Everglade Drive - and recommended a wide array of strategies including the installation of flashing beacons and other pedestrian visibility measures at these unsignalized intersections.

In sum, there is a strong desire within DPW, the SFMTA, the Board of Supervisors, and the Mayor's Office to make these important safety improvements that will benefit both pedestrians and other road users.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form
Sloat Boulevard Pedestrian Improvements

Importantly, these efforts have strong and sustained community support, and improvements to the street are supported by two citywide policy documents: the Better Streets Plan and the SFMTA's crosswalk guidelines. Both enhanced pedestrian crossing treatments and flashing beacons are also supported by Caltrans.

Project Scope

This project will construct flashing beacons, bulbouts, curb ramps and median improvements at the unsignalized intersections on Sloat Boulevard at Everglade Drive and 23rd Avenue. Bulbouts, curb ramps and median improvements will be located on Sloat Boulevard at Everglade Drive. Flashing beacons will be located on Sloat Boulevard at 23rd Avenue. Bulbouts and curb ramp reconstruction also trigger the need for sidewalk reconstruction in the area of the ramps. The scope elements for the two intersections have increased to address ADA requirements and provide additional pedestrian safety. The improvements at Sloat Boulevard and Everglade Drive include two additional bulb-outs and an extension to the western median to decrease the amount of time pedestrians are exposed to traffic and two additional curb ramps at Constanso Way to meet ADA requirements. The flashing pedestrian beacons on Sloat Boulevard at 23rd Avenue have been upgraded to hybrid pedestrian beacons (HAWK) at the suggestion of Caltrans and a new bulb-outs and an extension to the eastern median will be provided to decrease the amount of time pedestrians are exposed to traffic.

Implementation

DPW has requested federal authorization for construction from Caltrans; conducted bid and award; and will perform construction management and project close out. The SFMTA has prepared flashing beacon signal designs, developed pole and signal layouts, reviewed bulb design with respect to turning radii, prepared traffic routing specifications and project striping drawings.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Sloat Boulevard Pedestrian Improvements

Implementing Agency: Department of Public Works

ENVIRONMENTAL CLEARANCE

Type : Categorically Exempt

Status: Completed 8/5/13

PROJECT DELIVERY MILESTONES

Enter dates for ALL project phases, not just for the current request. Use July 1 as the start of the fiscal year. Use 1, 2, 3, 4 to denote quarters and XXXX/XX for the fiscal year (e.g. 2010/11). Additional schedule detail may be provided in the text box below.

	Start Date		End Date	
	Quarter	Fiscal Year	Quarter	Fiscal Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)	4	FY 2012/13	1	FY 2013/14
R/W Activities/Acquisition				
Design Engineering (PS&E)	4	FY 2012/13	2	FY 2014/15
Prepare Bid Documents	2	FY 2014/15	2	FY 2014/15
Advertise Construction	2	FY 2014/15		
Start Construction (e.g., Award Contract)	1	FY 2015/16		
Procurement (e.g. rolling stock)				
Project Completion (i.e., Open for Use)			3	FY 2015/16
Project Closeout (i.e., final expenses incurred)	4	FY 2015/16	1	FY 2016/17

SCHEDULE COORDINATION/NOTES

Provide project delivery milestones for each sub-project in the current request and a schedule for public involvement, if appropriate. For planning efforts, provide start/end dates by task here or in the scope (Tab 1). Describe coordination with other project schedules or external deadlines (e.g., obligation deadlines) that impact the project schedule, if relevant.

During PS&E, Caltrans had identified a repaving project along Sloat Boulevard scheduled to begin in August 2014. Public Works initially aligned its construction schedule with the repaving project to minimize disturbances to the community and avoid disturbing newly installed paving. The repaving project was later delayed, and is no longer a factor in this Sloat pedestrian safety project. This Prop K request will provide additional local match to federal HSIP funds to account for additional construction costs. Construction should be completed and open for use by early spring 2016.

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Sloat Boulevard Pedestrian Improvements

Implementing Agency: Department of Public Works

COST SUMMARY BY PHASE - CURRENT REQUEST

Allocations will generally be for one phase only. Multi-phase allocations will be considered on a case-by-case basis.

Enter the total cost for the phase or partial (but useful segment) phase (e.g. Islais Creek Phase 1 construction) covered by the CURRENT funding request.

	Yes/No	Cost for Current Request/Phase		
		Total Cost	Prop K - Current Request	Prop AA - Current Request
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Design Engineering (PS&E)				
R/W Activities/Acquisition				
Construction	Yes	\$ 654,517	\$ 122,477	
Procurement (e.g. rolling stock)				
		\$654,517	\$122,477	\$0

COST SUMMARY BY PHASE - ENTIRE PROJECT

Show total cost for ALL project phases based on best available information. **Source of cost estimate** (e.g. 35% design, vendor quote) is intended to help gauge the quality of the cost estimate, which should improve in reliability the farther along a project is in its development.

	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering		
Environmental Studies (PA&ED)		
Design Engineering (PS&E)	\$ 259,881	Actual costs
R/W Activities/Acquisition		
Construction	\$ 654,517	Contract bid prices
Procurement (e.g. rolling stock)		
Total:	\$ 914,398	

% Complete of Design: 100 as of 10/1/14

Expected Useful Life: 20-30 Years

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

MAJOR LINE ITEM BUDGET

1. Provide a major line item budget, with subtotals by task and phase. More detail is required the farther along the project is in the development phase. Planning studies should provide task-level budget information.
2. Requests for project development should include preliminary estimates for later phases such as construction.
3. Support costs and contingencies should be called out in each phase, as appropriate. Provide both dollar amounts and % (e.g. % of construction) for support costs and contingencies.
4. For work to be performed by agency staff rather than consultants, provide base rate, overhead multiplier, and fully burdened rates by position with FTE (full-time equivalent) ratio. A sample format is provided below.
5. For construction costs, please include budget details. A sample format is provided below. Please note if work will be performed through a contract.
6. For any contract work, please provide the LBE/SBE/DBE goals as applicable to the contract.

PROJECT BUDGET - ALL PHASES

SUMMARY BY TASK

TASK	Totals	% of contract	SFMTA	
1. Environmental Studies (PA&ED)	\$ -	0.0%	DPW	\$ 35,600
2. Design Engineering (PS&E)	\$ 259,881	45.7%	Contract	\$ 309,653
3. Construction Engineering (CE)	\$ 85,372	15.0%	TOTAL	\$ 569,146
				\$ 914,399

CONTRACT:

Contract	\$ 569,146
TOTAL	\$ 914,399

CONSTRUCTION ENGINEERING LABOR DETAIL

SFMTA Labor Cost Detail

MTA's overhead rate for these positions is 1.2 plus benefits

Position	Unburdened Hourly Rate	Hourly Fringe	Hourly Salary + Fringe	Overhead = (Salary+ Fringe) x Approved Rate	Fully Burdened Hourly Rate = (Salary + Fringe + Overhead)	Hours	FTE Ratio	Cost
Engineer (5241)	66.85	35.49	102.34	82.18	184.53	20	0.01	3,714.43
Associate Engineer (5207)	57.73	31.50	89.23	71.65	160.88	30	0.01	4,848.83
Assistant Engineer (5203)	49.64	28.19	77.83	62.50	140.33	30	0.01	4,243.02
Total						60	0.04	\$ 12,806

DPW Labor Cost Detail

DPW's overhead rate for these positions is 1.06 plus benefits

Position	Unburdened Hourly Rate	Hourly Fringe	Hourly Salary + Fringe	Overhead = (Salary+ Fringe) x Approved Rate	Fully Burdened Hourly Rate = (Salary + Fringe + Overhead)	Hours	FTE Ratio	Cost
5502 PM I	66.65	42.94	109.59	70.65	180.23	70	0.03	12,659.94
5241 Full Engineer	66.81	43.04	109.85	70.82	180.67	160	0.08	28,991.45
5203 Assist. Engineer	49.58	31.94	81.51	52.55	134.06	160	0.08	21,478.19
5364 CE Assoc.	41.03	26.43	67.45	43.49	110.94	85	0.04	9,436.45
Total						406	0.23	\$ 72,566

Total Construction Engineering \$ 85,372

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

MAJOR LINE ITEM BUDGET

CONSTRUCTION CONTRACT DETAIL

*Note: LF = Linear Feet, LS = Lump Sum, SF = Square Feet, EA = Each, AL = Allowance

Bid Item Description	*Unit	Unit Price	Quantity	Amount
Traffic Routing Work	LS	\$55,000.00	1	\$55,000.00
Furnish and Install Temporary Traffic Striping Tape	LF	\$1.00	1,000	\$1,000.00
Furnish and Install Pedestrian Barricade Sign, Post and Assembly	EA	\$700.00	2	\$1,400.00
Asphalt Concrete (Type A, 3/4" Grading)	Ton	\$360.00	66	\$23,760.00
8-Inch Thick Concrete Base	SF	\$11.00	1,350	\$14,850.00
3-1/2-Inch Thick Concrete Sidewalk	SF	\$10.00	5,460	\$54,600.00
4-Inch or 6-Inch Wide Concrete Curb	LF	\$36.00	1,020	\$36,720.00
8-Inch Thick Concrete Pavment or Gutter	SF	\$14.00	2,960	\$41,440.00
Concrete Curb Ramp with Concrete Detectable Surface Tiles	EA	\$2,800.00	17	\$47,600.00
Exploratory Holes (Contingency Bid Item)	EA	\$300.00	5	\$1,500.00
Concrete Catch Basin without Curb Inlet and with New Frame and Grating per SFDPW Standrdd Plan 87,188	EA	\$5,000.00	2	\$10,000.00
10-Inch Diameter VCP Culvert (Contingency Bid Item)	LF	\$360.00	61	\$21,960.00
Television Inspection of Culvert (Contingency Bid Item)	EA	\$250.00	2	\$500.00
Pedestrian Hybrid Beacon including Backplates and Tunnel Visors	EA	\$850.00	4	\$3,400.00
(1S-COUNT) One Section LED Countdown Pedestrian Signal	EA	\$700.00	2	\$1,400.00
Accessible Pedestrian Pushbutton (APS) Station including R10-3 5"x7" Sign, Single-Sided, Walking Man w/Single Direction Arrow, w/ Braille & Graffiti Armor Coating	EA	\$1,000.00	3	\$3,000.00
(SP-1-T) One-Way Side-Mounted Pedestrian Signal Mounting	EA	\$550.00	2	\$1,100.00
Furnish and Install Type 26A-4-100 Pole with 45-foot Signal Mast Arm, 15' LAS, MAS Mounting, Roadway Type 2 LED Luminaire, and Concrete Foundation	EA	\$20,000.00	2	\$40,000.00
Luminaire, and Concrete Foundation	EA	\$10,000.00	1	\$10,000.00
Pedestrian Push Button Pole and Concrete Foundation	EA	\$1,100.00	1	\$1,100.00
Caltrans PULL BOX No. 5	EA	\$400.00	5	\$2,000.00
Caltrans PULL BOX No. 6	EA	\$700.00	1	\$700.00
Caltrans PULL BOX No. C	EA	\$700.00	1	\$700.00
Pull Box Type I Concrete Box and Lid (N16 Box)	EA	\$500.00	1	\$500.00
PG&E Service Box (SC)	EA	\$700.00	1	\$700.00
1-1" PVC Schedule 80 Conduit (Underground)	LF	\$60.00	15	\$900.00
1-2" PVC Schedule 80 Conduit (Underground)	LF	\$65.00	35	\$2,275.00
1-2" GRS Conduit (Underground)	LF	\$75.00	10	\$750.00
2-3" PVC Schedule 80 Conduit (Underground)	LF	\$100.00	235	\$23,500.00
1-3" PVC Schedule 80 Conduit (Underground)	LF	\$75.00	270	\$20,250.00
Construct "332L" Traffic Signal Controller Concrete Foundation	EA	\$1,000.00	1	\$1,000.00
Labor Cost Only to Install Caltrans Furnished Intersection Controller "332L" Cabinet	EA	\$800.00	1	\$800.00
Enclosure with Concrete Foundation	EA	\$8,000.00	1	\$8,000.00
Furnish and Install Batteries and Cabinet for the Battery Back-Up system	EA	\$7,000.00	2	\$14,000.00
All Wiring Work, All Miscellaneous Electrical Work including Work to Furnish and Install Conduits, Ground Rods, Fuses, Pull Tape, Pole Caps, Knockout Seals, Junction Boxes, Relocatable and Adjustable Pull Boxes, PG&E Distribution Boxes, PG&E Service Conduits and All Incidental Works	LS	\$44,000.00	1	\$44,000.00
Mobilization (Maximum 5% of Sum of all Items Excluding Allowances, Deletable Bid Items and the Mobilization Bid Item Itself)	LS	\$22,000.00	1	\$22,000.00
Partnering Requirements	AL	\$5,000.00	1	\$5,000.00
Subtotal of Bid Items				\$ 517,405
Contingencies (Including supplemental work 10%)				\$ 51,741
Force Account (Day Labor) - striping, etc.				-
Total				\$ 569,146
Construction Engineering at 15%				\$ 85,372
Total Cost				\$ 654,517

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY 2015/16

Project Name: Sloat Boulevard Pedestrian Improvements

FUNDING PLAN - FOR CURRENT PROP K REQUEST

Prop K Funds Requested: \$122,477

5-Year Prioritization Program Amount: \$0 (enter if appropriate)

FUNDING PLAN - FOR CURRENT PROP AA REQUEST

Prop AA Funds Requested: \$0

5-Year Prioritization Program Amount: (enter if appropriate)

If the amount requested is inconsistent (e.g., greater than) with the Prop K/Prop AA Strategic Plan amount and/or the 5-Year Prioritization Program (5YPP), provide a justification in the space below including a detailed explanation of which other project or projects will be deleted, deferred, etc. to accommodate the current request and maintain consistency with the 5YPP and/or Strategic Plan annual programming levels.

The 5-Year Prioritization Program (5YPP) amount is the amount of Prop K funds available for allocation in Fiscal Year 2015/16 for Sloat Boulevard Pedestrian Improvements in the Local/Neighborhood Track subcategory of the Traffic Calming 5YPP.

Fully funding this request would require a 5YPP amendment to reprogram \$122,477 in unallocated Fiscal Year 14/15 funds programed to Traffic Calming Implementation (Prior Areawide Plans) to Sloat Boulevard Pedestrian Improvements in Fiscal Year 15/16. See attached 5YPP amendment for details.

Enter the funding plan for the phase or phases for which Prop K/Prop AA funds are currently being requested. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$122,477		\$146,825	\$269,302
Federal HSIP			\$359,200	\$359,200
General Fund			\$26,015	\$26,015
				\$0
				\$0
				\$0
Total:	\$122,477	\$532,040	\$532,040	\$654,517

Actual Prop K Leveraging - This Phase: 58.85%

Expected Prop K Leveraging per Expenditure Plan: 50.70%

\$654,517
Total from Cost worksheet

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

Is Prop K/Prop AA providing **local match funds** for a state or federal grant?

Yes - Prop K

Fund Source	\$ Amount	Required Local Match	
		%	\$
HSIP	\$359,200	10.00%	\$35,920

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (environmental studies through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown on the Cost worksheet.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$122,477		\$180,377	\$302,854
Federal HSIP			\$496,000	\$496,000
General Fund			\$115,544	\$115,544
				\$0
				\$0
Total:		\$0	\$1,706,319	\$ 914,398

Actual Prop K Leveraging - Entire Project:

66.88%

\$ 914,398

Expected Prop K Leveraging per Expenditure Plan:

50.70%

Total from Cost worksheet

Actual Prop AA Leveraging - Entire Project:

NA

FISCAL YEAR CASH FLOW DISTRIBUTION FOR CURRENT PROP K REQUEST

Use the table below to enter the proposed cash flow distribution schedule (e.g. the maximum Prop K/Prop AA funds that are guaranteed to be available for reimbursement each fiscal year) for the current request. If the schedule is more aggressive than the Prop K/Prop AA Strategic Plan and/or 5YPP, please explain in the text box below how cash flow for other projects and programs will be slowed down to accommodate the current request without exceeding annual cash flow assumptions made in the Strategic Plan.

Prop K Funds Requested:

\$122,477

Sponsor Request - Proposed Prop K Cash Flow Distribution Schedule			
Fiscal Year	Cash Flow	% Reimbursed Annually	Balance
FY 2015/16	\$50,000	41.00%	\$72,477
FY 2016/17	\$72,477	59.00%	\$0
		0.00%	\$0
		0.00%	\$0
		0.00%	\$0
Total:	\$122,477		

**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: Resolution No. Res. Date:

Project Name:

Implementing Agency:

Funding Recommended:	Amount		Phase:
	Prop K Allocation	\$122,477	Construction
Total:	\$122,477		

Notes (e.g., justification for multi-phase recommendations, notes for multi-EP line item or multi-sponsor recommendations):

Cash Flow Distribution Schedule by Fiscal Year (for entire allocation/appropriation)

Source	Fiscal Year	Maximum Reimbursement	% Reimbursable	Balance
Prop K EP 38	FY 2015/16	\$50,000	41.00%	\$72,477
Prop K EP 38	FY 2016/17	\$72,477	59.00%	\$0
			0.00%	\$0
			0.00%	\$0
			0.00%	\$0
Total:		\$122,477	100%	

Cash Flow Distribution Schedule by Fiscal Year & Phase (for entire allocation/appropriation)

Source	Fiscal Year	Phase	Maximum Reimbursement	Cumulative % Reimbursable	Balance
Prop K EP 38	FY 2015/16	Construction	\$50,000	41%	\$72,477
Prop K EP 38	FY 2016/17	Construction	\$72,477	100%	\$0
				100%	\$0
				100%	\$0
				100%	\$0
Total:			\$122,477		

Prop K/Prop AA Fund Expiration Date: Eligible expenses must be incurred prior to this date.

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form

AUTHORITY RECOMMENDATION

This section is to be completed by Authority Staff.

Last Updated: 11/23/2015 Resolution No. Res. Date:

Project Name: Sloat Boulevard Pedestrian Improvements

Implementing Agency: Department of Public Works

Action	Amount	Fiscal Year	Phase
Future Commitment to:			
Trigger:			

Deliverables:

- Upon project completion, provide 2-3 digital photos of completed project.
-

Special Conditions:

- The recommended allocation is contingent upon a concurrent Traffic Calming 5-Year Prioritization Program (5YPP) amendment. See attached 5YPP amendment for details.
- The recommended allocation is also contingent upon the Transportation Authority Board's approval of a waiver to Prop K Strategic Plan policies to allow SFPW to use Prop K funds for a contract that has already been awarded.
- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Notes:

- The recommended allocation would supplement an earlier construction phase Prop K allocation to the project (Resolution 2014-48). Reporting for the recommended allocation can be done through this existing project.
-

Supervisory District(s): 4, 7

Prop K proportion of expenditures - this phase:	41.15%
Prop AA proportion of expenditures - this phase:	NA

Sub-project detail? No If yes, see next page(s) for sub-project detail.

SFCTA Project Reviewer: P&PD

Project # from SGA:

San Francisco County Transportation Authority
 Proposition K Sales Tax Program Allocation Request Form

MAPS AND DRAWINGS

Vicinity Map
 This illustration shows the two intersections along Sloat Boulevard with proposed improvements (Sloat at 23rd Ave and Everglade Dr). Sloat Boulevard is located in the southwestern quadrant of San Francisco in the southern portion of the Sunset District (Caltrans District 4). Two important nearby destinations include Lowell High School and Lakeshore Plaza (a large shopping center with nearly 40 businesses); Pine Lake Park and Stern Grove (with ten concerts annually and often more than 20,000 in attendance) are also popular pedestrian destinations located to the north of the proposed project area.

Sloat/Everglade
 - Crossing enhancements

COMPLETED: Sloat/Forest View
 - Crossing enhancements
 - Pedestrian hybrid flashing beacons

Sloat/23rd Avenue
 - Flashing beacons

Map labels include: 25th Ave, 24th Ave, Paradise Pl, Goleta Ave, Inverness Dr, Forest View Dr, Meadowbrook Dr, Sylvan Dr, El Mirasol Pl, Middlefield Dr, Rivanon Dr, Springdale, Everglade Dr, Lakeshore Plaza, Haverhill Dr, Gearfield Dr, Morningside Dr, Geller Dr, Lakeshore, Lowell High School, Laguna Pkwy, Chestnut Dr, Eason Ave, 23rd Ave, 22nd Ave, 21st Ave, 20th Ave, 19th Ave, 18th Ave, 17th Ave, 16th Ave, 15th Ave, 14th Ave, 13th Ave, 12th Ave, 11th Ave, 10th Ave, 9th Ave, 8th Ave, 7th Ave, 6th Ave, 5th Ave, 4th Ave, 3rd Ave, 2nd Ave, 1st Ave, Sloat Blvd, 28th Ave, 27th Ave, 26th Ave, 25th Ave, 24th Ave, 23rd Ave, 22nd Ave, 21st Ave, 20th Ave, 19th Ave, 18th Ave, 17th Ave, 16th Ave, 15th Ave, 14th Ave, 13th Ave, 12th Ave, 11th Ave, 10th Ave, 9th Ave, 8th Ave, 7th Ave, 6th Ave, 5th Ave, 4th Ave, 3rd Ave, 2nd Ave, 1st Ave.

San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

Sloat Boulevard Project Map and Nearby Collisions (all crash types)

Completed

Sloat/Everglade:
See drawings #1a and 1b, next page
for crossing enhancements

Sloat/Forest View:
crossing enhancements and beacons

Sloat/23rd:
See drawing #3, next page for
beacons



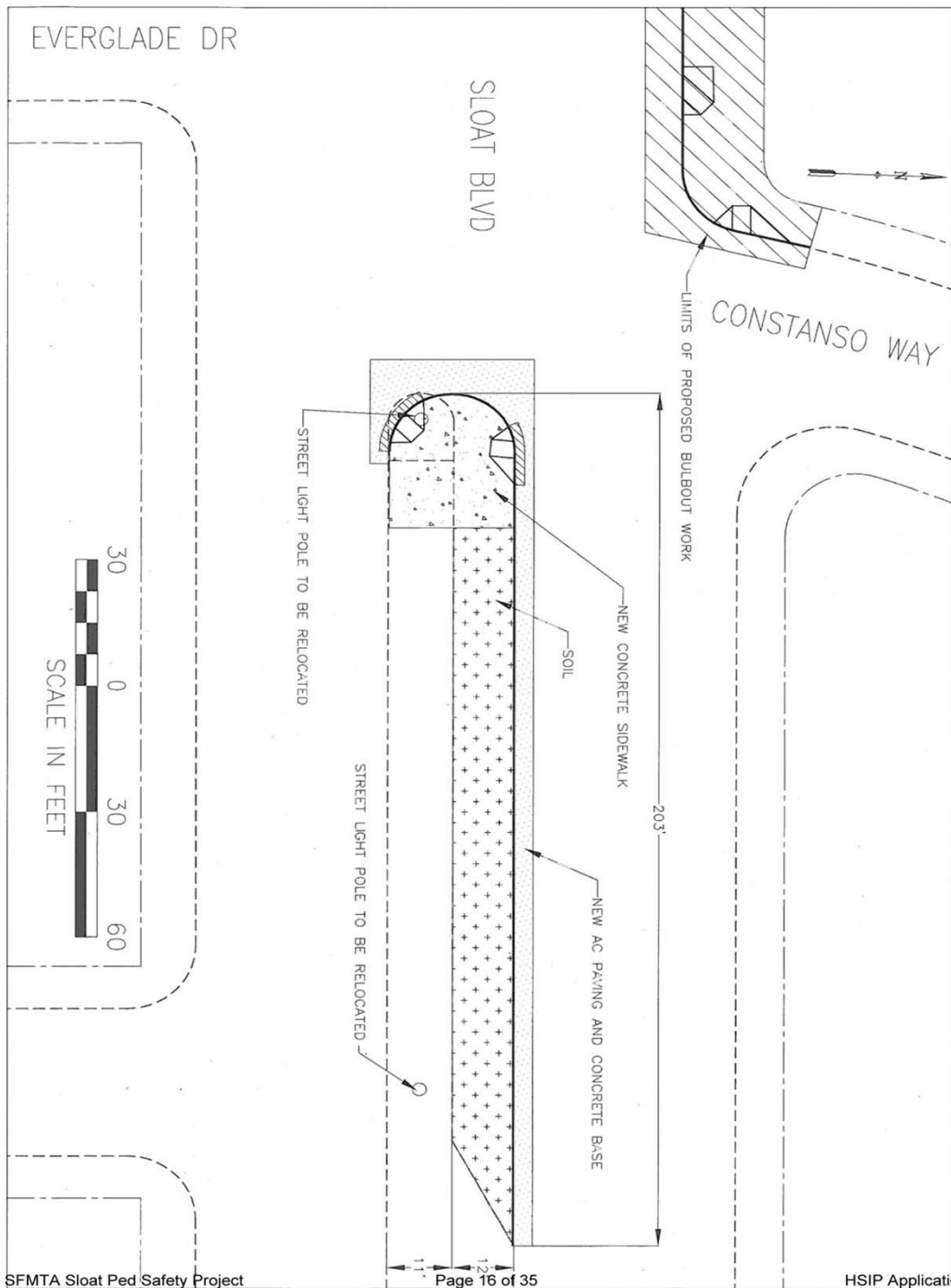
Legend

- Collisions, 4/1/2006 - 3/31/2011
- Sloat Blvd
- Street
- 250' radius
- Park

San Francisco County Transportation Authority - Sloat Road Safety Project

Drawing #1a: Sloat/Everglade (eastern end)

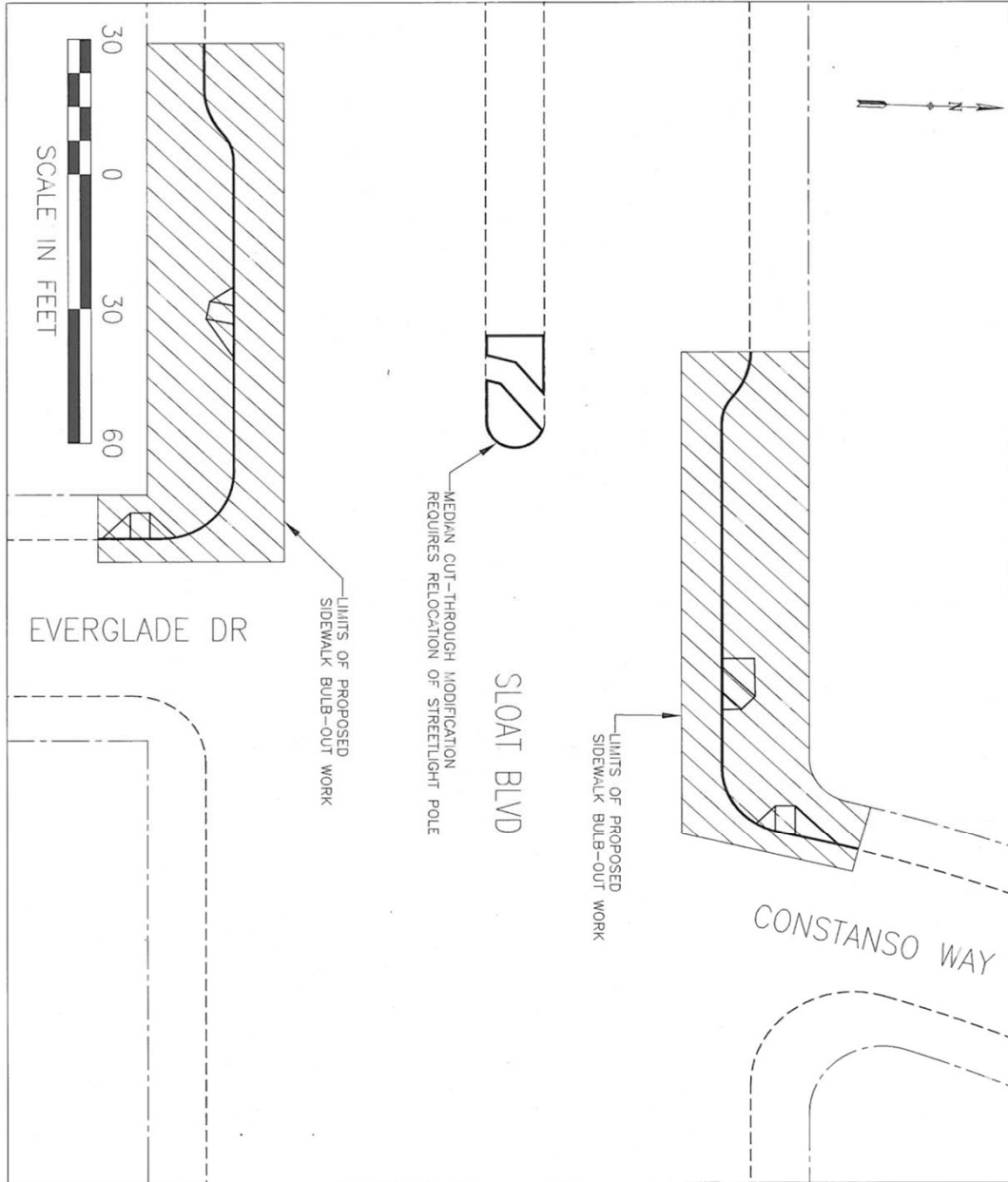
Showing curb and bus bulbs and median improvements with extent of construction. All construction within public right-of-way.



San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

Drawing #1b: Sloat/Everglade (western end)

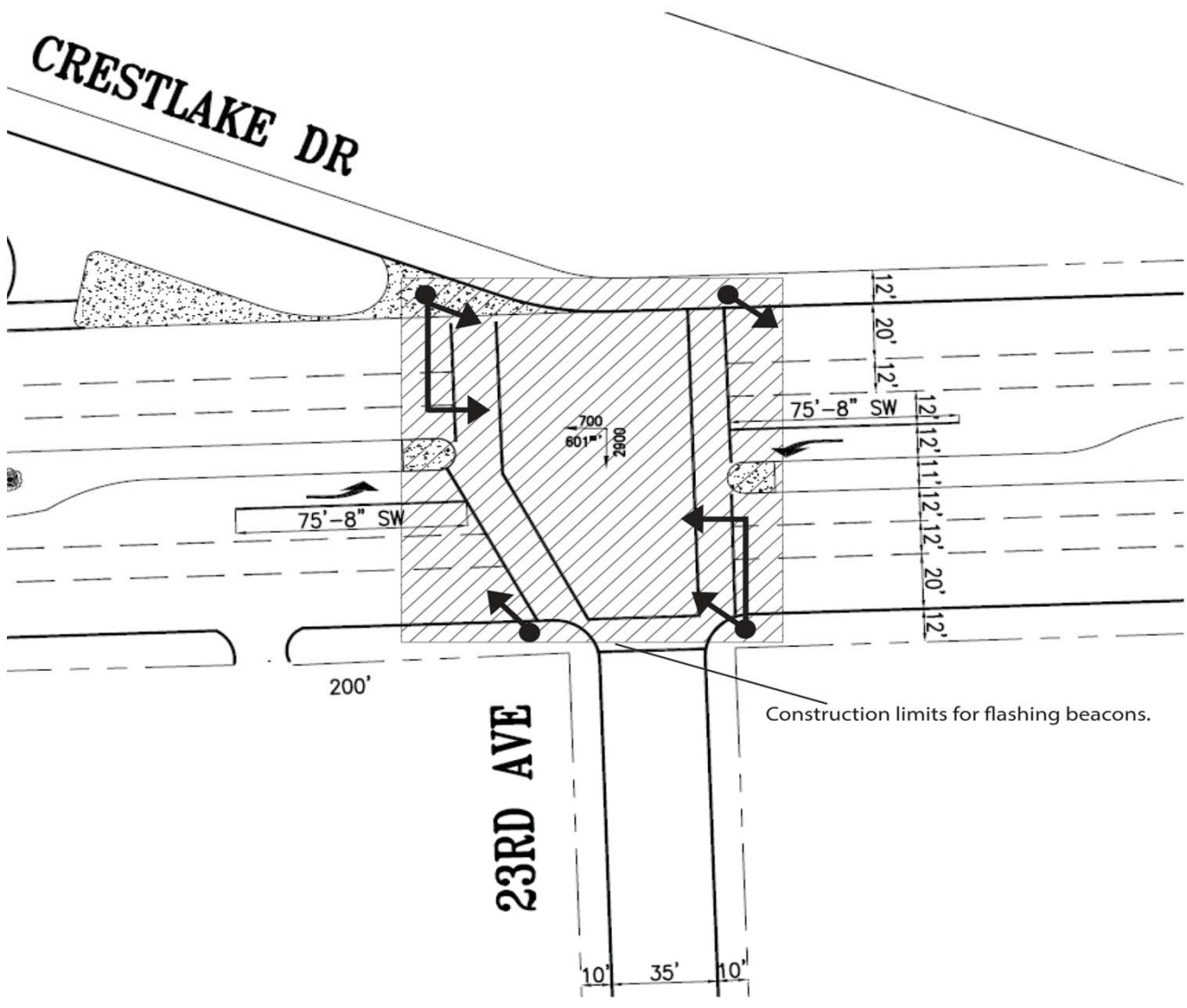
Showing curb and bus bulbs and median improvements with extent of construction. All construction within public right-of-way.



San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

Drawing #3: Sloat/23rd

Showing beacons with extent of construction. Beacons are shown with arrows; poles are dots. Poles will include ped-activated push buttons. All construction within public right-of-way.



San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

SLOAT BOULEVARD AND EVERGLADE DRIVE

West crosswalk



East crosswalk



San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form

SLOAT BOULEVARD AND EVERGLADE DRIVE

View to east



SLOAT BOULEVARD AND 23RD AVENUE

View to the east



**San Francisco County Transportation Authority
Prop K/Prop AA Allocation Request Form**

FY of Allocation Action:	<input type="text" value="2015/16"/>	Current Prop K Request:	<input type="text" value="\$ 122,477"/>
		Current Prop AA Request:	<input type="text" value="\$ -"/>

Project Name:

Implementing Agency:

Project Manager

Grants Section Contact

Name (typed): John F Thomas

Rachel Alonso

Title: Division Manager

Transportation Finance Analyst

Phone: 415-557-4668

415.558.4034

Fax:

Email: john.thomas@sfdpw.org

rachel.alonso@sfdpw.org

Address: 30 Van Ness, 5th floor
San Francisco, CA 94102

30 Van Ness, 5th floor
San Francisco, CA 94102

Signature:

Date:

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Programming and Allocations to Date

Pending 12.15.2015

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Local/Neighborhood Track									
SFMTA	Local Track Application-Based Traffic Calming	CON	Programmed	\$364,000					\$364,000
SFMTA	Local Track Application-Based Traffic Calming ³	PLAN/ CER	Programmed	\$116,600					\$116,600
SFMTA	Local Track Application-Based Traffic Calming ³	PLAN/ CER	Allocated		\$203,400				\$203,400
SFMTA	Local Track Application-Based Traffic Calming	PS&E	Programmed	\$41,000					\$41,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed		\$600,000				\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed			\$600,000			\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed				\$600,000		\$600,000
SFMTA	Local Track Application-Based Traffic Calming	Any	Programmed					\$600,000	\$600,000
SFMTA	Proactive Residential Traffic Calming Improvements	PLAN/ CER	Programmed	\$125,000					\$125,000
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed		\$978,651				\$978,651
SFMTA	Proactive Residential Traffic Calming Improvements	Any	Programmed			\$903,651			\$903,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed				\$853,651		\$853,651
SFMTA	Proactive Residential Traffic Calming Improvements	PS&E, CON	Programmed					\$853,654	\$853,654
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans)	CON	Programmed	\$2,441,123					\$2,441,123
SFMTA	Traffic Calming Implementation (Prior Area-wide Plans) ²	PS&E	Allocated	\$25,000					\$25,000
SFPW	Sloat Boulevard Pedestrian Improvements ⁵	CON	Pending		\$122,477				\$122,477
SFMTA, other eligible	Neighborhood Transportation Improvement Program (NITIP)	PS&E, CON	Programmed		\$1,000,000				\$1,000,000

Programming and Allocations to Date

Pending 12.15.2015

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	
Schools Track								
SFMTA	Schools Track Traffic Calming Program	PLAN/ CER	Programmed				\$44,000	\$44,000
SFMTA	Schools Track Traffic Calming Program	PS&E	Programmed				\$50,000	\$50,000
SFMTA	Schools Track Traffic Calming Program	CON	Programmed				\$110,000	\$110,000
SFMTA	Cesar Chavez Elementary Safe Routes to School	PS&E	Programmed		\$59,885			\$59,885
SFMTA	Cesar Chavez Elementary Safe Routes to School	CON	Programmed			\$37,365		\$37,365
SFMTA	Redding Elementary Safe Routes to School	PS&E	Programmed	\$18,352				\$18,352
SFMTA	Redding Elementary Safe Routes to School	CON	Programmed			\$91,760		\$91,760
SFMTA	Bessie Carmichael Safe Routes to School	PS&E	Programmed	\$115,000				\$115,000
SFMTA	Bessie Carmichael Safe Routes to School	CON	Programmed		\$68,820			\$68,820
SFMTA	John Yehall Chin Safe Routes to School ¹	PLAN/ CER	Allocated	\$40,433				\$40,433
SFMTA	John Yehall Chin Safe Routes to School ¹	PS&E	Programmed	\$6,242				\$6,242
SFMTA	John Yehall Chin Safe Routes to School	CON	Programmed			\$20,646		\$20,646
Arterials and Commercial Corridors Track								
SFMTA	Columbus Avenue Corridor Improvements	PS&E	Programmed	\$150,000				\$150,000
SFMTA	Howard Street Streetscape	PLAN/ CER	Programmed		\$80,000			\$80,000
SFMTA	Howard Street Streetscape	PS&E	Programmed			\$300,000		\$300,000
SFMTA	Howard Street Streetscape	CON	Programmed				\$590,000	\$590,000
SFMTA	8th Street Streetscape	PS&E	Programmed		\$645,960			\$645,960
SFMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER	Programmed	\$0				\$0
SFMTA	Arterials Track Traffic Calming Program ⁴	PLAN/ CER, PS&E	Programmed		\$297,557			\$297,557
SFMTA	Lombard Street US-101 Corridor [N/TIP Capital] ⁴	PS&E	Allocated		\$138,586			\$138,586
SFMTA	Lombard Street US-101 Corridor [N/TIP Capital] ⁴	CON	Allocated		\$33,000			\$33,000
SFMTA	Arterials Track Traffic Calming Program	PLAN/ CER, PS&E	Programmed			\$93,600		\$93,600

Programming and Allocations to Date

Pending 12.15.2015

Agency	Project Name	Phase	Status	Fiscal Year				Total	
				2014/15	2015/16	2016/17	2017/18		2018/19
Follow-the-Paving									
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed	\$100,000					\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Spot Improvements	CON	Programmed					\$100,000	\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed	\$49,100					\$49,100
SFPW	San Jose Avenue Follow the Paving	CON	Allocated	\$250,900					\$250,900
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed		\$75,000				\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed			\$100,000			\$100,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	PS&E	Programmed				\$75,000		\$75,000
SFMTA	Follow-the-Paving: Traffic Calming Major Corridors	CON	Programmed					\$33,600	\$33,600
Total Programmed in 5YPP				\$3,842,750	\$4,303,336	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013

Total Allocated and Pending in 5YPP				\$316,333	\$497,463	\$0	\$0	\$0	\$813,796
Total Deobligated from Prior 5YPP Cycles **				\$0	\$0	\$0	\$0	\$0	\$0
Total Unallocated in 5YPP				\$3,526,417	\$3,805,873	\$2,247,022	\$2,212,651	\$1,697,254	\$13,489,217

Total Programmed in 2014 Strategic Plan				\$4,268,627	\$3,877,459	\$2,247,022	\$2,212,651	\$1,697,254	\$14,303,013
Deobligated from Prior 5YPP Cycles **				\$410,774					\$410,774
Cumulative Remaining Programming Capacity				\$836,651	\$410,774	\$410,774	\$410,774	\$410,774	\$410,774

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

- ¹ 5YPP amendment to add \$28,758 for the planning/conceptual engineering phase of John Yehall Chin Safe Routes to School (Resolution 15-017, 11.25.14) John Yehall Chin Safe Routes to School: Reduced programming for the design phase in FY 2014/15 from \$35,000 to \$6,242 to fund the project's planning/conceptual engineering phase.
- ² 5YPP amendment to reprogram \$25,000 in FY 14/15 funds currently programmed to the construction phase of "Traffic Calming Implementation (Prior Area-wide Plans)" to the design phase.
- ³ Local Track Application-Based Traffic Calming funds from Fiscal Year 2014/15 (\$203,476) were allocated to Local Track Application-Based Traffic Calming in Fiscal Year 2015/16.
- ⁴ 5YPP amendment to fund the Lombard Street US-101 Corridor [NTIP Capital] (Resolution 16-06, 7/28/15) Arterials Track Traffic Calming Program: Reduced programming for the planning/conceptual engineering phase in FY 2014/15 from \$100,000 to \$0 and in FY 2015/16 from \$369,143 to \$297,557.
- ⁵ 5YPP amendment to fund Sloat Boulevard Pedestrian Improvements Lombard Street US-101 Corridor [NTIP Capital]: Added project with \$138,586 for the design phase and \$33,000 for the construction phase in FY 2015/16. Traffic Calming Implementation (Prior Area-wide Plans): Reduced programming for construction phase in FY 2014/15 from \$2,563,600 to \$2,441,123. Sloat Boulevard Pedestrian Improvements: Added project with \$122,477 for the construction phase in FY 2015/16.

Prop K 5-Year Project List (FY 2014/15 - 2018/19)

Traffic Calming (EP 38)

Cash Flow (\$) Maximum Annual Reimbursement

Pending 12.15.2015

Project Name	Phase	Fiscal Year						Total
		2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Local/Neighborhood Track								
Local Track Application-Based Traffic Calming	CON	\$364,000						\$364,000
Local Track Application-Based Traffic Calming 3	PLAN/ CER	\$116,600						\$116,600
Local Track Application-Based Traffic Calming 3	PLAN/ CER		\$203,400					\$203,400
Local Track Application-Based Traffic Calming	PS&E	\$41,000						\$41,000
Local Track Application-Based Traffic Calming	Any		\$600,000					\$600,000
Local Track Application-Based Traffic Calming	Any			\$600,000				\$600,000
Local Track Application-Based Traffic Calming	Any				\$600,000			\$600,000
Local Track Application-Based Traffic Calming	Any					\$600,000		\$600,000
Proactive Residential Traffic Calming Improvements	PLAN/ CER	\$100,000	\$25,000					\$125,000
Proactive Residential Traffic Calming Improvements	Any		\$978,651					\$978,651
Proactive Residential Traffic Calming Improvements	Any			\$903,651				\$903,651
Proactive Residential Traffic Calming Improvements	PS&E, CON				\$853,651			\$853,651
Proactive Residential Traffic Calming Improvements	PS&E, CON					\$853,654		\$853,654
Traffic Calming Implementation (Prior Area-wide Plans)	CON	\$1,193,371	\$1,294,300					\$2,487,671
Traffic Calming Implementation (Prior Area-wide Plans)2	PS&E	\$25,000						\$25,000
Sloat Boulevard Pedestrian Improvements5	PS&E		\$50,000	\$72,477				\$122,477
Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON		\$340,000	\$330,000	\$330,000			\$1,000,000

Cash Flow (\$) Maximum Annual Reimbursement

Pending 12.15.2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Schools Track							
Schools Track Traffic Calming Program	PLAN/ CER				\$22,000	\$22,000	\$44,000
Schools Track Traffic Calming Program	PS&E				\$25,000	\$25,000	\$50,000
Schools Track Traffic Calming Program	CON					\$110,000	\$110,000
Cesar Chavez Elementary Safe Routes to School	PS&E		\$59,885				\$59,885
Cesar Chavez Elementary Safe Routes to School	CON			\$5,000	\$32,365		\$37,365
Redding Elementary Safe Routes to School	PS&E	\$18,352					\$18,352
Redding Elementary Safe Routes to School	CON			\$45,880	\$45,880		\$91,760
Bessie Carmichael Safe Routes to School	PS&E	\$115,000					\$115,000
Bessie Carmichael Safe Routes to School	CON		\$34,410	\$34,410			\$68,820
John Yehall Chin Safe Routes to School	PLAN/ CER	\$40,433					\$40,433
John Yehall Chin Safe Routes to School	PS&E	\$6,242					\$6,242
John Yehall Chin Safe Routes to School	CON			\$20,646			\$20,646
Arterials and Commercial Corridors Track							
Columbus Avenue Corridor Improvements	PS&E	\$150,000					\$150,000
Howard Street Streetscape	PLAN/ CER		\$40,000	\$40,000			\$80,000
Howard Street Streetscape	PS&E			\$50,000	\$250,000		\$300,000
Howard Street Streetscape	CON				\$50,000	\$540,000	\$590,000
8th Street Streetscape	PS&E		\$645,960				\$645,960
Arterials Track Traffic Calming Program4	PLAN/ CER	\$0					\$0
Arterials Track Traffic Calming Program4	PLAN/ CER, PS&E		\$297,557				\$297,557
Lombard Street US-101 Corridor [NTIP Capital]4	PS&E		\$104,000	\$34,586			\$138,586
Lombard Street US-101 Corridor [NTIP Capital]4	CON		\$33,000				\$33,000
Arterials Track Traffic Calming Program	PLAN/ CER, PS&E			\$93,600			\$93,600

Cash Flow (\$) Maximum Annual Reimbursement

Pending 12.15.2015

Project Name	Phase	Fiscal Year					Total
		2014/15	2015/16	2016/17	2017/18	2018/19	
Follow-the-Paving							
Follow-the-Paving: Spot Improvements	CON	\$50,000	\$50,000				\$100,000
Follow-the-Paving: Spot Improvements	CON			\$50,000	\$50,000		\$100,000
Follow-the-Paving: Spot Improvements	CON					\$50,000	\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	CON	\$24,550	\$24,550				\$49,100
San Jose Avenue Follow the Paving	CON		\$125,450	\$125,450			\$250,900
Follow-the-Paving: Traffic Calming Major Corridors	PS&E		\$37,500	\$37,500			\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON			\$50,000	\$50,000		\$100,000
Follow-the-Paving: Traffic Calming Major Corridors	PS&E				\$37,500	\$37,500	\$75,000
Follow-the-Paving: Traffic Calming Major Corridors	CON					\$33,600	\$33,600
Total Cash Flow in 5YPP		\$2,244,548	\$4,943,663	\$2,493,200	\$2,346,396	\$2,271,754	\$14,349,561
Cash Flow Allocated and Pending							
Cash Flow Deobligated		\$65,433	\$515,850	\$232,513	\$0	\$0	\$813,796
Cash Flow Unallocated		\$2,179,115	\$4,427,813	\$2,260,687	\$2,346,396	\$2,271,754	\$13,535,765
Cash Flow Programmed in 2014 Strategic Plan							
Deobligated from Prior 5YPP Cycles		\$2,749,327	\$4,624,849	\$2,260,687	\$2,346,396	\$2,271,754	\$14,303,013
Cumulative Remaining Cash Flow Capacity		\$410,774	\$596,739	\$364,226	\$364,226	\$364,226	\$410,774

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation



Memorandum

Date: 12.02.15 **RE:** Plans and Programs Committee
December 8, 2015

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

From: Joe Castiglione – Deputy Director for Technology, Data & Analysis *JC*

Through: Tilly Chang – Executive Director *TC*

Subject: **ACTION** – Recommend Approval of the 2015 San Francisco Congestion Management Program

Summary

As the Congestion Management Agency for San Francisco, the Transportation Authority is responsible for developing and adopting a Congestion Management Program (CMP) for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. The 2015 CMP incorporates several substantive updates, including 2015 system performance monitoring results; the updated CMP Capital Improvement Program; updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2013.

BACKGROUND

As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a Congestion Management Program (CMP) for San Francisco, which must be updated every two years. The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP requirements, per state congestion management law.

Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City's transportation projects to qualify for state and federal funding. State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while taking into account the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the

criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

DISCUSSION

The purpose of this memorandum is to present an overview of the 2015 CMP update and seek a recommendation for its approval.

The CMP has several required elements, including:

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

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

CMP Update: The 2015 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2013. Key updates include the following:

- **Roadway LOS Results:** The Transportation Authority, through its consultant team Iteris, conducted roadway LOS monitoring on the CMP network during the spring of 2015. Relative to the last monitoring cycle in 2013, average traffic speeds on the city's CMP network streets and freeways decreased. The percentage decrease on arterials was more pronounced than on freeways, with speeds dropping 15% in the morning peak period and 21% in the evening peak period. Possible explanations include ongoing long-term construction (Transbay Transit Center, Presidio Parkway, and Central Subway) and strong job and population growth resulting in more people driving into San Francisco. Average weekday speeds in the morning and evening peak periods for 2013 and 2015 are shown in Figure 1.
- **Transit Performance:** Similarly, average Muni bus speeds on the CMP network fell between 2103 and 2015, but at a much lower rate than auto speeds. The net effect is that transit has become more competitive with driving because the ratio of auto speed to transit speed has dropped from an average of 2.0 in 2013 to 1.7 in 2015.

The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency from on-vehicle Automatic Passenger

Facility Type	Spring 2013	Spring 2015
Arterial AM	17.1 mph	14.6 mph
Arterial PM	16.0 mph	12.7 mph
Freeway AM	38.2 mph	37.6 mph
Freeway PM	29.5 mph	26.3 mph

Counters. Average bus speeds on the CMP network during the 2015 monitoring period were 8.7 mph in the AM peak period and 7.9 mph in the PM peak. Transit speeds were also monitored in 2013. Speeds declined by approximately one percent in the AM peak period and two percent in the PM peak period. During weekday peak periods, the percentage of CMP segments on which auto speeds exceeded transit speeds by a factor of two or more fell from 42% to 23% in the AM peak period, and from 49% to 19% in the PM peak period.

Transit speed variability increased, and the number of links on which bus speeds commonly vary from their averages by 30 percent or more increased in both the morning (from 12 to 15 segments) and afternoon (from 11 to 23 segments) peak periods. This metric will provide a useful baseline to compare reliability over time on specific streets in future CMP cycles.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city's efforts to implement TDM programs for new developments, through area plans, developer agreements, institutional master plans, and planning code requirements. It reflects advancements in TDM studies and plans, including the Travel Demand Management Toolkit and TDM Partnership Project. It includes updates on the city's policies for commuter shuttles, carsharing, bikesharing, and two new pilot projects. This chapter also shows advances in parking policy through the Parking Supply and Utilization Study and *SFpark*.
- **Land Use Impacts Analysis Program:** This chapter has been updated to reflect the adoption of Priority Conservation Areas under Plan Bay Area and the One Bay Area Grant (OBAG) which promotes development within Priority Development Areas in the Bay Area. The chapter also highlights our involvement in regional strategic planning through the Core Capacity Transit Study, which aims to identify strategic investments to meet the region's long-term transit needs, with a focus on the relationship between land use and transportation. It includes a discussion of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and the Metropolitan Transportation Commission's Community Based Transportation Planning program. Finally, this chapter provides updates on the Governor's Office of Planning and Research's draft guidance on the quantification of significant transportation impacts under California Environmental Quality Act, pursuant to SB 743, which indicates that a vehicle-miles traveled-based (VMT) metric is likely.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2015 CMP reflects program updates since adoption of the 2013 CMP, most notably 2014 and 2015 Transportation Fund for Clean Air county programs, Cycle 3 of the Lifeline Transportation Program, the extension of the first OBAG Cycle, the 2014 Prop K Strategic Plan, and the Prop AA Strategic Plan. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by the Metropolitan Transportation Commission (MTC) for submission to the state.

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

- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2013, and model enhancements are discussed in the 2015 CMP, along with required documentation of consistency with MTC modeling practices.

ALTERNATIVES

1. Recommend approval of the 2015 San Francisco CMP, as requested.
2. Recommend approval of the 2015 San Francisco CMP, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its December 2, 2015 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

While there is no direct impact on the Transportation Authority's adopted Fiscal Year 2015/16 budget, adoption of the 2015 CMP is needed to ensure the City's continued eligibility for the state gas tax revenues authorized by CMP legislation. Leveraging of these other funds is essential in order to deliver the Prop K and Prop AA Expenditure Plans, as well as other San Francisco projects citywide.

RECOMMENDATION

Recommend approval of the 2015 San Francisco CMP.

Attachment:

1. Draft CMP Executive Summary

Enclosures (2):

- A. Draft 2015 San Francisco Congestion Management Program
- B. CMP Technical Appendices

EXECUTIVE SUMMARY

A. Introduction

The San Francisco Congestion Management Program (CMP) is a biennial program conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. In the years since, the Transportation Authority has opted out of LOS monitoring¹ (although it still reports LOS for planning purposes). The agency has evolved its CMP to include multimodal, time of day, and other system performance monitoring, in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.² In November 2013, the state passed SB 743, which specifically repeals automobile delay as measured by LOS or other similar measures as a measure of significant impact in environmental review, and tasks the Office of Planning and Research (OPR) with preparing guidance on appropriate alternative metrics.

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

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

The purpose of the 2015 San Francisco Congestion Management Program (CMP), prepared by the San Francisco County Transportation Authority, (the Transportation Authority) is to:

- Comply with state law by adopting a biennial CMP and submitting it to the Metropolitan Transportation Commission (MTC) for a conformance finding.
- Report the status of key inter-agency and SFCTA congestion management initiatives as identified in the 2013 San Francisco Transportation Plan and;
- Outline the congestion management work program for fiscal years 2015/16 and 2016/17; and
- Set forth policies and technical tools to implement the CMP work program.

¹ See 2010 SB1636 Infill Opportunity Zone legislation and SFCTA Resolution XX-XX

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

B. State of Transportation

B.1 | What are the causes of congestion in San Francisco and how are we managing it?

San Francisco is an employment hub for a region with booming jobs and population growth. Population growth in the Bay Area, and San Francisco in particular, is outpacing projections. San Francisco's estimated 2014 population is over 850,000 (with a daytime population near 1 million³), about 10,000 more residents than ABAG projected for 2015.^{4,5} Similarly, the region realized population growth in 2014 that was about 1% higher than projections for 2015. At the same time, employment is growing faster than population: between September 2009 and April 2015, San Francisco's workforce has increased by 140,000, while the population increased by around 50,000.⁶ Housing production, on the other hand, is lagging. This means that people are coming to San Francisco for work but live elsewhere and commute into the city.

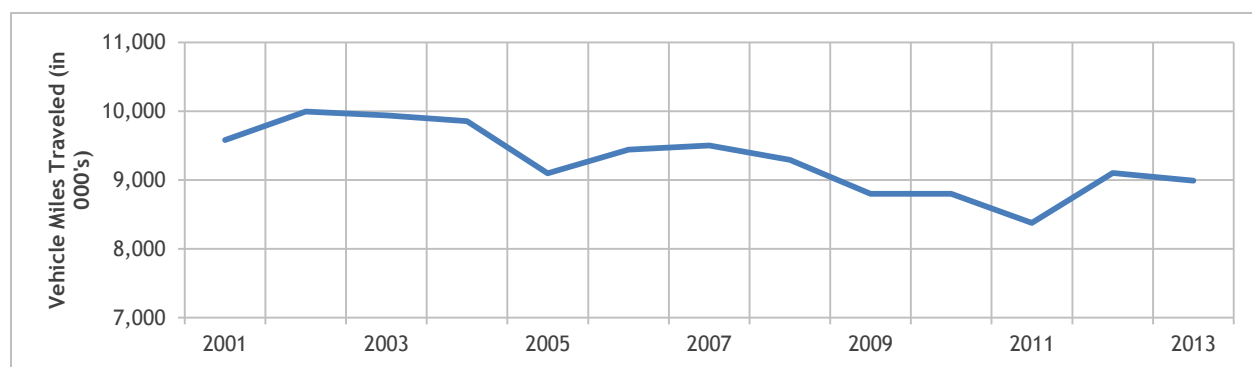


Figure 1: Daily Vehicle Miles Traveled in San Francisco, 2001-2013

Source: Caltrans Annual California Public Road Data Report, 2001-2013

Strategies to managing congestion are key to maintaining our accessibility as the city grows. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking and traffic signals to ensure safety and efficiency. There is evidence that these long-term strategies are working. As shown above in Figure 1, Vehicle miles traveled (VMT), a measure of the amount of total amount of driving, has been declining in San Francisco for over a decade, although the long term trend includes a dip then rise in VMT following the 2008-2009 recession.⁷ Recent Census data also points to a trend of decreasing driving and reliance on automobiles. Between 2009 and 2014, the total number of San Francisco residents who commute to work in a private automobile has declined, while commuting by public transportation, bicycling, walking, and commuting by other means have increased. Of new commute trips, 37% are on public transit, 41% are active transportation (walking and biking). Over the same period, 44% of new households in San Francisco are car free.⁸

³ San Francisco has an estimated daytime population of 970,000, based on Analysis of the 2010-2012 California Household Travel Survey

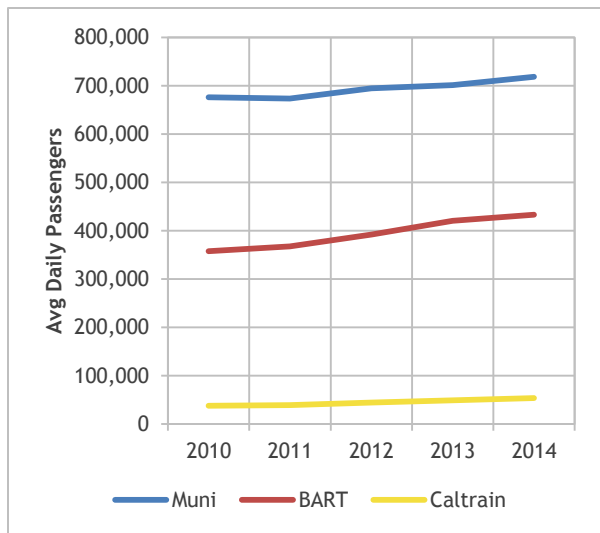
⁴ United States Census 2014 Population Estimate

⁵ Association of Bay Area Governments, Projection 2013

⁶ Office of Economics and Workforce Development Quarterly Dashboard Reports

⁷ Caltrans Annual California Public Road Data reports, 2001-2013.

⁸ Census American Communities Surveys 2005-2009 and 2010-2014.



San Francisco’s strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and a handful of commuter bus lines, help move people into and around the city efficiently. Privately sponsored and operated services are also adding needed capacity. But as demand grows, our major transit systems are becoming crowded. Between 2010 and 2014, ridership on the three largest transit providers in San Francisco has been growing, as shown in Figure 2.

Figure 2: Average Daily Passengers by Transit Operator, 2010-2014

B.2 | How does the state of transportation measure up?

The recent increase in VMT corresponds with an increase in congestion, although over the last 15 years San Francisco is well below the peak VMT of the early 2000s. Between 2013 and 2015, in the afternoon peak travel period, average speeds on freeway segments have decreased 3.2 mph (10.8%) from 29.5 mph to 26.3 mph; and on arterial segments by 3.3 mph (20.6%), from 16.0 mph to 12.7 mph.

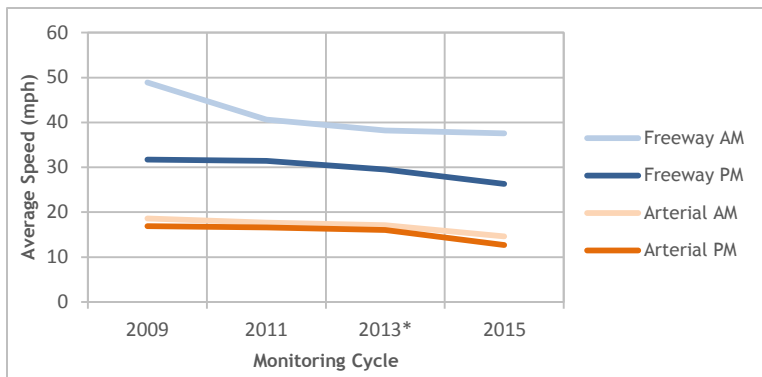


Figure 3: Average Speed over CMP Monitoring Cycles, 2009-2015

In the downtown core of San Francisco and freeways approaching downtown, where roadway expansion is neither feasible nor desirable, traffic speeds are particularly slow, as shown in Figure 4.

Recognizing that the City’s transportation infrastructure can be used more efficiently to move more people, San Francisco has invested in prioritizing transit. Since 2013, the SFMTA has implemented service increases on 17 lines as part of Muni Forward, Phase 1 of Clay Street Transit-Only Lanes, Haight Street transit only contraflow lanes, more visible red lanes on Market Street, and other transit enhancements. The Transportation Authority has helped to fund Muni Forward as well as the replacement and expansion of Muni’s bus and rail fleet. These investments have begun to pay off, and transit is becoming measurably more competitive with driving.

While transit speeds have become more competitive relative to driving speeds, transit speeds, like automobile speeds, have declined since 2013, from 8.1 mph to 7.9 mph for the rubber-tire fleet in the evening peak period.⁹ This may be an indication of increased economic activity, traffic impacts from construction and the provision of more dedicated right-of-way to transit, bicycling and walking on some streets. While both transit and driving speeds have decreased, the decrease in transit speeds has been notably less than the decrease in auto speeds, indicating the effectiveness and importance of Muni Forward bus priority measures such as dedicated lanes and transit signal priority.



Figure 4: Level of Service on CMP Segments, 2015 PM Peak

Figure 5 shows in orange the percentage of congestion management program (CMP) roadway segments in 2013 and 2015 categorized by their automobile-to-transit speed ratio. The lower the ratio, the more competitive transit is with driving, in terms of speed. An auto-to-transit ratio of 2, for example, means that auto speeds are twice transit speeds, while a ratio of 1 indicates that transit moves at the same speed as auto traffic. San

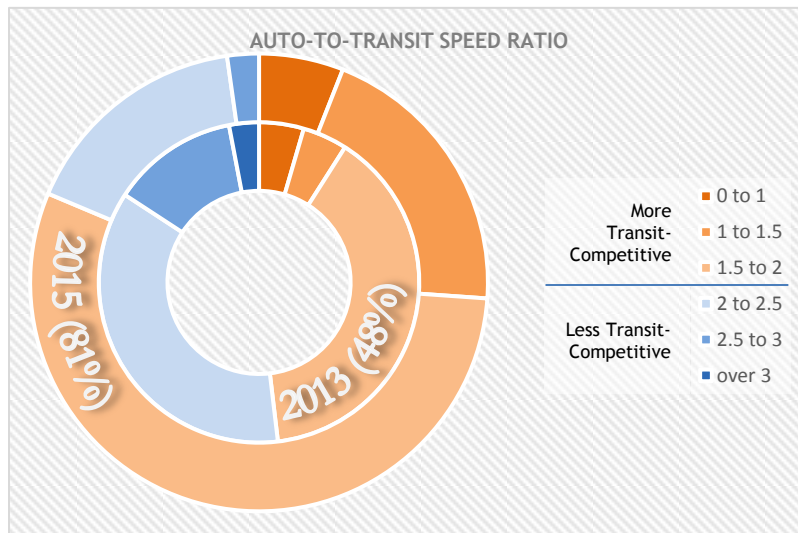


Figure 5: Auto-to-Transit Speed Ratio in the PM Peak, 2013 to 2015

Francisco is moving in the right direction, with 33% more street segments in the under an auto-to-transit speed ratio of 2. Transit does not need to have speeds as high as auto traffic to be competitive; transit is less expensive than driving and enables productive use of in vehicle time, among other benefits.

⁹ Transit speeds are reported on CMP segments for comparison with auto speeds. They are not at a route level. At least 50% of a CMP segment must be covered by a Muni route to be reported. Light rail vehicles, cable cars, and historic street cars are not included.

C. What are we doing to manage congestion?

What is San Francisco doing about congestion?

C.1 | Managing Demand for Travel

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

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

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

- PDA Planning Projects
 - » Rail Storage Alternatives Analysis and I-280 Boulevard Feasibility Study
 - » Embarcadero Multi-Modal Planning
 - » Bayshore Multimodal Facility Study and Circulation Studies
 - » 19th Ave/M-Oceanview Transit Improvement Study
 - » Ocean Avenue Pedestrian and Streetscape Improvements
 - » Caltrain North Terminal Study to Support Future Operations

C.2 | Planning Projects

San Francisco is planning to address needs in existing neighborhoods as well as for the long term needs of the City and the region. In order to support sustainable transportation currently and in the future, many initiatives called for in the 2013 San Francisco Transportation Plan are underway. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- Vision Zero Program
- MTC Regional Core Capacity Transit Study
- Freeway Corridor Management Study (managed lanes/carpool lane feasibility)
- Transportation Sustainability Program (proposed Transportation Sustainability Fee on residential and institutional development)
- Geary Corridor and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)
- Shared Mobility, Late Night, Parking Management and School Transportation sector studies

C.3 | Funding and Delivering Projects

The Transportation Authority is supporting near- and long-term transportation needs for San Francisco by funding capital improvements, projects, and programs through Proposition K transportation sales tax and Proposition AA vehicle registration fee, grant programs, administration of regional OneBayArea Grants (OBAG) funds, and coordinating with other local and regional agencies to apply for state and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds. Appendices 12, 13, 14, 15, and 16 provide more detail.

- Muni Forward
- Central Subway
- Caltrain Extension to Transbay Terminal
- Caltrain Electrification

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

- Chinatown Broadway Phase IV Street Design
- ER Taylor Safe Routes to School
- Light Rail Vehicle (LRV) Procurement¹⁰
- Lombard Street US-101 Corridor Improvement
- Longfellow Safe Routes to School
- Mansell Corridor Improvement

¹⁰ Funds for LRV were reprogrammed from SFMTA's Masonic Avenue Complete Streets project. See Appendix 12 for additional information.

- Second Street Streetscape Improvements
- Transbay Center Bike and Pedestrian Improvements

The Transportation Authority is also overseeing and leading the delivery of key projects, including serving as co-sponsor or lead agency for the construction of:

- Presidio Parkway (co-sponsor of Doyle Drive replacement)
- Folsom Street Off-Ramp Realignment
- Yerba Buena Island I-80 Interchange Improvement Project