



AGENDA

PLANS AND PROGRAMS COMMITTEE Meeting Notice

Date: Tuesday, October 11, 2016; 10:00 a.m.
Location: Committee Room 263, City Hall
Commissioners: Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin and Wiener (Ex Officio)

Clerk: Steve Stamos

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1.	Roll Call	
2.	Citizens Advisory Committee Report – INFORMATION*	5
3.	Approve the Minutes of the September 20, 2016 Meeting – ACTION*	13
4.	Recommend Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION*	21

As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.

5.	Recommend Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION*	57
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Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria.

6. Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario – ACTION* 73

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 20 Committee meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. We will provide a presentation and any updates at the Plans and Programs Committee on October 11 and again at the full Board meeting on October 25. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

7. Update on the Railyard Alternatives and I-280 Boulevard Feasibility Study – INFORMATION* 87

At the October Plans and Programs Committee meeting, Susan Gygi of the San Francisco Planning Department will present an update on the Railyard Alternatives and I-280 Boulevard Feasibility Study (RAB) Study. The RAB is a multi-agency program studying transportation and land use alternatives in the most rapidly growing areas of the City, including South of Market, Mission Bay, and Showplace Square/Lower Potrero Hill. In anticipation of the Downtown Rail Extension, the electrification of Caltrain, and High-Speed Rail, the City is studying how best to coordinate these projects in a unified vision for the area rather than building each project independently. The first phase of the RAB has prepared conceptual design alternatives for four different project components, in addition to a study of overall land use considerations and opportunities for placemaking. The first round of public outreach was conducted in February/March 2016. The project team is preparing for the study's second public meeting, to be held sometime in the fall/winter, where they will solicit public input on the Draft Alternatives. The third public meeting, where the study team will request input on the Final Alternatives, is anticipated for winter 2016/2017.

8. Update on Freeway Corridor Management Study – INFORMATION* 99

The San Francisco Freeway Corridor Management Study (FCMS) Phase 2 is exploring feasible strategies to both manage demand and increase reliability in the freeway corridors in San Francisco. The Transportation Authority Board adopted the FCMS Phase 1 report, which documented the project's goals and a range of potential strategies, in March 2015. The Phase 2 Study is currently examining US-101 and I-280 for opportunities to: create a managed lane that may be restricted by occupancy and/or price; manage ramp access to the freeways; and use other demand- and/or information-based management strategies to achieve the goals outlined in the Phase 1 report. There is a strong desire among regional and state governments to implement one or more of these strategies as soon as possible to alleviate severe congestion on US-101, occurring as a result of continued expansion of employment in San Francisco and along the Peninsula and South Bay, by offering quicker travel times and increased reliability to high occupancy vehicles and transit. As a result, the focus of the FCMS Phase 2 is to explore ways provide a continuous Managed Lane facility through San Mateo County and into San Francisco. This presentation will provide an update on the status of the FCMS Phase 2 evaluation and include a presentation from the Alameda County Transportation Commission detailing their experience developing and implementing a managed lane solution on two freeways in Alameda County.

9. Introduction of New Items – INFORMATION

Plans and Programs Committee Meeting Agenda

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.

10. Public Comment

11. Adjournment

* Additional materials

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, September 28, 2016 Meeting

1. Committee Meeting Call to Order

Chair Waddling called the meeting to order at 6:00 p.m.

CAC members present were Myla Ablog, Becky Hogue, Brian Larkin, John Larson, Santiago Lerma, Jacqueline Sachs, Peter Sachs, Peter Tannen, Chris Waddling, Shannon Wells-Mongiovi and Bradley Wiedmaier.

Transportation Authority staff members present were Eric Cordoba, Anna LaForte, Maria Lombardo, Mike Pickford, Steve Rehn and Mike Tan.

2. Chair's Report – INFORMATION

Chair Waddling announced the reappointment of Santiago Lerma and the appointment of Shannon Wells-Mongiovi to the CAC. He welcomed Ms. Wells-Mongiovi as the new representative for District 11 on the CAC, to which Ms. Wells-Mongiovi introduced herself as a current resident of the Excelsior who had previously resided in several other neighborhoods in the city including the Haight Ashbury and Tenderloin.

Chair Waddling announced that at its September 27 meeting, the Transportation Authority Board had deferred action on the Transbay Joint Powers Authority's Downtown Rail Extension request, which had been among 14 Prop K allocation requests supported by the CAC at its September 7 meeting. He said the item would be re-considered by the Board in October. He said an information item on the related Railyard Alternatives and I-280 Boulevard Feasibility study (RAB) would be on the agenda in winter 2016/17, or as soon as there was new public information. Lastly, he said the Geary Bus Rapid Transit project and The Other 9-5 Study would be information items on the agenda for the November 30 CAC meeting.

There was no public comment.

3. Approve the Minutes of the September 7, 2016 Special Meeting – ACTION

There was no public comment.

Peter Sachs moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Larkin, Larson, J. Sachs, P. Sachs, Tannen, Waddling, Wells-Mongiovi and Wiedmaier

Abstain: CAC Members Hogue and Lerma

4. Adopt Motion of Support for Allocation of \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

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

Peter Sachs said he was impressed that San Francisco Public Works had been able to keep costs under control despite the increasing difficulty of the locations selected for new curb ramps. Santiago Lerma asked for an explanation for the high cost of the worker safety systems in the San Francisco Municipal Transportation Agency's (SFMTA's) fall protection project. Craig Raphael, Senior Transportation Planner at the SFMTA, responded that the scope of the project was quite extensive, and referred the CAC to the lengthy scope description in the allocation request. Chair Waddling asked if the costs of the systems were similar at the various project locations, to which Mr. Raphael replied that that they were not. Anna LaForte, Deputy Director for Policy and Programming, added that improvements at some locations required a substantial amount of work to relocate existing facility infrastructure, such as overhead lighting and heating ducts. Mr. Rehn added that the Transportation Authority had previously allocated Prop K funds for the design phase of the project as well as for construction of the fall protection systems at the Presidio Yard.

Becky Hogue asked for additional information about how curb ramp locations were prioritized and selected. Ken Spielman, Project Manager of the Curb Ramp Program at San Francisco Public Works (SFPW), replied that the prioritization process was rigorous and included requests from across the entire city, requests from the disabled community, and considerations of efficient construction management. John Larson asked if the overall goal of the program was to construct curb ramps at every intersection in the city. Mr. Spielman answered in the affirmative, noting that there were exceptions where installation was not physically possible or not appropriate (e.g. too steep grades).

Responding to a follow-up question from Mr. Larson, Mr. Spielman said SFPW was tracking almost 50,000 potential curb ramp locations, of which about 40,000 could meet the selection criteria. He said 15,000 to 20,000 potential locations still needed to be completed, including those where existing curb ramps needed to be upgraded, and that it would probably take about ten years to accomplish. Shannon Wells-Mongiovi asked about the total cost per curb ramp. Mr. Spielman replied that costs varied greatly according to conditions, but averaged \$14,000 for individual ramps and \$20,000 per street corner. Bradley Wiedmaier asked if all the curb ramp locations selected for the subject request were for new ramps. Mr. Spielman replied that the scope included some locations where existing non-compliant curb ramps would be re-built.

During public comment, Edward Mason asked about the quality of the cement used in sidewalk improvements, noting that he had seen cracks in new curb ramps. He also commented that the rubber truncated dome tiles used for curb ramps were slippery when wet. Mr. Spielman replied that concrete generally shrank when it cured so some cracking might be normal, and said the city set specifications for the concrete used in its projects and had it tested at independent labs to make sure it met those specifications. Mr. Spielman said the truncated dome tiles were for the benefit of visually impaired pedestrians, and that the City has revised its specification for those tiles from a vitrified plastic material, which became smoother and more slippery over time, to concrete tiles. He said the city had a pro-active program to replace the plastic tiles, and invited members of the public to report slippery curb ramp tiles via the 311 system.

John Larson moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved unanimously without objection.

5. **Adopt a Motion of Support to Execute a Memorandum of Agreement with the Treasure Island Development Authority for the Yerba Buena Island Vista Point Operation Services in an Amount Not to Exceed \$500,000 through December 31, 2018, and to**

Authorize the Executive Director to Negotiate Payment Terms and Non-Material Agreement Terms and Conditions – ACTION

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

Becky Hogue asked if the vista point shuttle was conceptual or actually in progress. Mr. Cordoba answered in the affirmative, saying that staff was working with the Treasure Island Development Authority and Caltrans to quickly implement a shuttle service from a new parking lot (location to be determined) on Treasure Island. Ms. Hogue asked if the vista point would extend inside the Quarters 9 area, to which Mr. Cordoba replied that Quarters 9 would be fenced off from the publicly accessible area at the vista point. He added that public access would extend along a path into the front yard area of Quarters 9, where bike racks, a drinking fountain and temporary toilets would be installed. Ms. Hogue asked that island residents be apprised of any access changes ahead of time. Mr. Cordoba responded that staff had made it clear to Caltrans that all changes would have to be properly messaged. Myla Ablog asked if a bike path connecting the vista point to Treasure Island was planned for the future. Mr. Cordoba replied that the approved alternative in the Environmental Impact Report included a Type 1 and Type 2 bicycle facility on Macalla Road.

Peter Tannen asked if the \$500,000 request was part of the \$2 million total cost for the vista point improvements, to which Mr. Cordoba answered in the affirmative. Mr. Tannen asked about the permanent plan for the facility, since the subject request was for a temporary facility. Mr. Cordoba replied that staff had developed concepts for connecting Treasure Island to a future bike path on the west span of the Bay Bridge via Hillcrest Road and a relocated South Gate Road. Mr. Tannen expressed concern over the \$2 million expense for a three-year temporary project. Mr. Cordoba said the cost of the temporary facility would probably be substantially less than the \$2 million estimate, which included a parking lot that was no longer part of the scope. He said the parking lot had been replaced in the scope by better messaging directing visitors to park on Treasure Island and for a shuttle to access the vista point. Bradley Wiedmaier asked if the facility would be limited to weekends throughout the three-year life of the facility. Mr. Cordoba replied that it would be open for weekday use when Caltrans completed demolition work, but was not certain of the timeframe. Mr. Cordoba added that CAC members would receive formal invitations to the ribbon cutting ceremony in late October.

Chair Waddling asked if cost savings could be achieved by foregoing the connection to the vista point. Mr. Cordoba said that had been considered unfair to visitors from San Francisco, since that arrangement would require them to travel to Oakland first and access the facility on the return trip over the Bay Bridge. Peter Sachs commented that the project addressed the problem of Caltrain's bike lane to "nowhere", and suggested that staff explore a strategy for re-purposing the temporary infrastructure at the end of the project. Becky Hogue said the redevelopment plan would include excellent bicycle and pedestrian infrastructure when it was complete.

John Larson asked for a confirmation that the state and federal funds in question had already been allocated and that the requested action was for support of a budget revision. Mr. Cordoba responded affirmatively and said that the ramps project was funded by federal Highway Bridge Replacement & Rehabilitation Program and state Prop 1B funds. Shannon Wells-Mongiovi asked if the request included removal of the temporary facility when it was no longer needed in addition to its initial construction, to which Mr. Cordoba answered that the budget did include removal of the facility. Peter Tannen asked if the house at Quarter 9 was occupied. Mr. Cordoba replied that it was not, and noted that the project would not be possible otherwise.

During public comment, Alison Jackson asked if the amount of bike and pedestrian traffic on the bridge was currently tracked. Mr. Cordoba said that it was tracked by Caltrans and that

visitors to the facility would be counted as well. He said he believed bicyclists and pedestrians numbered in the thousands on weekends, but he had not seen the Caltrans data. He said he expected the number of visitors to increase after the vista point opened.

Becky Hogue moved to approve the item, seconded by Bradley Wiedmaier.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, J. Sachs, P. Sachs, Waddling, Wells-Mongiovi and Wiedmaier

Nays: CAC Member Tannen

Abstain: CAC Member Lerma

6. Adopt a Motion of Support for Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria – ACTION

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

John Larson asked if evaluation of safety in the Screening and Prioritization Criteria document should have been listed as a screening criterion in all of the funding categories rather than just for the Transit category. Mr. Pickford responded that safety had been an overall consideration in the original Prop AA Strategic Plan as well as in two of the three categories, excluding the Transit category. He said that the proposed change removed the duplicative overall safety factor and added a safety criterion for the Transit category in particular. Anna LaForte, Deputy Director for Policy and Programming, offered to show CAC members where the prioritization criteria document list safety as a criterion for each of the three funding categories. Peter Tannen said it appeared that the policy in the original Strategic Plan requiring that allocations be for a single project phase had been eliminated from 2017 update. Ms. LaForte clarified that only duplicative language had been removed, and that the proposed update would continue that policy. Mr. Tannen also asked why the language requiring sponsors to secure all applicable permits had been removed. Ms. LaForte replied that sponsors would still need to secure all applicable permits, but the change meant that they need not be secured prior to allocation of Prop AA funds.

Becky Hogue asked if a list was available of the Prop AA funded pedestrian countdown signals that were open for use. Mr. Pickford said he would provide that list to the CAC. Brian Larkin asked about the two upcoming near-term projects related to the Geary Bus Rapid Transit project. Ms. LaForte replied that they would be for Phase 1 improvements, pending certification of the Environmental Impact Report, expected by the end of spring 2017. Mr. Larkin asked if both requests related to red pavement markings. Ms. LaForte replied that staff had not received either request, but that San Francisco Public Works anticipated requesting Prop AA Streets funds for pavement-related work and the San Francisco Municipal Transportation Agency (SFMTA) anticipated requesting funds from the Prop AA Transit category. Craig Raphael, Senior Project Manager at the SFMTA, added that scope details would be finalized after a public outreach effort, but would likely include elements such as red pavement markings, signal work, pedestrian safety measures, and transit reliability measures.

During public comment, Edward Mason expressed concern that expensive Complete Street elements were eligible for Prop AA funds in addition to simple paving projects.

Peter Sachs moved to approve the item, seconded by Becky Hogue

The item was approved by the following vote:

Ayes: CAC Members Ablog, Hogue, Larkin, Larson, Lerma, J. Sachs, P. Sachs, Tannen, Waddling and Wiedmaier

Abstain: CAC Member Wells-Mongiovi

7. **Alemaný Interchange Improvement Study Update – INFORMATION**

Rachel Hiatt, Principal Transportation Planner, introduced the item and Megan Weir, Consultant, who presented the item.

Chair Waddling asked whether the study included AM peak traffic in addition to PM peak traffic, because backups were common in the morning in that area. Ms. Weir replied that the study had focused on the PM because that was when the longest delays occurred. Chair Waddling asked if the project proposed changing lane striping on Bayshore Boulevard, to which Ms. Weir replied that it did not. Chair Waddling said that he appreciated Ms. Weir's response to stakeholders at a recent public meeting on the project who were concerned with adverse traffic impacts wherein she commented that the roadway had been overdesigned for car traffic from the start. Chair Waddling commented that he was very pleased to see improvements finally in the works for this challenging set of intersections.

Peter Sachs said that he hoped the project would include soft-hit posts to delineate the bicycle lanes from general traffic and that the interchange at Cesar Chavez Street and US 101 should be next for this type of project. Anna LaForte, Deputy Director for Policy and Programming, said that there was a District 10 Neighborhood Transportation Improvement Program project for lighting and bicycle improvements through that interchange.

Peter Tannen asked about improvements for pedestrians in the interchange. Ms. Weir said that the buffered bike lanes would result in car traffic being significantly further from pedestrians on the sidewalk, which would result in a more comfortable pedestrian experience.

Jacqueline Sachs asked if there were improvements focused on mid-day users, such as school children or seniors. Ms. Weir replied that the project had looked at Saturday patterns, but that their focus on the peak traffic periods was to show that the proposed improvements wouldn't be a problem for traffic. She noted that the proposed reduced crossing distances would be available to all users at all times and days of the week.

John Larson asked if aesthetic improvements on the parcels adjacent to the path were included in the project. Ms. Weir said the project would not preclude landscaping and greening efforts, and that neighborhood organizations such as Portola Urban Greening had outlined a proposal for taking local stewardship of landscaping and urban greening efforts adjacent to the pedestrian improvements.

During public comment, Alison Jackson commented that speeding traffic turning from San Bruno Avenue onto Alemaný Boulevard caused conflicts with bicyclists using the intersection, and asked if the project would improve the situation. Ms. Weir responded in the affirmative and briefly described some design options that would likely be considered.

There was no public comment.

8. **Update Quint-Jerrold Connector Road Project – INFORMATION**

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

Chair Waddling thanked staff for the update and commented that he had been following the project for five years and was frustrated by the pace of progress.

There was no public comment.

9. San Francisco Municipal Transportation Agency Capital Improvement Program – INFORMATION

Sophia Forde, Junior Transportation Planner at the SFMTA, presented the item.

Santiago Lerma said that the list of stakeholders contacted during outreach for the Capital Improvement Program (CIP) looked great, but that as a resident of the Mission he was concerned about the lack of involvement from people who rode the bus in the implementation of Muni Forward changes to Mission Street. Ms. Forde replied that the point on transit user involvement was well taken. She said SFMTA had attempted to involve the general public by advertising public CIP meetings on buses, but noted there is always room for improvement.

There was no public comment

10. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

Maria Lombardo, Chief Deputy Director, gave a brief update. She noted that, unfortunately, staff was still waiting for information (particularly land use information) from the regional agencies to support a thorough evaluation of the Draft Preferred Scenario and how well it met San Francisco's objectives. She reminded the CAC that staff provided an initial take on the transportation investment strategy the month prior. Ms. Lombardo explained that due to the tight regional timeline anticipating adoption of the Final Preferred Scenario in November, if the Transportation Authority Board were to take an action on Plan Bay Area, it would happen in October, prior to the next CAC meeting. Ms. Lombardo offered to send the CAC any Plans and Programs Committee or Board materials and to provide an update at the October 26 CAC meeting.

There was no public comment.

11. Introduction of New Business – INFORMATION

Peter Sachs said that he was interested in the San Francisco Municipal Transportation Agency's (SFMTA's) plan to expand service on the 48-Quintara route. He said that the route continued all the way to its westernmost terminus only during school hours, but that he understood there were plans to run the full route all day.

Myla Ablog requested an update on the status of funding for the Downtown Rail Extension and for a briefing on the Millennium Tower issue.

Peter Tannen said that he was still waiting for an update from SFMTA on the issue of bus bunching.

Jacqueline Sachs requested an update on the Central Subway project.

There was no public comment.

12. Public Comment

During public comment, Edward Mason said that he had witnessed the aftermath of a collision between a corporate shuttle and another vehicle at the intersection of 24th Street and Castro Street. He said that when he arrived there were three 24-Divisadero buses blocked by the collision because the corporate shuttle was so large, and that he had observed large shuttle buses on weight restricted streets late in the evening. He said that Facebook had used its shuttle program to satisfy the City of Menlo Park's Transportation Demand Management requirements for the expansion of its corporate campus, however the impact on the cities in which Facebook employees resided had not been considered. He said that there would be 6,400 new Facebook employees, but that according to the City of East Palo Alto, those additional jobs would result in

a total of 25,000 new jobs around the region due to multiplier effects and those impacts were not considered in Menlo Park's analyses.

13. Adjournment

The meeting was adjourned at 7:50 p.m.



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DRAFT MINUTES

PLANS AND PROGRAMS COMMITTEE

Tuesday, September 20, 2016

1. Roll Call

Chair Tang called the meeting to order at 10:33 a.m. The following members were:

Present at Roll Call: Commissioners Avalos, Farrell, Peskin and Tang (4)

Absent at Roll Call: Commissioner Breed (entered during Item 4) (1)

2. Citizens Advisory Committee Report – INFORMATION

Chris Waddling, Chair of the Citizens Advisory Committee (CAC), reported that at the September 7 special meeting, the CAC unanimously approved Items 6 and 7. Regarding Item 5, the update on the Transbay Transit Center/Downtown Rail Extension (TTC/DTX), he said there were concerns regarding the high financing costs and the assumptions made regarding future bridge toll revenues, both of which were adequately addressed by Transbay Joint Powers Authority (TJPA) staff. He said there were also questions around the design and layout of the train box, the final rail alignment, and how the Railyard Alternatives and I-280 Feasibility Study would impact the project, in addition to grade separation issues. Mr. Waddling said given the cost overruns of the project, he took objection to the \$160 million slotted for a pedestrian tunnel from the TTC to the Embarcadero BART station. He said even though this was part of the original plan, he thought the figure was excessive compared to a cheaper above ground option, especially given the high maintenance costs of a tunnel in terms of safety and cleaning. Regarding Item 7, he said the CAC mainly had questions on project specifics, such as the differences between rapid flashing beacons and high-intensity crosswalks, and on how electrifying Caltrain only between San Francisco and San Jose would impact travelers on the segment south of San Jose.

There was no public comment.

3. Approve the Minutes of the July 19, 2016 Meeting – ACTION

The minutes were approved without objection by the following vote:

Ayes: Commissioners Avalos, Farrell, Peskin and Tang (4)

Absent: Commissioner Breed (1)

4. Recommend Appointment of Two Members to the Citizens Advisory Committee – ACTION

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

Commissioner Avalos commented that he was able to meet with four candidates from District 11 regarding the vacancy and thanked all the applicants for their interest in serving on the CAC and providing a service to the city.

Chair Tang requested to hear from Santiago Lerma, who was seeking reinstatement to the CAC, as well as other applicants in attendance seeking appointment.

Santiago Lerma spoke to his interests and qualifications in being reinstated to the CAC. He said that he had worked on various election cycles over the past year and that due to the time constraints associated with campaigning had exceeded the allowable number of absences. Mr. Lerma said he had attained a job with more stability in terms of working hours and would now be able to meet the time commitments of the CAC going forward. Chair Tang asked why he would like to continue to serve on the CAC. Mr. Lerma responded that he would like to continue to represent the interests of District 9. He said that the Mission was the epicenter of changes in the city in terms of infrastructure and transportation, and that he had been a resident of the Mission for over 10 years and therefore had a lot of cultural and social competency that he could bring to the CAC.

Beth Hoffman, Adam Hugo-Holman, Shannon Wells-Mongiovi, and Matthew Stevens spoke to their interests and qualifications in being appointed to the CAC.

During public comment, Jacqueline Sachs said that she supported the appointment of a female member to the CAC.

Chris Waddling, Chair of the CAC, commented that he had a positive experience working with Mr. Lerma and supported his reinstatement.

Commissioner Avalos commented that for the candidates who would not be appointed there was also a CAC for the Balboa Park station area which would be considering several development and transportation projects.

Chair Tang commented that she supported reappointing Mr. Lerma to the CAC, and that Commissioner Campos also supported him continuing to represent District 9. She said that she could support any of the other applicants for the remaining vacancy to represent District 11, but would defer to Commissioner Avalos. She encouraged all the applicants to continue to pursue opportunities to be involved in their neighborhoods and around the city.

Commissioner Avalos moved to recommend reappointment of Santiago Lerma and appointment of Shannon Wells-Mongiovi, seconded by Commissioner Breed.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Farrell, Peskin and Tang (5)

5. **Major Capital Projects Update – Transbay Transit Center and Downtown Rail Extension – INFORMATION**

Luis Zurinaga, Project Management Oversight Consultant for the Transportation Authority, presented the item per the staff memorandum.

Chair Tang asked Mr. Zurinaga to address the issues raised by the CAC regarding the cost increases, the design and layout of the train box, and the underground tunnel for pedestrians. Mr. Zurinaga responded that the BART underground connector was an element of the project that was strongly supported by the Metropolitan Transportation Commission (MTC) because it provided regional connectivity for the project. He said it would also be an issue to have 1,000 people simultaneously off board on city streets, which would be the capacity for high-speed rail trains. Regarding the cost increases, Mr. Zurinaga stated that it was mostly due to the contingency escalation, the added throat structure, and the extension of the train box. He said that MTC thought the 3% escalation that the Transbay Joint Powers Authority (TJPA) was using was too low

and so it was adjusted 5% based on their recommendation, and that the contingency was similarly increased based on MTC's recommendation, as well as a risk management assessment done by the Federal Transit Administration. Regarding the train box, Mr. Zurinaga stated that it would contain six tracks and three platforms, and that the plan was to have enough capacity for any train to use any track. He noted that some tracks would be designated for high-speed rail trains and others for Caltrain, but based on their agreement to have the same platform heights they would be able to share platforms, should the need arise.

Commissioner Peskin asked if the extension of the train box was lateral, and if so in what direction. Mr. Zurinaga responded that it would be extended in length and not laterally, and that it would extend the platform outside of the train box toward Main Street. He said this was added at the request of the California High-Speed Rail Authority (CHSRA) because they were planning to use two trains put together, which would amount to 16 train cars. He noted that the volume was not common in high-speed rail systems and that they wanted to make sure that the entire train would fit on the straight platform with no curvature. Commissioner Peskin asked if it would be dug below the existing bus facility or if it would be extended from underground. Mr. Zurinaga replied that it would be under the existing terminal, but one block away between Mission and Howard Streets.

Commissioner Peskin asked what the widening of the throat structure would entail. Mr. Zurinaga replied that this was also added at the request of the CHSRA and that it needed to be widened in order to accommodate a larger turning radius. He said that CHSRA believed that the turn was too tight and therefore the throat structure would need to be widened to accommodate that, and that more real estate would be necessary to achieve that. Commissioner Peskin said that there was a line item for property acquisition scheduled to happen in July 2017, and asked if that would entail the condemnation of additional properties by eminent domain. Mr. Zurinaga replied that was his understanding and that it would be property for the vent structures. Commissioner Peskin asked what the location was for those vent structures, to which Mr. Zurinaga replied they would be located on the corner of 3rd and Townsend Street.

Commissioner Peskin asked when high-speed rail was expected to arrive in San Francisco. Mr. Zurinaga replied that the CHSRA's Draft Business Plan originally had high-speed rail arriving in San Jose by 2025 and in San Francisco by 2029, but that the Transportation Authority and other City representatives provided comments on the business plan advocating that high-speed rail arrive in the city by 2025. He said the CHSRA's Final Business Plan acknowledged that arriving in San Francisco by 2025 would be best for the project, and said that TJPA was now trying to dovetail with that date by being ready to accept high-speed rail when it arrived in the city, thereby eliminating the need for temporary facilities and resulting in cost savings.

Commissioner Peskin asked when the cut and cover construction would commence at 2nd and Howard Streets. Mr. Zurinaga stated that there would be utility relocations as early as 2018, but that construction would not start until 2019. He noted that only a segment of 2nd Street, the part with the throat structure, would be cut and cover, while the rest of the alignment would be a mined tunnel similar to the Central Subway station at Chinatown.

Commissioner Peskin asked what the likelihood was of using the current proposed alignment. Mr. Zurinaga replied that it was hard to tell because the Railyard Alternatives and I-280 Feasibility (RAB) Study had not concluded, but that based on preliminary findings there were two alignments being considered. He said that the Pennsylvania alignment would connect to the Downtown Rail Extension as currently planned, while the 3rd Street alignment would not. He said the current

Pennsylvania alignment had advantages over 3rd Street in that it was a shorter route and was therefore cheaper, and that it could also be phased in that the Downtown Rail Extension could be built first. He said based on preliminary information there was a good chance that the current alignment would remain.

Commissioner Peskin asked why the CHSRA was insistent on widening the throat structure at Howard and 2nd Streets but was not as concerned with the similar tight turn from 7th Street onto Townsend Street. Mr. Zurinaga replied that at Howard and 2nd Streets the tracks would begin to fan out to create the six tracks that go into the station. Commissioner Peskin asked why that wasn't considered when that area was dug up, to which Mr. Zurinaga replied that the terminal ended just short of it and did not get there currently.

Commissioner Peskin asked if geotechnical investigations had been conducted in that area and what they showed. Mr. Zurinaga replied that the investigations were conducted in 2004 when the alignment was first approved.

Commissioner Peskin asked what the role of the Peninsula Corridor Joint Powers Board (PCJPB) was in the project. Mr. Zurinaga replied that Caltrain would be a user of the track and the terminal, but since they had not contributed much to construction TJPA had proposed that PCJPB pay a passenger facility charge or some sort of maintenance fee. Tilly Chang, Executive Director, added that the PCJPB also had a seat at the TJPA Board.

During public comment, Jim Haas urged the city to take more control over the Downtown Rail Extension project and the train tracks up to the county line. He noted that the project was approved 12 years ago based on work that was done almost 15 years ago, and noted that 15 years ago having the University of California, San Francisco (UCSF) in Mission Bay was just an idea. He said Mission Bay was mostly empty at that time, and that the idea of operating trains on the surface over 16th Street did not cause much trouble but today it was a great concern for UCSF and others in the area. Mr. Haas added that many years ago there was a suggestion to dig a trench under 16th Street which would seriously impact Mission Bay and UCSF. He noted that he was now a member of the RAB Citizen Working Group which had met the previous night, and noted that somehow the RAB work was out of sync with the DTX work. Lastly he said that the action before the Committee had to be changed because it currently was not workable for Mission Bay.

6. Recommend Amendment of the Prop K Strategic Plan and the Guideways – Muni 5-Year Prioritization Program – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Commissioner Farrell commented that his office had been working with the San Francisco Municipal Transportation Agency on traffic calming on Euclid Avenue since 2012 and that it should be a priority to ensure that funds were allocated to the project before the end of the year. Ms. LaForte responded that some improvements were advancing with non-Prop K funds, but that staff would be looking out for a Euclid Avenue request.

Chair Tang asked about the status of unallocated funds in the category. Ms. LaForte responded that there was about \$30 million programmed in the category over the five-year programming cycle and that it was currently the beginning of year three. She said that there was a request for funds from the guideways category in the next item and two more requests expected in the next Board cycle, which indicated a ramping up of guideways projects. She said that additional

guideways projects had been delivered with non-Prop K fund sources, such as revenue bonds, that had strict timely use of funds requirements.

Chair Tang noted that the Muni Guideways category included a line item for the Rail Replacement Program and said that she had been waiting a significant time for rail replacement projects on the L Taraval and N Judah. She asked what had been the hold up on getting these rail replacement projects done. Matt Lee, Program Delivery Deputy at the SFMTA, replied that there had been an L Taraval project, but that the agency's goal was to only impact a street once with improvement projects, rather than inflicting repeated construction impacts, and that they found it was best to merge the Muni Forward and rail replacement projects. He said that the project was underway and there had recently been community meetings to determine features of the project and that it was scheduled to be completed in 2020. He said that a similar approach of merging Muni Forward and rail replacement projects would be used on the N Judah to minimize disturbances to residents and businesses, but that resources were focused on the L Taraval for the time being.

During public comment, Jacqueline Sachs said that she had been working on 5-Year Prioritization Programs for many years and that there had formerly been funding for light-rail on Geary Boulevard as well as for light-rail on Third Street. She said that the light-rail funding went to Third Street instead of Geary Boulevard and now there were no funds left for light-rail on Geary Boulevard. She added that the public wanted light-rail and not bus rapid transit on Geary Boulevard.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed, Peskin and Tang (4)

Absent: Commissioner Farrell (1)

7. Recommend Allocation of \$20,888,900 in Prop K Funds, with Conditions, for Fourteen Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules – ACTION

Anna LaForte, Deputy Director for Policy and Programming, presented the item per the staff memorandum.

Chair Tang asked how the San Francisco Municipal Transportation Agency (SFMTA) decided to use a high intensity activated crosswalk (HAWK) signal versus other technologies, such as rectangular rapid flashing beacons (RRFBs). Matt Laskin with the SFMTA responded that a HAWK signal was a full phased signal whereas an RRFB was an enhanced sign. He said that RRFBs had been shown to be more effective than standard flashing crosswalk signs, and that the locations in the current request were prioritized through WalkFirst for improvements, but did not meet warrants for full signalization, which was the other alternative considered.

Chair Tang asked what was different that led to installation of HAWK signals on Sloat Boulevard. Mr. Laskin replied that those signals were installed at the recommendation of Caltrans and that SFMTA would prefer to install a full signal in other similar circumstances not on Caltrans facilities. He said that RRFBs were the most effective option for the locations included in the item.

Commissioner Peskin requested that the \$6.774 million for the Transbay Transit Center Downtown Extension be continued to a future Plans and Programs Committee meeting due to concerns that he raised during Item 5 and that he was hopeful that over the next few weeks there would be more clarity about any impacts that Transbay Transit Center construction was having on

the Millennium Tower. He said that staff had informed him that delaying the allocation by one month would not impede the ultimate progress of the project.

Mark Zabaneh, Interim Executive Director at the Transbay Joint Powers Authority (TJPA), requested that Commissioner Peskin reconsider his request, noting that even a year delay on the project would cost as much as \$200 million in escalation. He said that the TJPA had done a lot of geotechnical work in the area and could make any necessary adjustments over the next few months. He said that the TJPA was trying to achieve 30% design so there was a long way to go before they were settled on an actual design.

Commissioner Peskin replied that his understanding was that the funding in question was a small part of the overall funding for DTX and was intended to leverage funds from other sources. He said it was important to show funding partners that San Francisco was committed to the project, but that a one-month delay would not disrupt the project or be seen as lessening the City's commitment. Mr. Zabaneh said that he disagreed and that this initial request for the design phase was important for developing a robust cost estimate and risk management plan for the project, which would allow for the adoption of a project budget. He said that they did not want to repeat what happened in Phase I, when there was not an adequate cost estimate and costs kept changing. He added that he feared losing momentum on the project.

Commissioner Peskin said that he wanted to go into Phase II with eyes wide open and that had he known some of the issues that would be encountered during Phase I he would have asked different questions at the time of their approval. He said, as an example, that the condemnation of 80 Natoma Street was projected to cost \$12 million, but ended up costing \$58 million and that Phase II of the project could involve condemning additional parcels.

Chair Tang asked what sort of delays might result from continuing this funding request. Mr. Zabaneh responded that now that construction was wrapping up on Phase I, TJPA's focus was shifting to Phase II and that reaching 30% design would inform which parcels would be needed for the project. He said that they thought they would need portions of certain parcels, but that they were not certain yet. He said that reaching 30% design would include completing right-of-way engineering, which would tell them exactly which parcels would be impacted and whether TJPA would need easements from them, or partial or full takes of the parcels. He said that Commissioner Peskin's questions would be answered by the 30% design work, and that he would be happy to brief the Board on TJPA's progress and noted that they would not be doing right-of-way acquisition until the middle of next year at the earliest.

Commissioner Breed said that with the significant cost overruns and management issues, there were issues around trust with how much money had been spent on the project. She asked about oversight and how, if these funds were advanced, they could be sure that it was properly spent and that the Transportation Authority would not be asked for additional funds in the future. She said that the mistakes made on the Transbay Transit Center project were especially frustrating because they were multi-million dollar mistakes. Mr. Zabaneh responded that this request would fund the work to develop a robust cost estimate that the Transportation Authority and the Metropolitan Transportation Commission would agree with. He said that TJPA had signed a partnership agreement with the Transportation Authority because a project of this size could not be delivered by just one agency.

Tilly Chang, Executive Director, stated that the Transportation Authority had established a strong oversight protocol, which was a lesson learned from earlier phases of the project, but also based

on positive experiences with the Central Subway and Caltrain Electrification projects. She said that with complex projects like this one, there would be additional effort to make sure that the entire Board was kept informed.

Commissioner Breed said that she appreciated the additional oversight and planned to hold staff accountable. She said that she was willing to support moving this funding forward, but that there would need to be more proactive reporting on the project on a step-by-step basis.

Chair Tang said that she appreciated Commissioner Peskin's concerns, but that in her opinion the requested funds were critical to develop project details that could answer his questions.

Commissioner Peskin said that with the backdrop of the Millennium Tower settling and tilting and allegations that dewatering for Transbay Transit Center construction exacerbated the settling, they should understand insofar as the liability for these issues was unresolved. He said that he supported the Transbay Transit Center and high-speed rail to Downtown San Francisco and he hoped the TJPA had no liability for Millennium Tower settling, but that he would like more answers over the next month before he agreed to advance funding.

Commissioner Avalos asked Commissioner Peskin if there was any information that could be provided between the committee meeting and the subsequent Transportation Authority Board meeting that could alleviate his concerns in advancing the funding. Commissioner Peskin asked Mr. Zabaneh when the next TJPA meeting was, to which Mr. Zabaneh replied October 13. Commissioner Peskin said that it would have to be after that meeting and therefore the information would not be available prior to the Transportation Authority Board meeting.

Mr. Zabaneh said that he would be happy to meet with Commissioner Peskin individually. He said it was important to maintain momentum on the project and develop the cost estimate. Regarding the Millennium Tower, he said that the sinking began prior to Transbay Transit Center construction and that the building was tilting away from the transit center.

Chair Tang said that she hoped Commissioner Peskin and Mr. Zabaneh could meet to further discuss these issues. She said that she felt comfortable moving forward with the funding request because it was just for design work that would be necessary for cost estimates and would help to make sure that they were moving forward with the best option for the project.

Commissioner Avalos said that he would agree to move forward with the request, but that he would be open to continuing funding for TJPA at the following Board meeting.

There was no public comment.

The item was approved without objection by the following vote:

Ayes: Commissioners Avalos, Breed and Tang (3)

Nays: Commissioner Peskin (1)

Absent: Commissioner Avalos (1)

8. Plan Bay Area 2040 Draft Preferred Scenario – INFORMATION

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

There was no public comment.

9. Introduction of New Items – INFORMATION

There was no public comment.

10. Public Comment

During public comment, Andrew Yip spoke about self-nature.

11. Adjournment

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



Memorandum

Date: 10.04.16 **RE:** Plans and Programs Committee
October 11, 2016

To: Plans and Programs Committee: Commissioners Tang (Chair), Farrell (Vice Chair), Avalos, Breed, Peskin 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 \$12,713,969 in Prop K Funds, with Conditions, for Two Requests, Subject to the Attached Fiscal Year Cash Flow Distribution Schedules

Summary

As summarized in Attachments 1 and 2, we have two requests totaling \$12,713,969 in Prop K funds to present to the Plans and Programs Committee. The San Francisco Municipal Transportation Agency has requested \$11.95 million to construct worker fall protection systems compliant with California Occupational Safety and Health Administration standards at six transit fleet maintenance facilities and at the West Portal Muni station. The project will provide safe access for maintaining rooftop-mounted vehicle equipment such as power, fuel, cooling, and electrical systems, and for maintaining portions of the West Portal station facility. San Francisco Public Works has requested \$763,969 to construct up to 65 curb ramps at intersections located in Districts 2, 5, 6, 7, 8, 9, and 10.

BACKGROUND

We have received two requests for a total of \$12,713,969 in Prop K funds to present to the Plans and Programs Committee at its October 11, 2016 meeting, for potential Board approval on October 25, 2016. As shown in Attachment 1, the requests come from the following Prop K categories:

- Facilities–Muni
- Curb Ramps

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

DISCUSSION

The purpose of this memorandum is to present two Prop K requests totaling \$12,713,969 to the Plans and Programs Committee and to seek a recommendation to allocate the funds as requested. Attachment 1 summarizes the requests, including information on proposed leveraging (i.e. stretching Prop K dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 provides a brief description of each project. A detailed scope, schedule, budget and funding plan for each project are included in the attached Allocation Request Forms.

Staff Recommendation: Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest.

Transportation Authority staff and project sponsors will attend the Committee meeting to provide brief presentations on some of the specific requests and to respond to any questions that the Committee may have.

ALTERNATIVES

1. Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, as requested.
2. Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, subject to the attached Fiscal Year Cash Flow Distribution Schedules, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 28, 2016 meeting and unanimously adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

This action would allocate \$12,713,969 in Fiscal Year (FY) 2016/17 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 attached Allocation Request Forms.

Attachment 4, Prop K Allocation Summary – FY 2016/17, shows the total approved FY 2016/17 allocations and appropriations to date, 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 2016/17 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

RECOMMENDATION

Recommend allocation of \$12,713,969 in Prop K funds, with conditions, for two requests, 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 Allocation Summary – FY 2016/17
5. Prop K/Prop 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	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	20	SFMTA	Fall Protection	\$ 11,950,000	\$ 11,950,000	NA	0%	Construction	Citywide
Prop K	41	SFPW	Curb Ramps ⁵	\$ 763,969	\$ 763,969	45%	0%	Construction	2, 5, 6, 7, 8, 9, 10
TOTAL						\$ 12,713,969	3%	0%	

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

⁵ Curb Ramps - While there is no leveraging of Prop K construction funds for the proposed project, SFPW covered designed costs (about 14% of the total project cost with Transportation Development Act funds.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20	SFMTA	Fall Protection	\$ 11,950,000	Requested funds will be used for construction of California Occupational Safety and Health Administration compliant worker fall protection systems at six transit fleet maintenance facilities, including: Potrero (trolley coaches); Cameron Beach (historic streetcars); Muni Metro East, Curtis L. Green and Duboce (LRVs); and the Cable Car Barn. The project will provide safe access for people who maintain the rooftop-mounted vehicle equipment such as power, fuel, cooling and electrical systems. Fall protection will also be installed at the West Portal Muni station to facilitate building maintenance. Construction will begin in early 2017 and the new safety equipment will be in use by Spring 2018.
41	SFPW	Curb Ramps	\$ 763,969	Funds will be used to construct up to 65 curb ramps throughout the city. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. The San Francisco Public Works evaluates and prioritizes curb ramp requests according to Americans with Disabilities Act prioritization criteria. Construction will begin in early 2017 and be complete by the end of the calendar year.
TOTAL			\$ 12,713,969	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
20	SFMTA	Fall Protection	\$ 11,950,000	5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent upon a concurrent Facilities - Muni 5YPP amendment to add the subject project with funds reprogrammed from the Various Facility Plans placeholder, Muni Metro East (MME) Paint and Body Shop (which will not be advancing), Woods Renovation Hoists & Bays (completed with other funds) and deobligated from projects allocated in prior 5YPP cycles. See attached 5YPP amendment for details.
41	SFPW	Curb Ramps	\$ 763,969	
TOTAL			\$ 12,713,969	

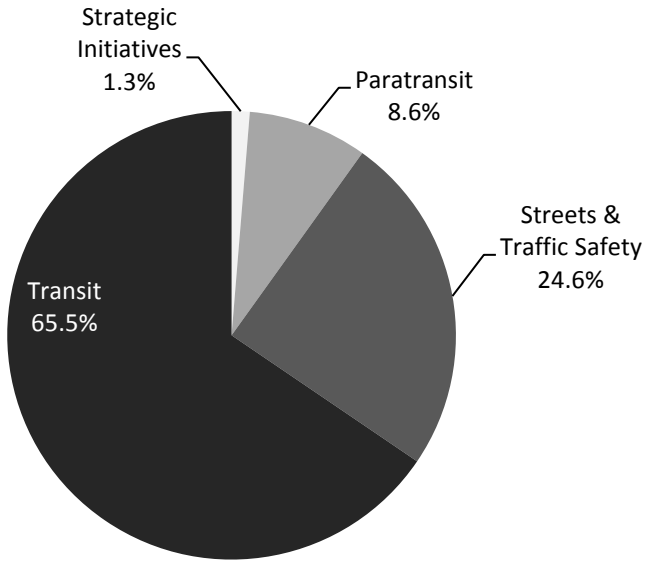
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2016/17**

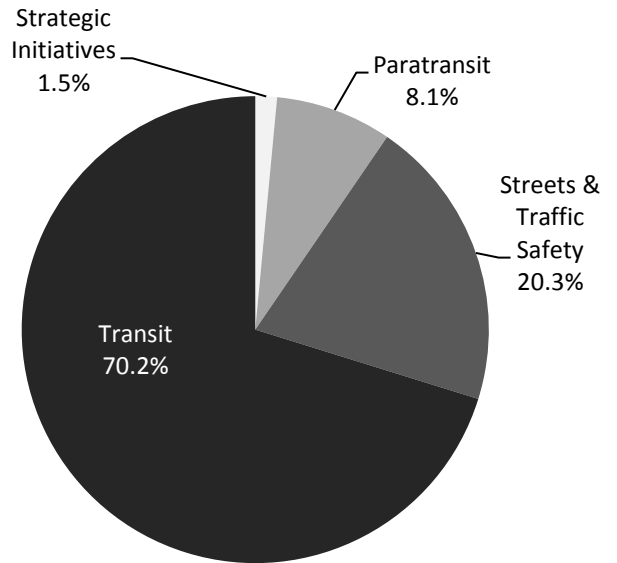
PROP K SALES TAX						
		CASH FLOW				
	Total	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Prior Allocations	\$ 65,611,207	\$ 39,091,305	\$ 17,373,926	\$ 9,145,976	\$ -	\$ -
Current Request(s)	\$ 12,713,969	\$ 2,649,374	\$ 9,614,595	\$ 450,000	\$ -	\$ -
New Total Allocations	\$ 78,325,176	\$ 41,740,679	\$ 26,988,521	\$ 9,595,976	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2016/17 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: 2016/17

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

EXPENDITURE PLAN INFORMATION

Prop K EP category: Facilities-Rehabilitation, upgrade and replacement of existing facilities:
(EP-20)

Prop K EP Line Number (Primary): 20 **Current Prop K Request:** \$ 11,950,000

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): Citywide

REQUEST

Brief Project Description:

The project shall install California Occupational Safety and Health Administration compliant fall protection systems at seven SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

Detailed Scope, Project Benefits and Community Outreach:

The SFMTA seeks funding for the construction phase to install California Occupational Safety and Health Administration compliant Fall Protection Systems at various SFMTA facilities. System components include ceiling supported fall arrest systems, customized steel catwalks, platform modifications, platform extensions and disconnect switches. Fall protection systems are used to address the challenges and danger faced by maintenance workers who must perform repairs and replacements atop a vehicle. To create more space for passengers, more public transit vehicles are being designed with power, fuel, cooling and electrical systems on the roof rather than at the back or bottom of the vehicle. This creates a fall hazard for the people who maintain the vehicles. Without Fall Protection Systems, maintenance workers put themselves at a high risk for slips, trips and falls while working atop vehicles. The goal for this project is to prevent and protect against maintenance worker falls and to minimize the risk of injury or death upon a fall.

Project Location:

SFMTA facilities: Potrero, Cameron Beach, Muni Metro East, Green, Duboce, Cable Car Barn and West Portal.

Project Phase:

Construction (CON)

Map or Drawings Attached? Yes

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Greater than Programmed Amount

Prop K 5YPP Amount: \$ - Prop AA
Strategic Plan
Amount:

Please describe and justify the necessary amendment:

The SFMTA requests a 5YPP amendment to the Muni Facilities category to fund the project. The amendment includes the following reprogramming: \$1,496,673 in placeholder funds for development and implementation of various facility plans; \$3,892,001 in deobligated funds from prior 5YPP cycles; \$2,428,500 from the Muni Metro East paint and body shop which will not be advancing; and \$4,132,826 from the Woods renovation project, which was funded from other sources and is substantially completed.

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

Introduction

The Fall Protection project will improve worker safety by installing fall protection systems (FP) compliant with the California Occupational Safety and Health Administration (OSHA) regulations. A complete FP consists of protections to prevent maintenance workers from falling and from injury should a fall occur. Protecting maintenance worker area in conjunction with fall arrest systems and in coordination with Overhead Contact System (OCS) power shutoff provides for a complete FP. OCS power shutoff is performed by the use of a new operable manual disconnect switch.

Compliant FPs are planned for seven facilities that include Muni Metro East (MME), Potrero, Metro Green LR Center, Cameron Beach, Duboce Yard, West Portal roof structure and Cable Car Barn. As part of this project, four facilities are evaluated for additional new disconnect switches to de-energize OCS power in coordination with new fall protection upgrades. The four facilities include Potrero, Metro Green LR Center, Cameron Beach, and the Duboce Yard.

The relocation of incidental facility systems such as overhead lighting, miscellaneous conduits, heating ducts, radiant heating systems, storm drains, and other facility systems are necessary upon installing the new FP systems and OCS disconnect switches. As necessary, this project will relocate or reroute these incidental facilities, utilities, and systems.

Existing Fall Protection Systems & OCS Disconnect Switch Systems at Project Facilities

1. Muni Metro East (MME)

The Muni Metro East facility, built in 2008, is one of SFMTA's newest light rail vehicle (LRV) maintenance facilities. The scope of work at this facility is limited to one permanent elevated platform that utilizes folding bridge apparatus to gain access to LRV rooftops. Fall Arrest is addressed with a tie-off cable harness system which ties-off from the elevated platform guard railings. An overhead crane is also used at this facility which serves to lift LRV rooftop equipment.

Currently, the existing elevated platform has a 30 inch gap between the elevated platforms and the LRV rooftop where personnel are susceptible to falling off the LRV rooftop after gaining access. The lack of support railings around all side of the LRV rooftop is a current FP non-compliance issue.

The need to address the existing operability of the OCS system at MME was not identified in the CIP phase of this project nor in the scope of work for the Conceptual Engineering Report (CER). Maintenance workers also indicated that the existing disconnect switch is adequate and meets their needs.

To address FP at the elevated platforms, platform strengthening and a new platform extension, including extended floor grading, are necessary. The existing fall arrest system, which includes tie-off of the existing guard railings, is adequate and will continue to be utilized.

2. Potrero Facility (trolley coach maintenance and storage)

The Potrero facility provides trolley coach storage and maintenance services and it has 10 running repair maintenance lanes, some with in ground service repair pits. The scope of work for this project is to upgrade and provide compliant FP within the running repair maintenance area at this facility.

Limited fall protection systems currently exist within the facility running repair maintenance areas.

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

Maintenance workers are using portable scaffolds surrounding all corners of the trolley coach for FP compliance while working atop the coach. The uses of the scaffolds are in limited supply at the facility. There are approximately 60 feet of overhead dual rail installed at the facility running repair, Lane 27, where the dual rail system has been useful and effective in addressing FP. As well, floor space and access space around the trolley coaches are very tight and do not provide adequate space to utilize portable scaffolds. Although greater demands exist to access the trolley coach rooftops for maintenance and repairs, the current conditions at Potrero facility has limited work areas to gain access to vehicle rooftops due to the limited workspace, much of the work area is not in compliance with FP, and the ability to de-energize the overhead lines is limited.

Currently, 2 of the 10 maintenance lanes at this facility have operable manual disconnect switches, lanes 23 and 27. There are three main OCS disconnect switches, within the running repair area, that are not readily operable because these switches are non-load break switches, require the assistance of Overhead Lines personnel to operate them, and the main disconnect switches de-energize about 1/3 of the running repair service area causing significant work inefficiencies upon their use. The disconnect switches at lanes 23 and 27 are up to date and can assist to provide maintenance personnel the ability to de-energize OCS power to gain access to the coach rooftops. Maintenance running repair lanes 21, 22, 24, 25, 26, 28, and 29 do not currently have local operable manual disconnect switches resulting in restricted access near OCS wires and vehicle rooftops. After careful review of the FP needs at this facility, it was agreed that vehicle rooftop access is needed for running repair lanes 21, 22, 23, 24, 26, and 27 where this CER only addresses FP for these specific running repair lanes.

In the current configuration, the Potrero facility has limited operability to de-energize the overhead lines for 8 of 10 maintenance lanes. Greater flexibility to control and de-energize overhead lines can be gained by installing local manual disconnect switches for each maintenance lane where it is needed. Additional disconnect switches are planned for lanes 21, 22, 24, and 26 where the greatest needs currently exist.

Running repair lane 27 is powered from the southern end of the facility whereas all other running repair lanes OCS are powered from the northern end. To improve OCS operations it is best to repower lane 27 from the northern end of the facility to match the existing power routing and controls.

To address compliant FP at this facility, the installation of dual rail system in conjunction with fall arrest harness system is planned. In order to install the dual rail system and fall arrest system some localized building strengthening will be necessary. The new dual rail FP will be installed in running repair lanes 21, 22, 23, 24, 26, and 27 where this configuration supports the current trolley maintenance service plans and needs.

3. Metro Green Light Rail Center

The Metro Green Light Rail Center performs maintenance services and parking for LRVs. The project scope at this facility is to provide adequate and compliant FP for LRV maintenance tracks 5 through 8. The existing maintenance tracks have elevated steel platforms that provide access to LRV rooftops; one elevated steel platform structure is located between maintenance tracks 5 and 6 and another elevated steel platform structure is located between tracks 7 and 8.

Fall arrest is addressed, currently, by the use of safety harness and cable tied-off to the existing elevated platform guard rails. The current FP system is not adequate because once maintenance workers leave the elevated platform to access the LRV rooftops protections to prevent maintenance workers from falling do not exist and the existing platform do not meet OSHA Regulations loading requirements (see Structural section page 1-4 for loading requirements).

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

To comply with FP requirements, the elevated platform needs structural strengthening and new guard rails to surround the entire LRV rooftop area. This solution provides a complete enclosure that helps to prevent maintenance personnel from falling off the LRV rooftop while atop the LRV and provides adequate loading for use of the fall arrest system. FP compliant accessible areas on the elevated platform will need to be limited to 96 feet length of the platform (about 1 LRV - the existing length of the platform is 128 feet) due to limited strengthening and guard railing opportunities due to conflicts within the building structure and the adjacent crane.

There is one disconnect switch for each maintenance tracks at Metro Green Light Rail Center. Each of the disconnect switches is a non-load switch, unsafe to operate when under LRV loading, and is unsuitable for routine usage. To provide greater maintenance flexibility in controlling OCS power at each maintenance track, this project will install 2 to 3 new disconnect switch for each maintenance track 5 through 8. The quantity of disconnect switches is determined by the number of LRVs that each maintenance lane can accommodate. The new disconnect switch will be manually operable by maintenance personnel and they will be located on the facility ground level. The disconnect switch will also have lighting indications at the elevated platform and within the pit area of each maintenance track.

4. Cameron Beach Facility (Historic Streetcar maintenance and storage)

The scope of work at the Cameron Beach facility is limited to 5-locations, at maintenance tracks 15 through 19. FP is addressed at track 15 with a suspended cable system at the north end and a ceiling mounted dual rail system at the southern end. Track 16 contains two paint booths. FP is addressed at track 16 with a suspended cable system. Tracks 15 and 16 do not use fall protection but rather fall arrest only. Tracks 17 to 19 use suspended elevated platforms to access the LRV rooftops, one suspended platform is located between tracks 17 and 18 and another is located between tracks 18 and 19. FP is addressed for tracks 17 to 19 with guard rails at the platform and fall arrest systems attached to the platform's guardrail framing. Should maintenance access the LRV rooftop then there is no current fall protection to minimize falling off the LRV rooftop. There are only fall arrest systems, which are intended to minimize injury and deaths, currently located at this facility.

The goal for Cameron Beach facility is to improve safety for maintenance workers by verifying that the exiting FP arrest systems are adequate and meet OSHA Regulations. When necessary structural strengthening at the facility will be perform as well as adding new dual rail systems for Tracks 15 and 16. For Tracks 17 to 19, reinforcement of the exiting catwalk frame structure will be needed as well as adding new dual rails to provide for an adequate fall arrest system. New fall arrest equipment will also be provided under this project.

In addressing FP at this facility localized building structural strengthening is necessary. Strengthening will be done differently for each track. For track 15, for instance, if needed, strengthen will be done within ceiling area of the track to support and accommodate the installation of new ceiling mounted dual rail system. For track 16, framing strengthening will be needed inside and outside of the paint booths to accommodate overhead dual rail system. At tracks 17 through 19, the overhead catwalk will need strengthening to accommodate side railing dual rail system and new guard rails located on the opposite sides of the track platform will provide for fall protection. The new guard rail opposite of the suspended catwalk at tracks 17 through 19 will be mounted onto the facility structure. Photos of the facilities existing FP conditions are provided in the structural section of this report; see page 6-3 through 6-8.

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

5. Duboce Yard

The Duboce Yard provides storage and maintenance servicing mostly for Historic Streetcars and LVRs. Currently, gaining access to LRV rooftops is done not readily permitted due to the lack of FP. FP is currently not readily addressed at this yard but electrical safety is addressed where there is a disconnect switch to de-energize power at the yard. The current disconnect switch is old, non-load disconnect switch and unsafe to operate by maintenance personnel. Also, there is a broken OCS insulator near the disconnect switch that will be replaced.

To address FP at this location, a new leveled slab over portions of the existing sloped pit will be constructed for a level foundation for future portable scaffolds. The floor level slab will require the removal of the existing raised deck, storage racks, and sitting bench within the site. Also, the workspace within the existing pit will be reduced since it will be filled in at the outer side of the trackway. The disconnect switch will be replaced with an updated disconnect switch that can be operated by maintenance personnel. The disconnect switch will also have indication lighting located at the disconnect switch and within the existing underground pit.

6. West Portal Roof Structure

The West Portal Roof Structure is located above the eastern end of West Portal station and adjacent to the tennis court located on Ulloa Avenue. The roof structure provides roof coverage between the eastern portion of the station and the west end of Twin Peaks Tunnel. The roof structure is a dome-shaped concrete slab. In addressing rooftop maintenance such as gutter cleaning, FP is needed and does not currently exist. Staff is currently roping to the adjacent tennis court fencing for fall arrest. This use for FP does not meet OSHA Regulations.

The installation of an anchor cabling system is planned for this location to address FP compliance to improve workers safety. This system will provide an adequate fall arrest system that will improve safety and minimize maintenance worker injury.

7. Cable Car Barn

The Cable Car Barn is SFMTA's oldest maintenance facility. Personnel must access a cable car vehicle rooftop to perform mostly rooftop painting by hand. This method requires that maintenance workers be physically on the rooftop of the cable car. Due to the future development of the new Cable Car Barn Paint Shop, it was determined that a ceiling mounted fall arrest system would not work. The best option for this facility is the procurement and installation of customized portable scaffolding.

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

Project Name: Fall Protection

ENVIRONMENTAL CLEARANCE

Environmental Type: N/A

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-Jun	2015	Jul-Sep	2015
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jul-Sep	2015	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Apr-Jun	2018
Project Completion (means last eligible expenditure)			Apr-Jun	2019

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

The work will be internal to SFMTA facilities and therefore no public outreach or work with other city agencies is needed.

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

Project Name: Fall Protection

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -		\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ -	\$ 11,950,000

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary above.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ 11,950,000	\$ -	\$ 2,036,640	\$ 13,986,640

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 495,044	\$ -		Actuals
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 1,541,596	\$ -	\$ -	Actuals + Engineer's estimate to complete
Construction (CON)	\$ 11,950,000	\$ 11,950,000	\$ -	Engineer's estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 13,986,640	\$ 11,950,000	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 2,000,000	\$ 9,500,000	\$ 450,000	\$ -	\$ -	\$ 11,950,000
Prop AA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Fall Protection

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
1. Contract (see details attached)	\$ 7,350,000				\$ 7,350,000	
2. Construction Management/Support	\$ 1,323,000	18%	\$ -	\$ 1,323,000		
3. SFMTA Engineering + PM Support	\$ 588,000	8%	\$ -	\$ 588,000		
4. DPW Engineering + PM Support	\$ 252,000	3%	\$ 252,000	\$ -		
5. SFMTA Operations & Maintenance Support	\$ 315,000	4%	\$ -	\$ 315,000		
6. Department of Building Inspection Permits	\$ 147,000	2%		\$ 147,000		
7. Contingency	\$ 1,965,600	20% Phase	\$ -	\$ 1,965,600		
8. Attorney Costs	\$ 500					
TOTAL CONSTRUCTION PHASE	\$ 11,941,100		\$ 252,000	\$ 4,338,600	\$ 7,350,000	

TOTAL CONSTRUCTION PHASE (rounded)	\$ 11,950,000
-------------------------------------------	----------------------

**MUNI TROLLEY METRO FACILITIES
FALL PROTECTION AND DISCONNECT SWITCH PROJECT
CONTRACT NO. 1293**

Engineer's Estimate

Prepared by - Name: A. Bryant

ITEM	BID ITEM DESCRIPTION	TOTAL AMOUNT
1	MOBILIZATION & DEMOBILIZATION (Sec bid item description under section 01220 for limitations)	\$ 250,000
2	DEMOLITION	\$ 326,660
3	ALLOWANCE FOR DIFFERING SITE CONDITIONS	\$ 100,000
4	ALLOWANCE FOR REIMBURSABLE EXPENSES	\$ 100,000
5	ALLOWANCE FOR UNFORESEEN ELECTRICAL and COMMUNICATION WORK	\$ 200,000
6	ALLOWANCE FOR UNFORESEEN MECHANICAL WORK	\$ 100,000
7	ALLOWANCE FOR UNFORESEEN PLUMBING WORK	\$ 75,000
8	ALLOWANCE FOR UNFORSEEN SEWER WORK	\$ 75,000
9	ALLOWANCE FOR UNFORSEEN STRUCTURAL WORK	\$ 200,000
10	ALLOWANCE FOR WORK RELATED TO HAZARDOUS MATERIALS	\$ 100,000
11	ALLOWANCE FOR SCHEDULER SERVICES	\$ 100,000
12	ALLOWANCE FOR COMMUNITY RELATIONS SUPPORT	\$ 50,000
13	ALLOWANCE FOR SPECIAL INSPECTIONS AND TESTING AGENCIES	\$ 50,000
14	ALLOWANCE FOR AGENCY'S SHARE OF PARTNERING COSTS	\$ 25,000
15	DESIGN, FURNISH AND INSTALL FALL SINGLE/DUAL RAIL ARREST SYSTEM AT POTRERO FACILITY	\$ 929,403
16	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT METRO GREEN LIGHT RAIL FACILITY	\$ 1,163,172
17	FURNISH AND INSTALL ELEVATED STEEL GUARD RAILS AT CAMERON BEACH FACILITY	\$ 840,781
18	DEMOLITION, FORM AND PLACE PERMANENT CONCRETE FOUNDATIONS, RETAINING WALLS, STAIRS, AND SLAB ON GRADE AT DUBOCE YARD	\$ 191,793
19	HANDLE AND DISPOSE OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBER AT DUBOCE YARD	\$ 50,000
20	TRANSPORTATION OF HAZARDOUS NON-RCRA MATERIALS ENCOUNTERED DURING EXCAVATION WORK TO CLASS I DISPOSAL FACILITY - EXISTING SOIL AND RAIL TIE TIMBERS AT DUBOCE YARD	\$ 50,000
21	PROVIDE DISCONNECT SWITCHES AND CATENARY DETECTION SYSTEM	\$ 1,640,376
22	FURNISH SPARE DISCONNECT SWITCH	\$ 15,000
23	FURNISH AND INSTALL OVERHEAD EQUIPMENT	\$ 140,000
24	FURNISH AND INSTALL NEW PLATFORM EXTENSION AT MUNI METRO EAST	\$ 83,101
25	FURNISH AND INSTALL FALL ARREST TIE OFF SYSTEM AT WEST PORTAL STATION - ROOF	\$ 51,750
26	PROCUREMENT AND INSTALLATION OF CUSTOMIZED PORTABLE SCAFFOLDING FOR THE CABLE CAR BARN	\$ 442,964
	TOTAL	\$ 7,350,000

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 Res. No: _____ Res. Date: _____

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$11,950,000	Construction (CON)
	Total:	\$11,950,000	

Total Prop K Funds: \$11,950,000 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 6/30/2019 Eligible expenses must be incurred prior to this date.

Future Commitment:

Action	Amount	Fiscal Year	Phase

Trigger: _____

Deliverables:

1. Two to three digital photos of work in progress and completed project.
2. _____
3. _____
4. _____
5. _____

Special Conditions:

1. The recommended allocation is contingent upon a concurrent Muni Facilities - Muni 5YPP amendment. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.
3. _____

Notes:

1. _____
2. _____

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/9/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	0.00%	No Prop AA

SFCTA Project
Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: San Francisco Municipal Transportation Agency - MUNI
SGA Project Number: 120-910xxx **Name:** Fall Protection

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year						
Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$2,000,000	9,500,000	\$ 450,000			\$11,950,000

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 11,950,000
Current Prop AA Request: \$ -

Project Name: Fall Protection

Grant Recipient: San Francisco Municipal Transportation Agency - MUNI

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>lly</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

Name: Faris Salfiti

Joel Goldberg

Title: Project Manager

Manager, CPM

Phone: 415-749-2457

401-701-4499

Email: faris.salfiti@sfmta.com

joel.goldberg@sfmta.com

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

FIGURE 4 – MAP OF FACILITIES LOCATIONS



5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Subcategory									
SEMTA	Various Facility Plans Predevelopment ⁷	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Implementation of Various Facility Plans ^{5,7}	PS&E, CON	Programmed	\$0					\$0
SEMTA	Burke Avenue Facility Renovation ⁵	PS&E	Allocated		\$3,930,000				\$3,930,000
SEMTA	Burke Avenue Facility Renovation ⁵	PLAN	Allocated		\$470,000				\$470,000
SEMTA	Paint Booth Upgrade (Woods and Potrero)	PLAN/CER, PA&ED	Programmed	\$850,000					\$850,000
SEMTA	Muni Metro East Paint and Body Shop ^{1,7}	PLAN/CER, PA&ED	Programmed	\$0					\$0
SEMTA	Muni Metro East (MME) Phase II ¹	PA&ED	Allocated	\$2,598,500					\$2,598,500
SEMTA	Muni Metro East (MME) Phase II ⁶	PA&ED	Deobligated	(\$500,000)					(\$500,000)
SEMTA	Muni Metro East (MME) Phase II ⁶	PS&E	Allocated			\$1,500,000			\$1,500,000
SEMTA	Woods Renovation Hoists and Bays ^{2,4,7}	PLAN/CER	Programmed	\$0					\$0
SEMTA	Fall Protection Systems - Presidio Division ⁴	CON	Allocated		\$706,397				\$706,397
SEMTA	Fall Protection ⁷	CON	Pending			\$11,950,000			\$11,950,000
SEMTA	Upgrade Life and Fire Safety Systems	PLAN/CER	Programmed	\$0					\$0
SEMTA	Upgrade Life and Fire Safety Systems ³	PS&E	Allocated		\$400,000				\$400,000
SEMTA	Fall Protection ²	PLAN/CER, PS&E	Allocated	\$2,160,777					\$2,160,777
SEMTA	Fall Protection ²	PLAN/CER	Deobligated	(\$124,137)					(\$124,137)
Programmed in 5YPP				\$4,985,140	\$5,506,397	\$13,450,000	\$0	\$0	\$23,941,537
Total Allocated and Pending in 5YPP				\$4,759,277	\$5,506,397	\$13,450,000	\$0	\$0	\$23,715,674
Total Deobligated in 5YPP				(\$624,137)	\$0	\$0	\$0	\$0	(\$624,137)
Total Unallocated in 5YPP				\$850,000	\$0	\$0	\$0	\$0	\$850,000
Total Programmed in 2014 Strategic Plan				\$17,277,000	\$0	\$0	\$0	\$0	\$17,277,000
Deobligated from Prior 5YPP Cycles **				\$7,151,675					\$7,151,675
Cumulative Remaining Programming Capacity				\$19,443,534	\$13,937,137	\$487,137	\$487,137	\$487,137	\$487,137
Programmed									
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

5-Year Project List (FY 2014/15 – FY 2018/19)
Rehab/Upgrade Existing Facilities - MUNI (EP 20M)
Programming and Allocations to Date

Pending 10.25.16

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	

Footnotes

- ¹ To accommodate allocation of \$2,598,500 in FY 14/15 funds for the environmental phase of Muni Metro East (MME) Phase 2 (Res. 15-034, 1.27.15):
 Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder from \$6,027,000 to \$3,428,500.
- ² 5YPP Amendment to fully fund the planning and design of the Fall Protection Systems project (Res. 15-041, 2.24.15):
 Woods Renovation Hoists and Bays: Reduced by \$1,910,777 in FY 2014/15. The SFMTA will identify additional funding for the Woods project through its Capital Improvement Program updated in Spring 2015.
 Upgrade Life and Fire Safety Systems placeholder for construction: Reduced by \$250,000.
 Fall Protection: Added project with \$2,996,673.
- ³ 5YPP amendment to fully fund the Upgrade Life and Fire Safety Systems project (Res. 16-040, 2.23.16):
 Cumulative remaining programming capacity: Reduced by \$400,000.
 Upgrade Life and Fire Safety Systems (design): Added project with \$400,000 in FY 2015/16 funds.
- ⁴ 5YPP amendment to fully fund the Fall Protection Systems - Presidio Division project (Res. 16-047, 3.22.15):
 Woods Renovation Hoists and Bays: Reduced by \$706,397 in FY 2014/15. The SFMTA is reprioritizing planned facilities improvements as part of its Capital Improvements Program update, anticipated to be complete in Spring 2016, and the Woods Division project is not expected to move forward.
 Fall Protection Systems - Presidio Division: added project with \$706,397 in FY 2015/16 funds for construction.
- ⁵ 5YPP amendment to fully fund the Burke Facility Renovation (Res. 16-055, 5.24.15):
 Implementation of Various Facility Plans: Placeholder reduced by \$1,903,327 in FY 2014/15
 Cumulative Remaining Programming Capacity: Reduced by \$2,596,673
 Burke Facility Renovation: added project with \$4,400,000 in FY 2015/16 funds for planning and design.
- ⁶ 5YPP amendment to fund Muni Metro East (MME) Phase II (Res. 17-0XX, xx.xx.16):
 Muni Metro East Paint and Body Shop: Reduced the planning/environmental placeholder by \$1,000,000 from \$3,428,500 to \$2,428,500.
 Muni Metro East (MME) Phase II: Added design phase of project in FY 2016/17 with \$1,000,000 in placeholder funds and \$500,000 deobligated from the environmental phase (Project 120-910041). The funds were not needed because the scope of the overall project was reduced.
- ⁷ 5YPP amendment to fund Fall Protection (Res. 17-0XX, xx.xx.16):
 Various Facility Plans Predevelopment: Placeholder reduced by \$400,000.
 Implementation of Various Facility Plans: Placeholder reduced by \$1,096,673.
 Muni Metro East Paint and Body Shop: Reduced by \$2,428,500. Project not advancing.
 Woods Renovation Hoists and Bays: Reduced by \$4,132,826. Project completed with other funds.
 Deobligated funds from prior 5YPP cycles: Reduced by \$3,892,001.
 Fall Protection: Added project in FY 2016/17 with \$11,950,000 for construction.

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

FY of Allocation Action: 2016/17

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP category: Curb Ramps: (EP-41)

Prop K EP Line Number (Primary): 41 **Current Prop K Request:** \$ 763,969

Prop K Other EP Line Numbers: _____

Prop AA Category: _____

Current Prop AA Request: \$ -

Supervisorial District(s): District 02, District 05, District 06, District 07, District 08, District 09, District 10

REQUEST

Brief Project Description (type below)

San Francisco Public Works' Curb Ramp program meets the City's obligations under federal and state accessibility statutes, regulations, and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities. The scope of the subject allocation includes construction of up to 65 curb ramps.

Detailed Scope, Project Benefits and Community Outreach (type below)

Construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. Citizens can request curb ramps through the City's 311 customer service line, which provides translators in multiple languages. In conjunction with the Mayor's Office on Disability, community outreach includes distribution of trilingual postcards mailed to paratransit riders, provided to each Supervisor's office, distributed at key public events and workshops, and handed out by Public Works employees during regular field work. See attached for more detail.

Project Location (type below)

Citywide.

Project Phase (select dropdown below)

Construction (CON)

Map or Drawings Attached? No

Other Items Attached? Yes

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

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K
5YPP/Prop AA Strategic Plan? Named Project _____

Is the requested amount greater
than the amount programmed in
the relevant 5YPP or Strategic
Plan? Less than or Equal to Programmed Amount

Prop K 5YPP Amount: \$ 763,969 Prop AA
Strategic Plan
Amount: _____

Background

Curb ramp construction meets the City's obligations under federal and state accessibility statutes, regulations and policies to provide sidewalks and crosswalks that are readily and easily usable by people with disabilities.

A fundamental provision of Title II of the Federal Americans with Disabilities Act (ADA) requires state and local governments to provide curb ramps. The U.S. Department of Justice (USDOJ) ADA Handbook states: "The legislative history of Title II of the ADA makes it clear that, under Title II, local and state governments are required to provide curb cuts on public streets... (and)... the employment, transportation, and public accommodation sections of ... [the ADA] would be meaningless if people who use wheelchairs were not afforded the opportunity to travel on and between streets." ADA Section 35.151(e) establishes accessibility requirements for new construction and alterations, requiring all newly constructed and altered streets, roads, or highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway. Paragraph (d)(2) clarifies the application of the general requirement for program accessibility to the provision of curb ramps at existing crosswalks.

Public Works, the San Francisco Municipal Transportation Agency (SFMTA), and the Mayor's Office on Disability (MOD) developed a list of curb return locations requiring curb ramp upgrades during the planning phase of this project (see page 6 for the list of locations). The list primarily includes locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni. The attached Prioritization Matrix (page 5) shows how identified locations were prioritized.

Scope

The scope of this work is the construction and reconstruction of accessible curb ramps and related sidewalk, curb, gutter, and roadway work in the public right-of-way. Public Works anticipates the work funded by \$763,969 in Prop K sales tax funds will construct up to 65 curb ramps. Public Works used \$129,287 from Fiscal Year 2015/16 Transportation Development Act, Article 3 funds for planning and design of these curb ramps. This brings the total project cost to \$893,256 for an average per ramp cost of \$13,742 (\$11,753 construction and \$1,989 for planning and design). The average cost per ramp has increased by \$981 since 2014/15 because of topographic and infrastructure obstacles.

Topographic and infrastructure obstacles include high slopes on steep streets that require extensive roadway and sidewalk modifications, conflicts between ADA compliant slopes and proper storm water drainage that require catch basin and culvert relocation and construction, and utility relocations like fire hydrants, water valves and meters, and street light pull boxes that need to be out of the curb ramp slopes. Sub-sidewalk basements and narrow sidewalks may require additional sidewalk widening or bulb-outs to provide proper access. As more ramps are constructed throughout the city, the more difficult locations remain, which increases the average cost.

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

Outreach

An equitability assessment of curb ramps throughout the city was conducted in May 2009 to assist in the prioritization process. The distribution of recently constructed curb ramps was compared to the distribution of missing or poorly constructed curb ramps. The assessment clearly indicated that the southern part of the city, in particular Supervisorial Districts 7, 8, 10 and 11 have historically had fewer curb ramps constructed, and also have a greater need for accessible curb ramps. This is in great part due to the lack of complaints and requests received. Locations that serve government facilities, transportation services, and commercial corridors are being evaluated in the ADA Transition Plan prioritization process to help increase representation of curb ramp work in these areas.

To promote awareness about how people with disabilities can request curb ramps, Public Works and the Mayor's Office on Disability (MOD) began a targeted public outreach campaign in June 2009. These efforts included creation and distribution of several thousand 4"x6" trilingual postcards with information on how to request curb ramps through 3-1-1. The postcards were included in a para-transit mailing in 2009. Another mailing to para-transit riders went out in Fall 2013 with the postcard size increased to 5" x 7". 3-1-1 request postcards are regularly provided to each Supervisor's office, and at key public events, including ADA Anniversary celebrations, Mayor's Disability Council meetings, and Department of Public Health "Community Vital Signs" workshop for hospitals, clinics and community health organizations. Postcards are also distributed to people with disabilities at disability cultural community events. Public Works employees hand out postcards during regular field work when asked about curb ramps or general accessibility issues.

Public Works participated in the the 2015 Sunday Streets in the Bayview/Dogpatch and Excelsior neighborhoods, and the 3rd on Third Arts Celebration in June 2015. Outreach events for 2016 include: Growing Healthy Kids in April and Access to Adventure in May 2016. Public Works will continue its outreach efforts in the future.

Citizens can request curb ramps through the City's 3-1-1 Customer Service line which provides translators in multiple languages.

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

		ADA 35.151(d)(2) Geospatial Proximity Priorities				
		A	B	C	D	E
	Priority Description	Locations of Citizen Complaints / Requests (ADA Title II Program Access)	Locations Serving Government Offices & Public Facilities	Locations Serving Transportation	Locations Serving Places of Public Accommodation, Employers	Locations Serving Other Areas
1	Non-conforming Curb Ramp or Landing / High condition score	A1	B1	C1	D1	E1
2	No Curb Ramp Yet Constructed	A2	B2	C2	D2	E2
3	Single or Non-Directional Curb Ramp, Two Can Fit	A3	B3	C3	D3	E3
4	Extremely Difficult Physical or Legal Constraints	A4	B4	C4	D4	E4
5	Curb Ramp Does Not Meet Current Standards, lower condition score	A5	B5	C5	D5	E5

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

PropK Curb Ramp Locations JO# 2781J		Total				Muni Identified Locations
LOCATION	District	Reconstruction		Retrofit		
		Returns	Ramps	Returns	Ramps	
1	Bay & Hyde	2	4	8		
2	Inness & Mendell	10	4	7		
3	Rutland & Raymond	10	2	4		
4	Harrison & Morris	6	2	2		
5	Harrison & Oak Grove	6	2	2		
6	Harrison & Merlin	6	2	2		
7	16th & Albion	8	1	1		
8	Valencia & Clinton Park	8,9	2	2		
9	Valencia & Brosnan	8	2	2		
10	Cambon & Castelo	7	4	6		
11	Central & Grove	5	4	8		
12	Baker & Fulton	5	2	4		
13	Fulton & Webster	5	4	8		
Totals			35	56		

Note: This is a preliminary list. Unforeseen conditions may affect the final number and location of returns and ramps designed and constructed. The goal for the subject request is a total of 65 curb ramps.

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

Project Name: Curb Ramps

ENVIRONMENTAL CLEARANCE

Environmental Type: Categorically Exempt

PROJECT DELIVERY MILESTONES

Enter dates below for ALL project phases, not just for the current request, based on the best information available. For PLANNING requests, please only enter the schedule information for the PLANNING phase.

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Sep	2015	Jan-Mar	2016
Environmental Studies (PA&ED)				
Right-of-Way				
Design Engineering (PS&E)	Jan-Mar	2016	Jul-Sep	2016
Advertise Construction	Oct-Dec	2016		
Start Construction (e.g. Award Contract)	Jan-Mar	2017		
Operations (i.e., paratransit)				
Open for Use			Oct-Dec	2017
Project Completion (means last eligible expenditure)			Jan-Mar	2018

SCHEDULE DETAILS

Provide dates for any COMMUNITY OUTREACH planned during the requested phase(s). Identify PROJECT COORDINATION with other projects in the area (e.g. paving, MUNI Forward) and relevant milestone dates (e.g. design needs to be done by DATE to meet paving schedule). List any timely use-of-funds deadlines (e.g. federal obligation deadline). If a project is comprised of MULTIPLE SUB-PROJECTS, provide milestones for each sub-project. For PLANNING EFFORTS, provide start/end dates for each task.

No coordination issues or external deadlines are likely to affect this year's curb ramp installation.

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

Project Name: Curb Ramps

FUNDING PLAN - FOR CURRENT REQUEST

Enter the funding plan for the phase(s) that are the subject of the CURRENT REQUEST. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 763,969	\$ -	\$ 763,969

FUNDING PLAN - FOR ENTIRE PROJECT (ALL PHASES)

Enter the funding plan for all phases (planning through construction) of the project. This section may be left blank if the current request covers all project phases. Totals should match those shown in the Cost Summary below.

Fund Source	Planned	Programmed	Allocated	Total
Prop K	\$ -	\$ 763,969	\$ -	\$ 763,969
Prop AA	\$ -	\$ -	\$ -	\$ -
Transportation Development Act (TDA)		\$ -	\$ 129,287	\$ 129,287
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -
Total:	\$ -	\$ 763,969	\$ 129,287	\$ 893,256

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

COST SUMMARY

Show total cost for ALL project phases (in year of expenditure dollars) 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.

Phase	Total Cost	Prop K - Current Request	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$ 17,630	\$ -		Actual cost to complete
Environmental Studies (PA&ED)	\$ -	\$ -		
Right-of-Way	\$ -	\$ -		
Design Engineering (PS&E)	\$ 111,657	\$ -	\$ -	Actual cost to date + engineer's estimate to complete
Construction (CON)	\$ 763,969	\$ 763,969	\$ -	Engineer's Estimate
Operations (Paratransit)	\$ -	\$ -		
Total:	\$ 893,256	\$ 763,969	\$ -	

% Complete of Design: as of
 Expected Useful Life: Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST (Instructions as noted below)

Use the table below to enter the proposed reimbursement schedule for the current request. Prop K and Prop AA policy assume these funds will not be reimbursed at a rate greater than their proportional share of the funding plan for the relevant phase unless justification is provided for a more aggressive reimbursement rate. If the current request is for multiple phases, please provide separate reimbursement schedules by phase. If the proposed schedule exceeds the years available, please attach a file with the requested information.

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$ 649,374	\$ 114,595	\$ -	\$ -	\$ -	\$ 763,969
Prop AA		\$ -	\$ -	\$ -	\$ -	\$ -

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

Project Name: Curb Ramps

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - Cost by Phase

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	Contractor	Funding	
Planning/Conceptual Engineering	\$ 17,630	-	\$ 17,630		Funded by TDA FY 15/16	
Design Engineering (PS&E)	\$ 111,657	-	\$ 111,657		Funded by TDA FY 15/16	
Construction Contract	\$ 587,668			\$ 587,668	Prop K	
Construction Contingency	\$ 58,767	10%		\$ 58,767	Prop K	
Construction Management	\$ 88,150	15%	\$ 88,150		Prop K	
Construction Design Support Services	\$ 29,384	5%	\$ 29,384		Prop K	
Construction Subtotal - current request	\$ 763,969		\$ 117,534	\$ 646,435		
TOTAL Cost *	\$ 893,256		\$ 246,821	\$ 646,435		

Average cost per ramp	
Planning/ Design	\$ 1,989
Construction	\$ 11,753
Total	\$ 13,742

* Cost for up to 65 curb ramps, based on historical cost data and condition assumptions.

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/21/2016 Res. No: _____ Res. Date: _____

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

Funding Recommended:	Action	Amount	Phase
	Prop K Allocation	\$ 763,969	Construction (CON)
	Total:	\$ 763,969	

Total Prop K Funds: \$ 763,969 Total Prop AA Funds: \$ -

Justification for multi-phase recommendations and notes for multi-sponsor recommendations:

Fund Expiration Date: 12/31/2018 Eligible expenses must be incurred prior to this date.

Future Commitment:	Action	Amount	Fiscal Year	Phase

Trigger:

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

TRANSPORTATION AUTHORITY RECOMMENDATION

This section is to be completed by Transportation Authority Staff.

Last Updated: 9/21/2016 **Res. No:** _____ **Res. Date:** _____

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

Deliverables:

1. Upon completion of the Design Phase (anticipated September 31, 2016), provide updated list of curb ramp locations and corresponding supervisorial districts.
2. Quarterly progress reports shall provide the number of curb ramps constructed during the preceeding quarter.
3. Upon project completion, provide a GIS map and shapefiles of completed curb ramp locations that are compatible with the Authority's GIS software.
4. Upon project completion, provide 2-3 digital photos of work in progress and after conditions.
- 5.

Special Conditions:

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$763,969) pending receipt of evidence of completion of design (e.g. copy of certifications page) and an updated list of curb ramp locations to be advertised for construction. See Deliverable #1.
- 2.
- 3.

Notes:

- 1.
- 2.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.00%	No Prop AA
Actual Leveraging - This Project	14.47%	No Prop AA

SFCTA Project

Reviewer: P&PD

SGA PROJECT NUMBER

Sponsor: Department of Public Works

SGA Project Number: 141-908xxx **Name:** Curb Ramps

Phase: Construction (CON) **Fund Share:** 100.00%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2016/17	FY 2017/18	FY 2018/19	FY 2019/20	FY 2020/21+	Total
Prop K	\$649,374	\$114,595				\$763,969

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

FY of Allocation Action: 2016/17

Current Prop K Request: \$ 763,969

Current Prop AA Request: \$ -

Project Name: Curb Ramps

Grant Recipient: Department of Public Works

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

<p>Required for Allocation Request Form Submission Initials of sponsor staff member verifying the above statement</p>
<p>RA</p>

CONTACT INFORMATION

Project Manager

Grants Section Contact

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Rachel Alonso

Title: Project Manager

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Memorandum

Date: 10.05.16 **RE:** Plans and Programs Committee
October 11, 2016

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

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

Through: Tilly Chang – Executive Director *all*

Subject: **ACTION** – Recommend Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria

Summary

Prop AA generates revenues from a \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the 2010 voter-approved Expenditure Plan. The Prop AA Expenditure Plan requires the Transportation Authority to adopt a Strategic Plan, which shall include a detailed 5-year prioritized program of projects (5YPP) for each of the three Expenditure Plan categories prior to the allocation of funds. We have reached the last year of 5YPP programming (covering Fiscal Years 2012/13 to 2016/17) in the 2012 Strategic Plan, and are preparing to release a call for projects for approximately \$23.2 million in Prop AA funds for the next 5-year period (Fiscal Years 2017/18 to 2021/22). The funds will be programmed in the 2017 Strategic Plan update. To guide this first update, we are recommending minor revisions to two key documents that inform the programming and administration of the Prop AA program: the Prop AA Strategic Plan Policies which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds (see Attachment 1); and the Prop AA Screening and Prioritization Criteria which provide the mechanism to evaluate and prioritize projects for funding within the three programmatic categories (see Attachment 2). We anticipate releasing a call for projects for the 2017 5YPP updates following Board approval of the Policies and Screening and Prioritization Criteria.

BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan allocated funds to just three programmatic categories. Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit

Reliability and Mobility Improvements – 25%.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding. Having a transparent and well-documented prioritization methodology in place allows for an open and inclusive project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K half-cent transportation sales tax, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

In 2012 the Transportation Authority approved the first Prop AA Strategic Plan, which, as amended, programmed \$27.1 million in Prop AA funds for 22 projects in the first five years of the Prop AA Strategic Plan (Fiscal Years 2012/13 to 2016/17). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$23 million in Prop AA funds has been allocated and we anticipate the two final allocations will be requested in Fiscal Year 2016/17 for San Francisco Public Works repaving and San Francisco Municipal Transportation Agency transit improvements, both on Geary Boulevard. Attachment 5 is a fact sheet with information on the progress of all Prop AA projects funded to date.

We are in the last year of the 2012 5YPPs and are preparing to release a call for projects to program funds for the 2017 5YPPs as part of the 2017 Strategic Plan update.

DISCUSSION

The purpose of this memorandum is to present the updated policies and prioritization criteria to guide the development of the 2017 Prop AA Strategic Plan and to seek a recommendation for their approval. The 2017 Strategic Plan will program approximately \$23.2 million in Prop AA funds to specific projects in the 2017 5YPPs spanning Fiscal Years 2017/18 to 2021/22.

The Prop AA Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. Attachment 1 shows the recommended changes to the adopted policies, which are primarily focused on streamlining and clarifying language. The Prop AA Strategic Plan Screening and Prioritization Criteria are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories. Attachment 2 details recommended changes to the criteria, which are minor and include references to initiatives such as Vision Zero.

Funds Available: In February 2016, we updated the Prop AA revenue forecast based on actual revenues to date, producing a slightly higher estimate of approximately \$4.83 million per year. We recommend maintaining the same projected revenue forecast for the 2017 Strategic Plan update, which will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. In addition to new revenues, there is about \$520,000 in deobligated funds from projects completed under budget that is available for programming.

We recommend setting aside \$260,000 in additional program reserves to restore the program reserve to

\$500,000, or roughly 10% of annual revenues. Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues. Thus, based on expected new revenues (new plus deobligations), netting out administrative costs and restoring the program reserve, the amount of Prop AA funds we expect to be available for programming is approximately \$23.2 million over the five-year period of the 2017 5YPPs. See Attachment 3 for further details.

Call for Projects: We anticipate releasing a call for projects for the 2017 5YPPs covering Fiscal Years 2017/18 to 2021/22 following Board approval of the Policies and Screening and Prioritization Criteria. Attachment 4 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and returning to the Committee and Board with programming recommendations in March 2017. Project sponsors could then submit Fiscal Year 2017/18 Prop AA allocation requests for Board approval in June 2017.

ALTERNATIVES

1. Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, as requested.
2. Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC was briefed on this item at its September 28, 2016 meeting and adopted a motion of support for the staff recommendation.

FINANCIAL IMPACTS

Approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria does not allocate any funds to projects. Allocation approvals are the subject of separate actions by the Transportation Authority Board.

There are no impacts to the Transportation Authority's adopted Fiscal Year 2016/17 budget associated with the recommended action.

RECOMMENDATION

Recommend approval of the 2017 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria.

Attachments (5):

1. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria
3. Summary of Funds Available
4. Draft 2017 Prop AA Strategic Plan Adoption Timeline
5. Prop AA Fact Sheet

Attachment 1.

**Prop AA Vehicle Registration Fee
Strategic Plan Policies (~~adopted 12.11.12 draft update 09.209.16~~)**

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. ~~As part of this first Prop AA Strategic Plan, w~~We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.

Attachment 1.

- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - ~~Procurement (e.g. accessible pedestrian signals)~~
 - Construction, including procurement (e.g. accessible pedestrian signals)
- ~~Prop AA funds will be allocated for one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations.~~
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a ~~consultant~~ contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- ~~At the end of the project, Prop AA final reimbursement requests and allocations for the construction, construction engineering and equipment purchase phases must be drawn down project closeout requests must be submitted within 12 months of the date of contract acceptance/project completion. Exceptions will be considered on a case-by-case basis.~~
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

Attachment 1.

process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.

- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive calls for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan ~~for use of Prop AA funds~~, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Attachment 1.

supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.

- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan~~(e.g. future phases remain)~~.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.
- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the ~~vehicle~~ allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Attachment 1.

Table 1

Prerequisite Milestones for Allocation

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none"> ● Inclusion in 5YPP/Strategic Plan ● Conceptual Engineering Report, <u>if applicable</u> ● Approved environmental document ● Capital construction funding in adopted plan, including RTP and Countywide Transportation Plan
Construction, <u>including procurement (e.g. accessible pedestrian signals)</u>	<ul style="list-style-type: none"> ● Inclusion in 5YPP /Strategic Plan ● Approved environmental document ● Right of way certification (if appropriate) ● 100% PS&E ● <u>All applicable permits</u>
Procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"> ● Inclusion in 5YPP /Strategic Plan ● Approved environmental document ● Right of Way Certification (if appropriate) ● 100% PS&E

Attachment 1.

Table 2

Expected Work Products/Deliverables by Phase

The phase for which Prop AA funds are allocated ~~shall be~~ ~~reasonably~~ expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

~~Requests for allocations that are expected to result in a work product/deliverable other than that shown in the table below for a specific phase shall include a description of the expected work product/deliverable. Prior to approval of a request for allocation that is expected to result in a work product/deliverable other than that shown in the table below for the specific phase, the Transportation Authority shall make a determination that the expected work product is consistent with a cost effective approach to delivering the project or program as required in the Expenditure Plan.~~

Phase	Expected Work Product/Deliverable¹
Design Engineering (PS&E)	Final design package including contract documents
Construction, <u>including procurement</u>	Constructed improvement or minimum operating segment, <u>or equipment in service</u>
<u>Procurement (e.g. rolling stock)</u>	<u>Equipment in service</u>

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

Attachment 2

Prop AA Vehicle Registration Fee

Strategic Plan Screening and Prioritization Criteria (~~adopted 12.11.12~~ draft update 09.209.16)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design; or construction ~~and/or procurement~~ phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with ~~citywide board~~ agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportiveness of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, ~~date of awarding~~ a ~~consultant~~ contract, or encumbrance of staff labor charges by project sponsor.
- ~~Relative Level of Need or Urgency~~ **Time Sensitivity:** ~~Priority shall be given to projects that address known safety issues.~~ Priority shall be given to projects that are

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trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.

- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the Neighborhood Transportation Improvement Program plan, corridor improvement study, campus master plan, station area plans, etc.).
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (i.e., e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with

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other modes, and reduce pedestrian hazards.

- Priority will be given to projects on corridors that are identified through or are consistent with ~~the~~WalkFirst, ~~effort~~Vision Zero, or successor efforts (e.g.; pedestrian master plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's ~~Transit Effectiveness~~Muni Forward ~~p~~Program and Rapid Network initiative.
- Priority will be given to projects that increase transit accessibility, ~~and~~reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, ~~and~~bicycle parking), ~~including~~and improved connections to regional transit ~~connections~~).
- Priority will be given to travel demand management projects that aim to reduce ~~auto~~ congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

Attachment 3.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for FYs 2017/18-2021/22	
2017 Strategic Plan (FY2017/18 - FY2021/22) - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,730
Deobligated Funds	\$ 517,561
Additional Program Reserve (to restore to \$500,000)	\$ (260,000)
2017 Strategic Plan Update/ 5-Year Prioritization Programs - Total Estimated Funds Available for Projects	\$ 23,219,292

Table 2. 2012 Prop AA Strategic Plan - FY2012/13 - FY2016/17) Programmed and Allocated Funds by Category (includes revenues collected April 2011 June 2012)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of September 2016, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 12,979,454	47.8%
Pedestrian Safety	25%	\$ 7,561,460	27.9%
Transit Reliability and Mobility Improvements	25%	\$ 6,599,724	24.3%
Total Programmed and Allocated	100%	\$ 27,140,639	100%

Table 3. 2017 Prop AA Strategic Plan - FY2017/18 - FY2021/22 Estimated Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2017 Strategic Plan
Street Repair and Reconstruction	50%	\$ 12,200,511
Pedestrian Safety	25%	\$ 5,028,522
Transit Reliability and Mobility Improvements	25%	\$ 5,990,258
Total Estimated Funds Available for Programming	100%	\$ 23,219,292

Attachment 4.

**Prop AA Vehicle Registration Fee
Draft 2017 Strategic Plan Adoption Timeline
(Updated 9.20.16)**

Wednesday, September 28, 2016	Citizens Advisory Committee Meeting – ACTION Strategic Plan Policies and Prioritization Criteria
October 2016	Plans and Programs Committee – ACTION (Tuesday, October 18th) Strategic Plan Policies and Prioritization Criteria Technical Working Group Meeting (Thursday, October 20th) Present draft Call for Projects materials Transportation Authority Board – ACTION (Tuesday, October 25th) Strategic Plan Policies and Prioritization Criteria Release Call for Projects (By November 1st)
November 2016	Workshop for potential applicants (tentative: following Technical Working Group Meeting, Thursday, November 17th)
January 2017	Applications due (tentative: Tuesday, January 17th) Technical Working Group (Thursday, January 19th) Present applications received
February 2017	Technical Working Group (February 16th) Present draft programming recommendations Citizens Advisory Committee – ACTION (February 22nd) 2017 Strategic Plan adoption (includes 5-Year prioritized program of projects)
March 2017	Plans and Programs Committee – ACTION (March 21st) 2017 Strategic Plan adoption Transportation Authority Board – ACTION (March 28th) 2017 Strategic Plan adoption
April 25, 2017	Sponsors may submit Fiscal Year 2017/18 Prop AA allocation requests for consideration at the May Citizens Advisory Committee meeting and June Transportation Authority Board meeting

For the latest information on Transportation Authority meeting dates, please see the Transportation Authority's website at www.sfcta.org under Meetings, Agendas, and Events



Proposition AA Additional Vehicle Registration Fee for Transportation Improvements



San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city.



State legislation adopted in 2009 enabled Congestion Management Agencies to establish up to a \$10 countywide vehicle registration fee to fund transportation projects or programs having a relationship or benefit to the people paying the fee. Prop AA designated the Transportation Authority as the administrator of Prop AA and approved a 30-year Expenditure Plan specifying the use of the revenues (see chart below). Revenue collection began in May 2011.



The Prop AA Vehicle Registration Fee is a key part of an overall strategy to develop a balanced, well thought-out program to improve transportation for San Francisco residents, and generates nearly \$5 million per year.

continued other side

The Proposition AA Expenditure Plan: Guiding Principles

In 2010, the Transportation Authority worked with numerous stakeholders to develop an Expenditure Plan to articulate how revenues would be used. It was developed with the following guiding principles:

- Provide a documentable benefit or relationship to those paying the fee
- Limit the Expenditure Plan to a few programmatic categories, given the relatively small revenue stream
- Focus on small, high-impact projects that will provide tangible benefits in the short-term
- Provide a fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods
- Ensure accountability and transparency in programming and delivery

Contact Us for More Information

Phone: 415.522.4800
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Transportation Authority
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What does Prop AA fund?

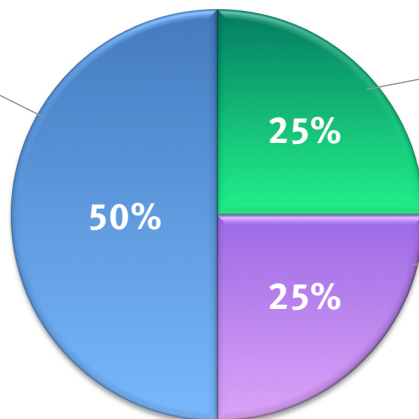
The voter-approved Prop AA Expenditure Plan allocates vehicle registration fee revenues to three types of projects in the percentage allocations seen below.

STREET REPAIR AND RECONSTRUCTION
Reconstruction of city streets with priority given to streets located on:

- Bicycle network
- Transit network

Priority to projects that include complete streets elements, including:

- Pedestrian improvements
- Traffic calming
- Bicycle infrastructure



PEDESTRIAN SAFETY

- Crosswalk maintenance
- Sidewalk repair and widening
- Sidewalk bulbouts
- Pedestrian lighting, signals, and median islands

TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS

- Transit station/stop improvements
- Transit signal priority
- Travel information improvements
- Parking management pilots
- Transportation demand management

What specific projects does Prop AA fund?

The table below provides a listing of allocated projects to date. For a full listing of approved Prop AA projects, with project detail and corresponding funding levels, visit www.sfcta.org/proposition-aa-strategic-plan. To view the locations and for additional information on Prop AA-funded projects, visit the Transportation Authority's online interactive project map, MyStreetSF, at www.sfcta.org/mystreetsf-map.

Prop AA Vehicle Registration Fee Funds Allocated to Date

PROJECT NAME	PHASE	SPONSOR*	PROP AA FUNDS ALLOCATED	TOTAL PROJECT COST	STATUS
STREET REPAIR AND RECONSTRUCTION					
9th Street Pavement Renovation	Construction	Public Works	\$2,216,627	\$2,781,543	Open for Use
28th Ave Pavement Renovation	Construction	Public Works	\$1,169,843	\$2,369,167	Open for Use
Chinatown Broadway Street	Design	Public Works	\$650,000	\$8,199,591	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Corridor Improvement Project	Design, Construction	SFMTA	\$2,527,852	\$6,955,706	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
McAllister St Pavement Renovation	Construction	Public Works	\$1,995,132	\$2,763,663	Open for Use
Dolores St Pavement Renovation	Construction	Public Works	\$2,210,000	\$3,230,263	Open for Use
Subtotal			\$10,769,454	\$26,299,933	
PEDESTRIAN SAFETY					
Arguello Gap Closure	Construction	Presidio Trust	\$350,000	\$1,015,715	Open for Use
Mid-Block Crossing on Natoma/8th	Design, Construction	SFMTA	\$365,000	\$365,000	Open for Use
Ellis/Eddy Traffic Calming	Design	SFMTA	\$337,450	\$1,709,925	Design funds allocated in February 2014. Design completed September 2016. Construction contract is out for bid.
Franklin and Divisadero Signal Upgrades	Design, Construction	SFMTA	\$896,750	\$5,485,080	Design funds allocated in May 2014, construction funds allocated in February 2015. Construction began Summer 2015 with all signals being operational by Fall 2016.
Pedestrian Countdown Signals	Construction	SFMTA	\$1,380,307	\$1,946,298	Open for Use
McAllister Street Campus Streetscape	Design, Construction	UC Hastings	\$1,845,206	\$2,485,345	Open for Use
Webster Street Pedestrian Signals	Design	SFMTA	\$401,794	\$1,760,000	Design funds allocated in November 2014, construction funds allocated July 2016. Design anticipated to be completed in fall 2016, followed by construction, with signals operational in fall 2017.
Gough St Pedestrian Signals	Design	SFMTA	\$300,000	\$3,350,000	Design funds allocated in November 2015. Anticipated open for use in Winter 2018.
Broadway Chinatown Streetscape Improvements	Construction	Public Works	\$1,029,839	\$8,199,591**	Design funds allocated in November 2013, construction funds allocated in April 2016. Construction in progress. Anticipated open for use in summer 2017.
Mansell Streetscape Improvements	Construction	Public Works	\$163,358	\$6,955,706**	Design funds allocated in November 2013, construction funds allocated in December 2014 and April 2016. Construction in progress. Anticipated open for use in fall 2016.
Bulb-outs at WalkFirst Locations	Design	SFMTA	\$491,757	\$5,491,757	Design funds allocated in April 2016. Design anticipated to be complete by December 2017, construction anticipated to begin in Summer 2018. All locations anticipated open for use by Fall 2020.
Subtotal			\$7,561,460	\$23,609,120	
TRANSIT RELIABILITY AND MOBILITY IMPROVEMENTS					
Civic Center BART/Muni Bike Station	Construction	BART	\$248,000	\$915,000	Open for Use
City College Pedestrian Connector	Design, Construction	SFMTA	\$933,000	\$991,000	Open for Use
24th St Mission SW BART Plaza and Pedestrian Improvements	Construction	BART	\$713,831	\$4,216,014	Open for Use
Elevator Safety and Reliability Upgrades	Construction	SFMTA	\$287,000	\$2,734,500	Construction funds allocated in March 2016. All locations anticipated open for use in Spring 2018.
Muni Bus Layover Area at BART Daly City Station	Construction	SFMTA	\$507,980	\$550,000	Construction funds allocated in March 2016. Anticipated open for use in Winter 2016.
Hunters View Transit Connection	Construction	MOHCD	\$1,844,994	\$1,844,994	Construction funds allocated in March 2014. Anticipated open for use in early 2017.
Subtotal			\$4,534,805	\$10,701,508	
TOTAL			\$22,865,719	\$60,610,561	

* Sponsor abbreviations include: Bay Area Rapid Transit District (BART); Mayor's Office of Housing and Community Development (MOHCD); San Francisco Municipal Transportation Agency (SFMTA); University of California Hastings College of the Law (UC Hastings).

**Project has also received allocations from Street Repair and Reconstruction category, so total project cost is excluded from Pedestrian Safety category subtotal to prevent double counting.



Memorandum

Date: 10.05.16 **RE:** Plans and Programs Committee
October 11, 2016

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

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

Through: Tilly Chang – Executive Director *TJC*

Subject: **ACTION** – Recommend Approval of San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are currently developing Plan Bay Area 2040 (PBA 2040), the Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that adopts a land use vision and a transportation system to govern the region's growth and investment through 2040. In October 2015, the Transportation Authority adopted goals and objectives for our participation in the PBA 2040 process and approved a list of projects and programs for MTC and ABAG to consider for inclusion in PBA 2040. We have subsequently provided updates to the Plans and Programs Committee on PBA goals, the results of the PBA 2040 project performance evaluation, ABAG's draft growth scenarios and more. On September 2, the regional agencies released the draft staff preferred scenario, which included a projected pattern of household and employment growth (land use) in the Bay Area through 2040 and a coordinated transportation investment strategy. At the September 20 Committee meeting, we provided an initial set of reactions on the draft preferred scenario. We are coordinating with San Francisco agencies, particularly the Planning Department, the San Francisco Municipal Transportation Agency and the Mayor's Office, as well as regional transit operators to provide input before MTC/ABAG anticipate adopting the Final Preferred Scenario in November 2016. The attached memo outlines the high level comments that we recommend submitting to the regional agencies. Given the tight PBA 2040 timeline, we are still awaiting information from both agencies to help clarify a number of questions that will enable a more thorough analyses of the draft preferred scenario from San Francisco's perspective. While we don't anticipate any significant changes to the high level comments described in the memo, the supporting detail is still evolving and may be modified upon receipt of some outstanding requests of information from MTC. We will provide a presentation and any updates at the Plans and Programs Committee on October 11 and again at the full Board meeting on October 25. MTC/ABAG has requested comments on the draft scenario this month and expect to adopt PBA 2040 in late summer or early fall of 2017 after completing environmental analyses of the plan.

BACKGROUND

Every four years, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) lead development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which sets policy and transportation investment priorities in the nine Bay Area

counties, sets the regional strategy to meet greenhouse gas reduction targets for transportation, and contains a plan to accommodate the need for new housing at all income levels.

This planning cycle, known as PBA 2040, is a focused or minor update to the region's first RTP/SCS adopted in 2013 (PBA 2013), meaning it will largely retain the framework and contents of PBA 2013, and will focus primarily on updating the scope, schedule, and budget of projects in the current plan as well as furthering policy and sector work in a few areas which didn't receive as much attention during the last cycle (e.g. goods movement). This update, like PBA 2013, will extend through 2040.

The final PBA 2040 transportation and land use scenario is required to be financially constrained, meaning it can only include a program of projects within the limits of the revenue that can be reasonably anticipated over the life of the plan. For PBA 2040, expected revenues include identified federal, state, and regional funding (including existing bridge tolls, existing gas taxes, federal New Starts, Small Starts, and Core Capacity grant program, cap and trade, and high speed rail funds), existing local funding (such as transit fares, San Francisco's Prop K sales tax, Prop AA vehicle registration fee revenues, and transit operators' expected shares of federal and state formula funds). It also includes anticipated new revenue sources such as a third regional bridge toll measure, reauthorization of local transportation sales taxes, a regional gas tax, future congestion charges and tolls, revenues from transportation ballot measures to be decided through the November 2016 election, and a placeholder for anticipated, but unidentified revenues that is based on historical analyses of new revenues that hadn't been included in prior RTP/SCSs.

Building on substantial local and regional efforts over the past year and a half, in September MTC and ABAG released their draft preferred land use scenario and transportation investment strategy for PBA 2040 and have asked for comments to be submitted in advance of finalizing the Preferred Scenario to be adopted by the two agency Boards in November.

DISCUSSION

The purpose of this memorandum is to seek feedback and a recommendation for approval of San Francisco's input on the PBA 2040 Draft Preferred Scenario that the Transportation Authority in partnership with the rest of the City family will need to submit to MTC and ABAG this month. To comply with MTC/ABAG's tight timelines, we will submit a staff draft of San Francisco's input by the regional agencies' October 14 deadline. We will modify that input as needed based on actions taken and guidance received at the October 25 Transportation Authority Board meeting.

San Francisco's Adopted Goals and Objectives: Our approach to PBA 2040 has been informed by the Board-adopted goals and objectives shown in Attachment 1 (adopted October 2015). Drawing on what we learned from the first PBA and the 2013 San Francisco Transportation Plan (SFTP), the goals and objectives fall into two main categories: financial and policy. The financial goals and objectives outline our strategy for the call for projects (such as ensuring inclusion of all projects that need to be in PBA 2040 so that they are not delayed in advancement, e.g. a project that intends to seek federal funds for construction before 2021) and for increasing federal, state and regional revenues to San Francisco priorities through seeking to secure a large share of existing discretionary revenues and advocating for new revenues. The policy goals and objectives cover a range of topics from supporting performance based decision-making to equity issues to project delivery.

San Francisco Project Priorities Included in the Draft PBA 2040 Transportation Investment Scenario: Existing PBA 2013 projects and the San Francisco Transportation Plan (SFTP) served as the starting point for identifying projects and programs for PBA 2040, but public agency staff and members of the public were also

invited to submit project ideas through the call for projects issued by the Transportation Authority in May 2015 and approved by the Transportation Authority Board in October 2015. We also worked with multi-jurisdictional transit operators and regional partners (e.g. the California Department of Transportation, the Bay Area Rapid Transit District, the Transbay Joint Powers Authority, and the Peninsula Corridor Joint Powers Board) to ensure that their own submitted priorities addressed San Francisco's needs.

Projects can be included in PBA 2040 in two different ways: individual project listings or programmatic categories. Larger capacity changing projects (e.g. roadway widening and new transit services) and regionally significant projects must be called out individually in the PBA. Smaller projects that don't significantly change capacity (such as most pedestrian and bicycle projects with no or minimal lane reductions and transportation demand management projects) can be included within programmatic categories. **As a result of this guidance, the majority of projects are captured in programmatic categories within PBA.** For PBA 2040, MTC is proposing to bundle packages of capacity-changing projects into overarching regional programs such as Bay Area Forward (dealing with express lanes and regional demand management) and the Core Capacity Implementation Project (which will include projects identified through the ongoing MTC-led Core Capacity Transit Study which staff is actively participating in and was funded in part with Prop K sales tax revenues).

Attachment 2 summarizes the San Francisco projects proposed for inclusion in the financially constrained draft PBA 2040 transportation investment strategy, as well as regional projects of interest to San Francisco. They latter are generally listed as "multi-county" projects. Our initial analysis, pending additional detail from MTC, is that the draft scenario includes all of the projects we submitted for inclusion last year, either as named projects or through inclusion in a programmatic category.

Proposed San Francisco Input on the Draft PBA 2040 Preferred Scenario: We have evaluated the draft preferred scenario recently released by MTC and ABAG and are cautiously optimistic that it achieves many of our goals and objectives for PBA 2040 (see Attachment 1), pending additional analysis and clarification, specifically regarding the SOGR and operations distribution to San Francisco and its transit operators, proposed revisions to the sub-county (internal) distribution and type of growth proposed for the City, and how MTC and ABAG intend to revise the draft scenario pending the outcome of the November election that will determine the fate of several transportation revenue measures throughout the region as the draft scenario assumes they will all pass. Given the tight timeline leading to adoption of the Final Preferred Scenario, we are seeking input from the Plans and Programs Committee on the proposed San Francisco input on the Draft Preferred Scenario as detailed in Attachment 3. We don't anticipate that the high-level comments will change substantively while we continue to work with our city and regional partners to refine the comments and provide supporting details.

Next Steps: The draft preferred land use and transportation investment scenario was released for public review in September and will be presented to the MTC and ABAG Boards for adoption in November 2016. We are continuing to work with SF Planning, SFMTA, regional transit operators, and the Mayor's Office to develop a joint San Francisco response to the proposed scenario. We are all also working with our peers in Oakland and San Jose on a proposed joint letter touching on concerns and advocacy points shared by the Bay Area's three largest cities, which are facing significant housing and displacement challenges and the largest need for SOGR investments and access improvements to support the significant share of the region's planned growth assigned to our communities.

Once it is adopted, MTC and ABAG will perform the required environmental review and adopt the final PBA 2040 between July and September 2017. Both agencies are currently working to develop an Implementation Action Plan for PBA 2040. These documents will guide future regional policy and

investment decisions until the next Plan Bay Area is adopted in 2021.

ALTERNATIVES

1. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, as requested.
2. Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario, with modifications.
3. Defer action, pending additional information or further staff analysis.

CAC POSITION

The CAC received a brief update on this item at its September 28, 2016 meeting wherein we noted that we were still reviewing information recently received from MTC/ABAG (particularly on housing and land use assumptions) and were working with city agencies to develop a coordinated San Francisco set of comments on the PBA 2040 draft preferred scenarios. The CAC had previously been briefed on our initial evaluation of the transportation investment strategy. Due to the November timeline for MTC/ABAG adoption of the preferred scenario, we explained that any Transportation Authority Board action on PBA 2040 would likely occur in October and that we would provide the CAC with an update at its next meeting, scheduled for October 26, and would share Plans and Programs Committee materials with the CAC when they become available.

FINANCIAL IMPACTS

There is no financial impact to the Transportation Authority's adopted FY 2016/17 budget from the requested action.

RECOMMENDATION

Recommend approval of San Francisco input on the PBA 2040 draft preferred scenario.

Attachments (3):

1. PBA 2040 – San Francisco Adopted Goals and Advocacy Objectives
2. PBA 2040 – List of San Francisco Projects in the Plan Bay Area 2040 Draft Preferred Scenario
3. PBA 2040 – Proposed San Francisco Input on the Plan Bay Area 2040 Draft Preferred Scenario

Attachment 1
Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

FINANCIAL

1. Ensure all San Francisco projects and programs that need to be in the 2017 PBA are included.

This includes:

- Projects that need a federal action (e.g. NEPA approval) or wish to seek state or federal funds before 2021 when the next PBA will be adopted.
- Projects that trigger federal air quality conformity analysis (e.g., projects that affect demand and/or change transit or roadway capacity and can be modeled).
- Note: most projects can be included in programmatic categories.

2. Advocate strongly for more investment in transit core capacity and transit state of good repair.

- Reach out to the “Big 3 Cities” accepting most of the job and housing growth in PBA and to the largest transit operators to develop a unified set of advocacy points and funding strategies for existing and new revenue sources (e.g. advocate for transit’s inclusion in new revenue measures being considered in the Extraordinary Legislative session).
- **Core Capacity Transit Study (CCTS)** - Advocate for regional discretionary funds to advance planning and evaluation of recommendations that emerge from the CCTS. Examples of projects under consideration include HOV lanes on the Bay Bridge for buses and carpools; BART/Muni tunnel turnbacks, crossover tracks or other operational improvements; and a second transbay transit crossing.
- **Cap and Trade** – Advance San Francisco priorities through a revised regional cap and trade framework that accounts for higher than anticipated revenues and insights gained from first programming cycles. Support SFMTA’s efforts to secure funds from the Transit and Intercity Rail Capital Program (TIRCP) to pay back light rail vehicle loans/advances from MTC.
- Seek confirmation of existing regional endorsements for Federal Transit Administration **New Starts/Small Starts/Core Capacity funds** (e.g. Downtown Extension) and new endorsements (e.g. Geary BRT).
- **Prioritize transit SOGR and core capacity for new revenue sources** (See #3).
- **Blended High Speed Rail (HSR)/Caltrain Service** – Continue to advocate for platform height compatibility and for the extension of Caltrain to the Transbay Transit Center, the northern terminus of HSR. Coordinate with San Mateo, Santa

Attachment 1

Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives

Clara, Caltrain and the California High Speed Rail Authority to plan and prioritize the Blended HSR/Caltrain project for federal, state and regional funds.

3. **Increase share of existing revenues going toward San Francisco priorities** (bigger pie wedge)
 - **OBAG** – Advocate to put greater weight on actual housing production and on planned and produced affordable housing within the existing OBAG formula (consistent with initial MTC staff proposal for OBAG Cycle 2).
 - Revisit **Transit Performance Initiative** program focus and advocate for better integration with the Freeway Performance Initiative (e.g. build into definition of Managed Lanes Implementation Plan (MLIP)).
 - Press for multimodal corridor approach to **Freeway Performance Initiative** and inclusion of San Francisco freeway managed lanes projects in the MLIP, as well as inclusion of SFgo and Treasure Island tolling infrastructure in MTC's Active Operations Management Program, Target **regional discretionary funds** for high performing projects and regionally significant San Francisco projects (e.g. Better Market Street, express lanes, late night transportation services, regional express bus)
4. **Advocate for new federal/state/regional revenues through PBA** (grow the pie)
 - Regional Gas Tax
 - RM3 – bridge toll
 - BART 2016 measure
 - State Extraordinary Legislative Session
 - State Road User Charge
 - Federal surface transportation bill advocacy

POLICY

1. **Vision Zero** - Increase eligibility of Vision Zero projects (including local streets and roads and San Francisco freeway segments/ramps) and project elements in existing and new fund programs and elevate as a funding priority within regional fund programs.
2. **Continue to support performance based decision-making** – This includes continuing to advocate for establishing a transit crowding metric or otherwise better capturing transit crowding in Plan Bay Area's performance evaluation, given that transit crowding is a significant transit core capacity issue.
3. **Economic Performance** –Provide San Francisco input to shape and lead on regional policy on economic performance, including goods movement. Build off of Bay Area Council Institute's work on this goal area, which is also related to the Prosperity Plan and MTC's work on goods movement.

Attachment 1**Plan Bay Area (PBA) 2040 – Draft San Francisco Goals and Objectives**

4. **Equity issues** (Develop San Francisco policy recommendations related to the following equity issues in PBA, many of which overlap.)
 - **Access to transportation** – Build off of Late Night Transportation Study, Prosperity Plan
 - **Affordability** – Build off of MTC study on a means-based regional pass/discount; BART university pass/discount and identify sustainable fund sources
 - **Communities of Concerns** – Advocate for money to continue MTC’s Community Based Transportation Planning grant program; support more funds for the Lifeline Transportation Program
 - **Housing/Displacement** – How should concerns about displacement be reflected in PBA goals, objectives, and policy? Should we push for PDA and PDA-like areas region-wide to take on more of a fair share of growth? There is also an argument that non-PDA areas should also take on more housing for fair access to schools, etc.
5. **Project Delivery** – Seek legislative changes to support Public Private Partnerships, CM/GC and tolling authority and to streamline project delivery.
6. **Sea Level Rise/Adaption** – Support the City’s ongoing Sea Level Rise Resiliency Program, which includes a suite of planning and implementation efforts coordination with regional and local partners. Help shape the regional policy framework.
7. **Shared Mobility** – To the extent PBA address this topic, provide San Francisco input to shape and lead on regional policy on shared mobility.

Attachment 2.

Plan Bay Area 2040 - Draft Transportation Investment Strategy
 Projects in San Francisco and Multi-County Projects of Interest to San Francisco

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Additional Local Road Preservation/Rehab	\$ 1,267
San Francisco	Arena Transit Capacity Improvements	\$ 137
San Francisco	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	\$ 6
San Francisco	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	\$ 11
San Francisco	Bayshore Station Multimodal Planning and Design	\$ 13
San Francisco	Better Market Street - Transportation Elements	\$ 407
San Francisco	Bicycle and Pedestrian Program	\$ 877
San Francisco	Climate Program: TDM and Emission Reduction Technology	\$ 118
San Francisco	Core Capacity Implementation - Planning and Conceptual Engineering	\$ 335
San Francisco	County Safety, Security and Other	\$ 418
San Francisco	Downtown San Francisco Ferry Terminal Expansion - Phase II	\$ 43
San Francisco	Downtown Value Pricing/Incentives - Pilot, Transit Service, Supportive Infrastructure	\$ 876
San Francisco	EN Trips: All Components	\$ 122
San Francisco	Establish new ferry terminal at Mission Bay 16th Street	\$ 17
San Francisco	Expand SFMTA Transit Fleet	\$ 1,488
San Francisco	Geary Boulevard Bus Rapid Transit	\$ 300
San Francisco	Geneva Light Rail Phase I: Operational Improvements, Planning and Environmental	\$ 18
San Francisco	Geneva-Harney Bus Rapid Transit	\$ 256
San Francisco	Historic Streetcar Extension - Fort Mason to 4th & King	\$ 87
San Francisco	HOV/HOT Lanes on U.S. 101 and I-280 in San Francisco	\$ 90
San Francisco	Hunters Point Shipyard and Candlestick Point Local Roads Phase 1	\$ 501

Attachment 2.

Plan Bay Area 2040 - Draft Transportation Investment Strategy
Projects in San Francisco and Multi-County Projects of Interest to San Francisco

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
San Francisco	Minor Roadway Expansions	\$ 906
San Francisco	Minor Transit Improvements	\$ 121
San Francisco	Multimodal Streetscape	\$ 383
San Francisco	Muni Forward (Transit Effectiveness Project)	\$ 612
San Francisco	Parkmerced Transportation Improvements	\$ 76
San Francisco	PDA Planning	\$ 51
San Francisco	Presidio Parkway	\$ 1,595
San Francisco	Rail Capacity Long Term Planning and Conceptual Design - All	\$ 450
San Francisco	Regional/Local Express Bus to Support Express Lanes in SF	\$ 82
San Francisco	Roadway Operations	\$ 182
San Francisco	San Francisco Late Night Transportation Improvements	\$ 91
San Francisco	SFgo Integrated Transportation Management System	\$ 89
San Francisco	Southeast San Francisco Caltrain Station - Environmental	\$ 11
San Francisco	Southeast Waterfront Transportation Improvements - Phase 1	\$ 406
San Francisco	Transit Preservation/Rehabilitation	\$ 2,256
San Francisco	Treasure Island Mobility Management Program: Intermodal Terminal, Congestion Toll, Transit Service, Transit Capital	\$ 974
San Francisco	T-Third Mission Bay Loop	\$ 7
San Francisco	T-Third Phase II: Central Subway	\$ 1,578
San Francisco	Van Ness Avenue Bus Rapid Transit	\$ 215
San Francisco	Yerba Buena Island (YBI) I-80 Interchange Improvement	\$ 168
BART	BART Metro Program + Bay Fair Connector	\$ 1,055

Attachment 2.

Plan Bay Area 2040 - Draft Transportation Investment Strategy
 Projects in San Francisco and Multi-County Projects of Interest to San Francisco

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
BART	BART Transbay Core Capacity Project	\$ 3,419
CAHSR	California HSR in the Bay Area	\$ 8,400
Caltrain	Caltrain Electrification Phase 1 + CBOSS	\$ 2,360
TJPA	Caltrain/HSR Downtown San Francisco Extension	\$ 3,999
TJPA	Implement Transbay Transit Center/Caltrain Downtown Extension (Phase 1 - Transbay Transit Center)	\$ 1,741
Multi-County	511 Traveler Information Program	\$ 280
Multi-County	Bay Area Forward - Active Traffic Management, Arterial Operations , Connected Vehicles, Shared Mobility, Transbay Operations, Managed Lanes Implementation Plan	\$ 995
Multi-County	Bay Trail - non toll bridge segments	\$ 220
Multi-County	Capital Projects Debt Service	\$ 4,100
Multi-County	Climate Program: TDM and Emission Reduction Technology	\$ 535
Multi-County	Clipper	\$ 1,735
Multi-County	Cost Contingency	\$ 1,000
Multi-County	Lifeline, Community Based Transportation Program, and Mobility Management	\$ 890
Multi-County	Local and Streets and Roads - Existing Conditions	\$ 20,970
Multi-County	Local Streets and Roads - Operations	\$ 12,850
Multi-County	Means-Based Fare Study Implementation	\$ 150
Multi-County	New/Small Starts Reserve	\$ 680
Multi-County	Priority Development Area (PDA) Planning Grants	\$ 200
Multi-County	Regional and Local Bridges - Existing Conditions	\$ 14,500
Multi-County	Regional Carpool Program	\$ 60
Multi-County	Regional Rail Station Modernization and Access Improvements	\$ 370

Attachment 2.

Plan Bay Area 2040 - Draft Transportation Investment Strategy
 Projects in San Francisco and Multi-County Projects of Interest to San Francisco

County/ Sponsor	Project Title	Total Project Cost (Millions YOES)
Multi-County	Regional State Highways - Existing Conditions	\$ 13,750
Multi-County	Regional Transit Capital - Existing Conditions	\$ 28,616
Multi-County	Regional Transit Operations	\$ 122,470
Multi-County	Regional Transportation Emergency Management Program	\$ 25
Multi-County	SAFE Freeway Patrol	\$ 150
Multi-County	San Francisco-Oakland Bay Bridge West Span Bicycle, Pedestrian, and Maintenance Path - Environmental Only	\$ 30
Multi-County	Transportation Management Systems	\$ 500

Total Project Cost includes costs through construction or other phase as indicated. Costs in Plan Bay Area 2040 may be lower, excluding previously expended funding.

Attachment 3

Proposed San Francisco Input into Plan Bay Area (PBA) 2040

- Transportation investment strategy generally looks good
 - All San Francisco projects that need to be included in PBA 2040 to allow them to advance are included
 - Strong focus on fix-it-first, for local streets and roads and transit; the latter has a higher proportion of funding compared to the current PBA
 - New emphasis on core capacity transit investments to enable strategic modernization and expansion of our core transit systems to increase reliability, safety and capacity
 - Reconfirmation of existing Federal Transit Administration New Starts/Small Starts/Core Capacity priorities and addition of new ones:
 - Downtown Rail Extension
 - Geary Bus Rapid Transit
 - BART Core Capacity Project
 - Caltrain Electrification
 - Better Market Street (pending confirmation)
- Housing and jobs projections for SF look aggressive (for jobs in particular) but within the realm of the possible
 - Planning Department is working to redistribute proposed growth within SF to be consistent with current plans and policies
 - Annual housing production rate is unrealistically optimistic (and much higher than current production) without additional tools and resources
 - Job growth, too, is significantly higher than what was assigned in PBA 2013 yet lower in San Jose and Oakland, which doesn't make sense given MTC's aspiration to focus growth in housing and jobs in the region's big 3 cities
- The poor performance of the Draft Preferred Scenario regarding goals for improving housing affordability and mitigating risk of displacement mandate that ABAG/MTC identify tools, resources and a legislative agenda necessary to meet these goals
 - Regional and state-level structural reform, with real teeth, is needed to ensure adequate housing production region-wide and to ensure that all cities do their part
 - Significantly increased and stable funding for housing production and preservation is needed, especially if the region makes a commitment to work toward improving its performance in housing affordability and addressing displacement of existing residents
 - ABAG/MTC should work with local jurisdictions to prepare an implementation plan that can be acted on by the time PBA 2040 is adopted in late 2017
 - To inform the implementation plan, MTC/ABAG should establish a pilot program, to see what it really takes to produce affordable housing and, if possible, also address

job displacement at the same time. An ideal pilot would use regional funds (perhaps NOAH, TOAH) leveraging local dollars to fund similar efforts in 2 or 3 locations facing high displacement risk to see what works in different locations/types (big city, suburb)

- To provide some near-term relief for affordability and displacement pressures, we urge MTC to accelerate funding for Lifeline Transportation Program, Means-Based Fare Implementation, Community Based Transportation Plans, Late Night Transportation, and Regional PDA Planning grants for places facing high displacement risk.
- As one of the three big cities taking on most of the growth in jobs and housing in PBA 2040, San Francisco is willing to do our part but needs MTC to help direct “real” transportation dollars to support state of good repair, Vision Zero safety improvements, and transit modernization and capacity expansion that are necessary to support access to the assigned jobs and housing within San Francisco, which would even more firmly establish the City’s role as the region’s job center.
 - San Francisco has successfully secured local revenues for transportation and housing and is continuing to seek additional revenues given insufficient and unreliable state and federal funds. As one of the 3 big cities taking on the most job and housing growth in PBA 2040, we want to ensure we are receiving a commensurate share of regional discretionary dollars and not being penalized for seeking and securing new local dollars
 - We look forward to working with MTC to advocate for and secure new revenue sources to help implement PBA’s transportation investment strategy such as a Regional Measure 3 bridge toll increase and potential new state and federal sources



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RAILYARD ALTERNATIVES & I-280 BOULEVARD (RAB) FEASIBILITY STUDY

UPDATE

San Francisco Planning Department
SFCTA Plans and Programs Committee
October 11, 2016

WHY THIS STUDY NOW?

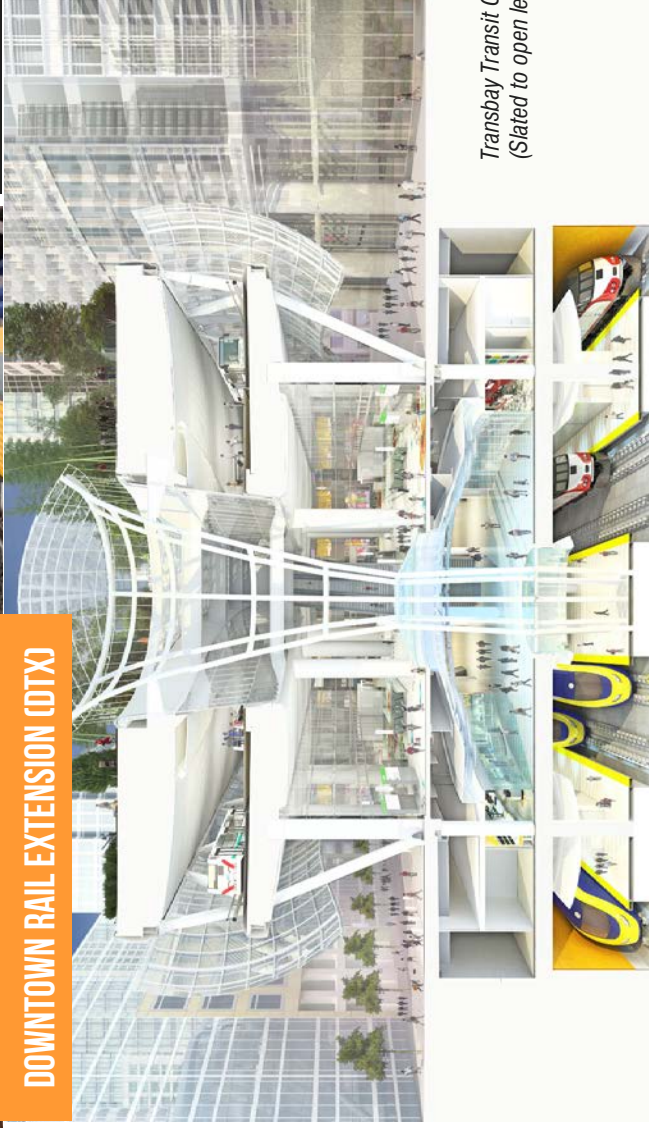
CALTRAIN ELECTRIFICATION



HIGH-SPEED RAIL (HSR)



DOWNTOWN RAIL EXTENSION (DTX)



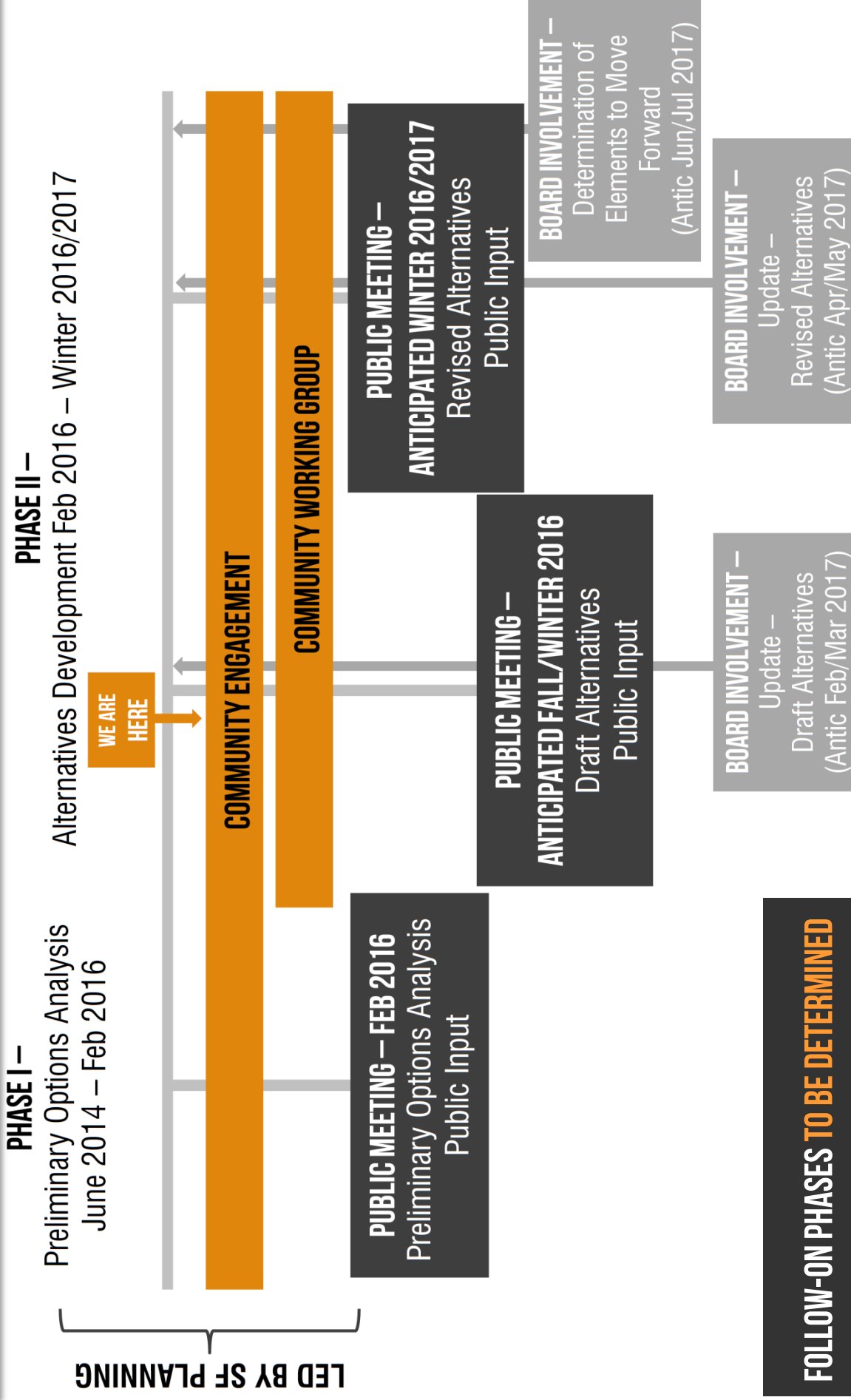
*Transbay Transit Center
(Slated to open levels 3-5 December 2017)*

- Major pieces of new infrastructure planned
- 100-year decision that will impact our entire region

STUDY GOALS

- **Understand** and coordinate the projects **holistically**.
- Help **shape** the urban environment for the **public's benefit**.
- Envision **future transportation** possibilities and new opportunities to **reconnect our neighborhoods**.

WHAT IS THE STUDY PROCESS?



COMMUNITY WORKING GROUP (CWG)

- LAUNCHED SUMMER 2016
- ASSESS THE EXISTING CONDITIONS OF THE AREA AND WEIGH-IN ON POSSIBILITIES FOR THE FUTURE
- 22 SEATS FILLED WITH STAKEHOLDERS REPRESENTING BROAD INTERESTS OF THE COMMUNITIES SURROUNDING THE CALTRAIN RIGHT-OF-WAY, THE 4TH/KING RAIL YARD, AND THE I-280 RIGHT-OF-WAY. INCLUDES: AREA RESIDENTS, BUSINESSES, AND EMPLOYERS, CAC'S, VARIOUS ADVOCACY GROUPS (PEDESTRIAN/BIKE, TRANSPORTATION, ENVIRONMENT, SENIORS/PEOPLE WITH DISABILITIES)
- NEXT MEETING WILL BE HELD ON OCTOBER 18

RAB STUDY COMPONENTS

1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT

2. TRANSBAY TRANSIT CENTER LOOP

3. RAILYARD RECONFIGURATION/RELOCATION

4. BOULEVARD I-280

5. OPPORTUNITIES FOR THE PUBLIC'S BENEFIT

- EACH COMPONENT IS BEING STUDIED INDIVIDUALLY, AS WELL AS COMBINED WITH OTHERS.
- EACH COMPONENT REPRESENTS A **POTENTIAL BIG MOVE** TO IMPROVE ACCESS AND QUALITY OF LIFE FOR THE WHOLE EAST SIDE OF THE CITY.
- **NONE OF THE COMPONENT OPTIONS REQUIRE I-280'S REMOVAL.**
- COST ESTIMATES AND POTENTIAL SCHEDULE IMPLICATIONS WILL BE PROVIDED

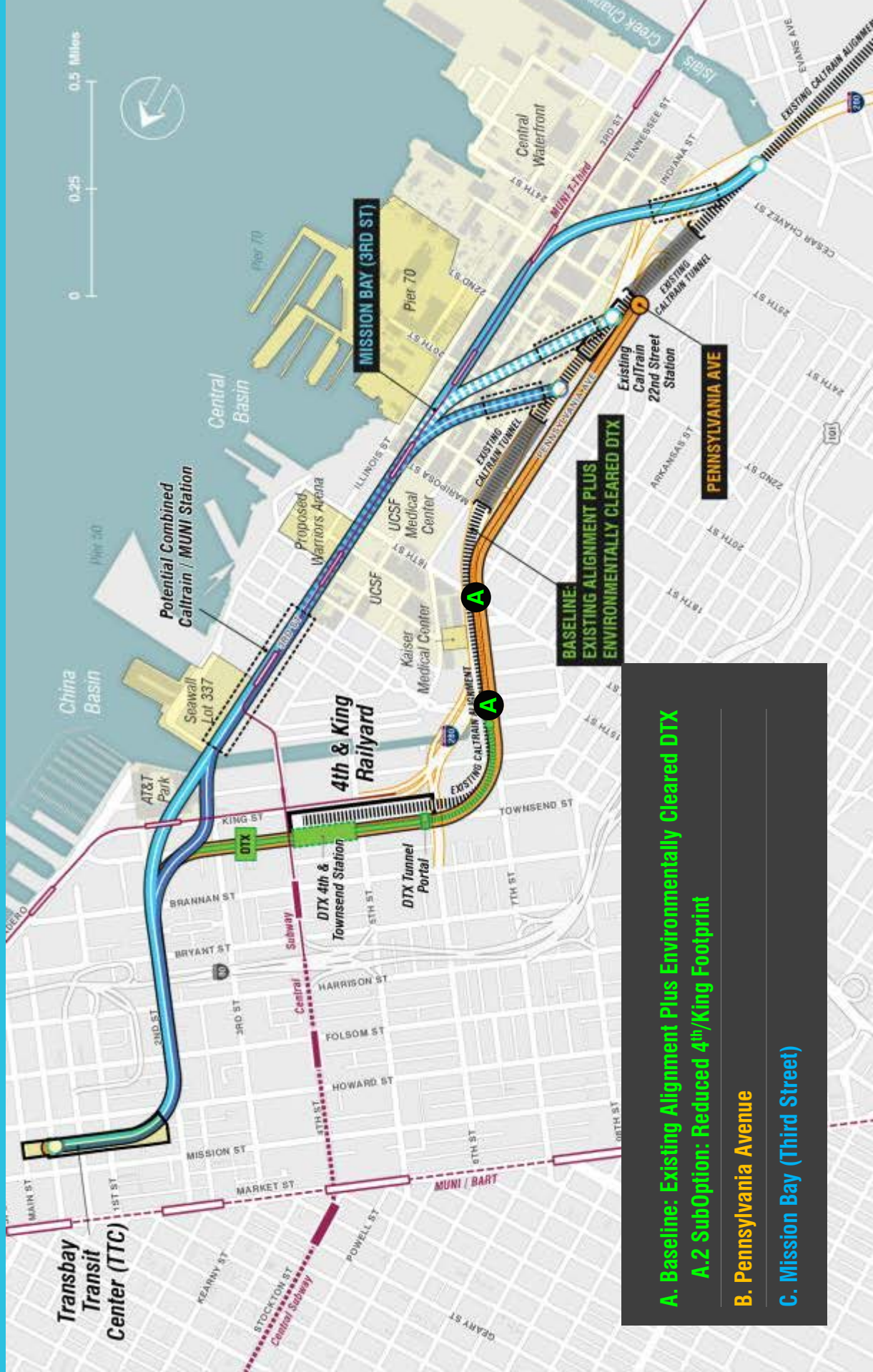
1. DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT



SOURCE: TJPA, 2016

- DTX – 3 TRACKS / TTC – 6 TRACKS
- 7 YEAR CONSTRUCTION SCHEDULE
- CURRENT **ESTIMATED** CONSTRUCTION COST – \$4 BILLION

1. OPTIONS FOR DOWNTOWN RAIL EXTENSION (DTX) ALIGNMENT - SUMMARY



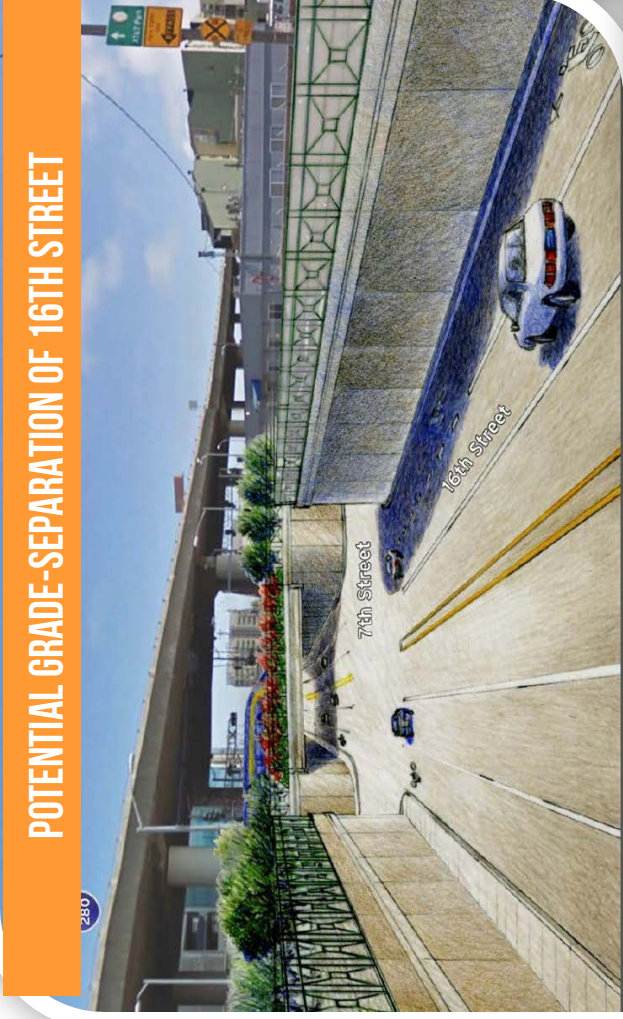
A. Baseline: Existing Alignment Plus Environmentally Cleared DTX

A.2 SubOption: Reduced 4th/King Footprint

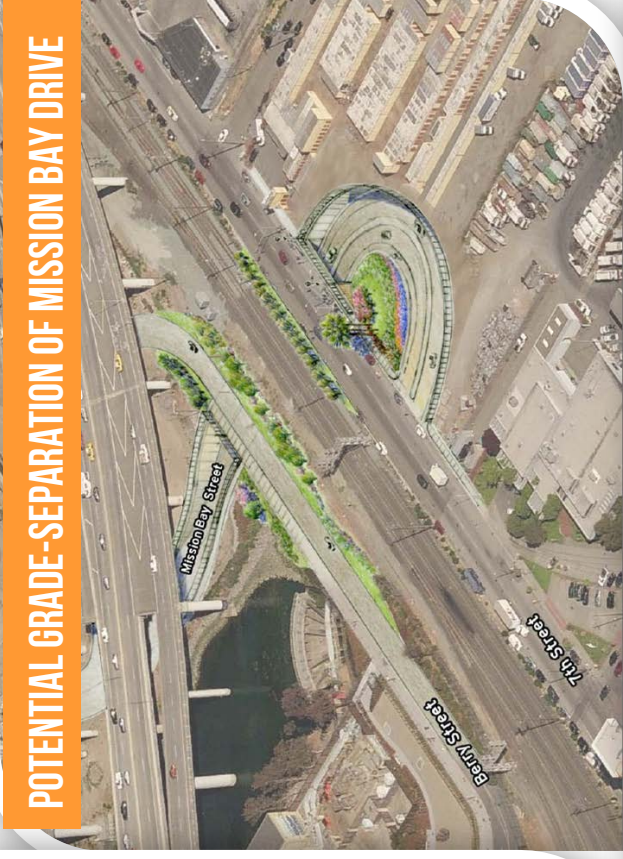
B. Pennsylvania Avenue

C. Mission Bay (Third Street)

GRADE-SEPARATION



POTENTIAL GRADE-SEPARATION OF 16TH STREET



POTENTIAL GRADE-SEPARATION OF MISSION BAY DRIVE

Source: CHSRA, 2010



EXISTING GRADE-SEPARATION NEAR WEST OAKLAND BART STATION AT 7TH STREET

QUESTIONS?



THANK YOU

WWW.SF-PLANNING.ORG/RAB

STUDY MANAGER
SUSAN GYGI, PE





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San Francisco Freeway Corridor Management Update

Plans and Programs Committee
Agenda Item 8



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

October 11, 2016

Overview

OVERVIEW >

- ▶ **SF Freeway Corridor Management Study (FCMS)**
 - ▶ **Goals**
 - ▶ **Freeway Management Toolbox**
- ▶ **Alameda County's Experience**
- ▶ **FCMS Status Update**
 - ▶ **Existing Conditions Summary**
 - ▶ **Technical Feasibility Analysis**
- ▶ **Next Steps**



Freeway Corridor Management Study

FCMS >

- ▶ **Recommendation of 2013 SFTP**
- ▶ **Funded by \$300,000 Caltrans Planning Grant & \$300,000 Prop K Allocation**
- ▶ **Focus on US-101 & I-280 Corridors**
- ▶ **Need: Over 100,000 new person-trips to and from San Francisco's downtown, southeast, and the South Bay projected through 2040**
- ▶ **Would fill one peak period bus per minute on US-101 or I-280**
- ▶ **Muni Equity Strategy performance gap for this corridor**
- ▶ **Study Partners: Caltrans, SFMTA, MTC, San Mateo C/CAG**



Freeway Corridor Management Study

FCMS > GOALS

GOALS	OBJECTIVES
Move people to support economic competitiveness	Improve freeway corridor productivity, utilization, & efficiency Increase vehicle occupancy levels Reduce recurrent delay
Travel reliability	Reduce non-recurrent delay Improve travel time predictability
Travel choices	Increase transit competitiveness Provide better information
Coordination across jurisdictions	Coordinate recommendations with other citywide and regional projects & programs
Reduce traveler emissions	Reduce per capita vehicle tripmaking Reduce per capita vehicle emissions
Balanced effects: Avoid disparities, minimize impacts on neighborhoods	Mitigate the impact of through-trips on local streets Ensure equitable access Avoid disparities in distribution of benefits / impacts



Freeway Corridor Management Study

FCMS > FREEWAY MANAGEMENT TOOLBOX

- ▶ **What's in the Toolbox?**
 - ▶ **Operations Technologies**
 - Adaptive Signal Control**
 - Real-time and Advance Information**
 - Dynamic Speed Advisories**
 - ▶ **Managed Lanes**
 - Ramp Metering**
 - Weave/Merge Guidance**
 - High Occupancy Vehicle Lanes**
 - Express Lanes**



Existing Conditions

FCMS STATUS UPDATE > EXISTING CONDITIONS SUMMARY

▲ **AM**
Peak
Period:
7am-9am

EXISTING CONGESTION

*Typical weekday peak period conditions
within study area; 2016
(Recurrent congestion only)*



▲ **PM**
Peak
Period:
2pm-6pm

Source: INRIX 4/2014-4/2015,
Field Observations



Existing Conditions

FCMS STATUS UPDATE > EXISTING CONDITIONS SUMMARY

I-280 AM (6:00-10:00 AM)	Total Vehicles	2+ HOV%	3+ HOV%
NB Off Ramp @ 5 th & King	5,604	24% (1,339)	6% (354)
NB Off Ramp @ 6 th & Brannan	7,289	25% (1,823)	8% (565)
SB On Ramp @ 5 th & King	3,523	26% (903)	11% (393)
SB On Ramp @ 6 th & Brannan	6,569	24% (1,567)	6% (394)

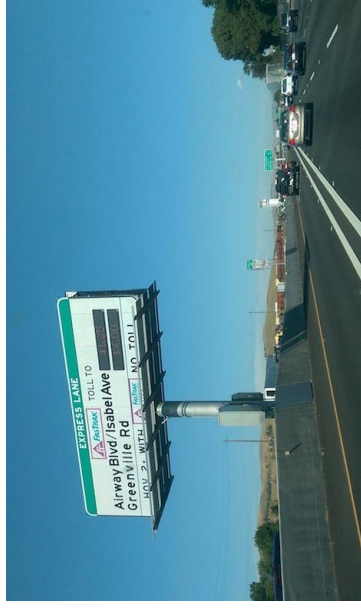
I-280 PM (3:00-7:00 PM)	Total Vehicles	2+ HOV%	3+ HOV%
NB Off Ramp @5 th & King	6,216	28% (1,763)	8% (482)
NB Off Ramp @ 6 th & Brannan	7,458	33% (2,435)	10% (758)
SB On Ramp @ 5 th & King	4,955	30% (1,498)	11% (523)
SB On Ramp @ 6 th & Brannan	9,964	23% (2,294)	5% (527)



Technical Feasibility Analysis

FCMS STATUS UPDATE > TECHNICAL FEASIBILITY ANALYSIS

- ▶ **Feasibility Analysis Underway**
- ▶ **Preliminary Feasibility: Managed Lane**
HOV or HOT/Express



- ▶ **Regional Context**

Study underway in San Mateo County to evaluate options for managed lanes on US 101

SFCTA has begun discussions with officials in San Mateo County to explore options to create a seamless managed lane experience along the entire US 101 corridor

Initial Promising Alternative

TECHNICAL FEASIBILITY ANALYSIS >

▶ **FCMS team currently developing specific alternatives**

▶ **Objectives**

Offer managed lane users, including transit, ability to bypass congestion and achieve more reliable travel times

Leverage existing right-of-way or lanes

Connect to a potential facility in San Mateo County

▶ **Limitations**

No significant new construction

Minimize impact to general purpose lanes and parallel arterials

▶ **Presentation and analysis of alternatives anticipated at January Committee and Board**



Next Steps

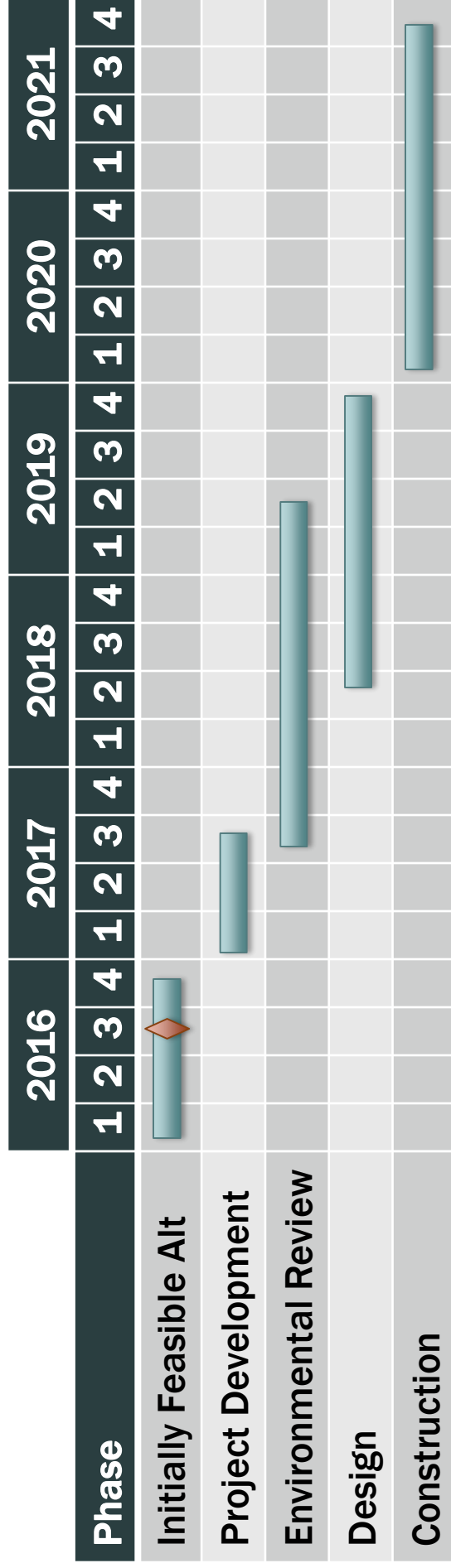
NEXT STEPS >

- ▶ **Community involvement is key**
 - ▶ **SFCTA to conduct direct outreach with neighborhood groups and residents of neighborhoods along freeway corridors**
 - ▶ **Broad-based outreach anticipated in January with presentation of analysis of alternatives**
- ▶ **Next technical step is analysis of managed lane alternatives**
- ▶ **Coordination and Project Development phase with Caltrans**
 - ▶ **Project Development phase would advance initially feasible alternatives, and define the larger technical analysis, including traffic and policy, that would take place in the Environmental Review phase**



Next Steps

NEXT STEPS > SCHEDULE





Questions?



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Managed Lanes: Alameda CTC Experience



TOLL-PAYING
VEHICLES



TRANSIT

A Presentation for the
San Francisco County Transportation Authority
Plans and Programs Committee, October 11, 2016



Introduction

- Alameda CTC has been managing express lanes (HOT lanes) since 2010.
- This presentation will discuss:
 - *How we came to decide on express lanes*
 - *Multitude of steps for implementation*
 - *Benefits we have observed*

I-680 Needs Identification: 1990s

- Thousands of jobs created in Silicon Valley
- Bay Area commute patterns changed
- I-680 over the Sunol Grade identified as top congested corridor
- 1998: Solutions on Sunol Coalition formed to identify solutions
 - *Tasked with identifying funding*
 - *Goal to quickly implement southbound HOV lane to increase capacity and encourage carpooling*
 - *Express Lane identified as desired tool for managing congestion*

Express Lane Implementation Steps

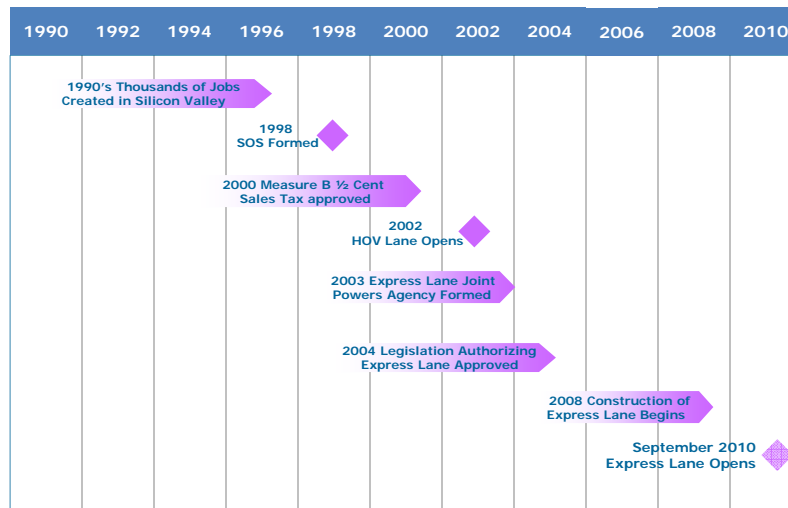
- Funding
 - *Alameda County Sales Tax Measure in 2000*
 - *Other state and federal funding identified*
- JPA
 - *Sunol JPA established in 2003 = ACTIA + ACCMA + VTA*
- Legislation
 - *AB 2032 passed in 2004 authorizing I-680 Sunol Grade express lane and second corridor in Alameda County*
- Building Consensus
 - *Public opinion polls*
 - *MTC, Caltrans, CHP, FHWA, affected cities*

Political/Policy Issues

- Tolling Policy
 - Access: *limited vs continuous*
 - Hours of Operation: *peak period vs all day*
 - Tolling and Enforcement (*SOV, HOV2, HOV3+, CAV*)
 - Performance Requirements
- Interagency Agreements
 - Caltrans – *construction*
 - Caltrans – *maintenance*
 - CHP – *enforcement*
 - BATA – *revenue collection services*



I-680 Congestion Relief Timeline



I-680 Express Lane Project

- First operating express lane in Northern California
- 14-mile stretch over the Sunol Grade
- Three entry points, three exit points
- Dynamic pricing

Toll System Cost: \$ 41 million

NEXT UP: NB Express Lane!



I-580 Needs Identification: 2000s

- Major goods movement and commute corridor
 - *Tri-Valley to Bay Area; Port of Oakland*
- 2005: Identified by ACCMA as potential express lanes corridor
- 2012: Eastbound HOV lane opened
- 2014: Express lane construction commenced
- February 2016: Express Lanes opened for use
 - *Two EB lanes*
 - *One WB lane*
 - *Continuous Access*

I-580 Express Lanes

Opened
February 2016

Two Eastbound Express Lanes
Lanes begin at Hacienda (11 miles)

No entry/exit from eastbound express lanes from Hacienda to Fallon/EI Charro.

Please note: For access to Santa Rita Road or El Charro/Fallon, do not enter express lanes.

- 12-mile corridor
- Continuous Access
- Dynamic Pricing

Toll System Cost: \$55 million

One Westbound Express Lane
Lane begins at Greenville (14 miles)

No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

SFCTA Plans and Programs Committee | October 11, 2016

9

Opening Day is Just the Beginning!

Monitoring

Enforcement

Maintenance

Incident Management

SFCTA Plans and Programs Committee | October 11, 2016

10

Lessons Learned

- Enforcement Matters
 - *License Plate Capture Technology reduces cheating*
- Access Control Matters
 - *SB I-680 converting to continuous access in 2019*
- Outreach Matters
 - *Video of how express lanes work (website, You-Tube)*
 - *Direct mail, community event booths*
 - *Media tours*
- Consolidate HOV + Express Lane construction for time and cost savings

Benefits to Alameda County

I-680 Express Lane Corridor

- Reduced travel times in both express and general purpose lanes
- Increased vehicle and person throughput
- Reduced queues at key points of congestion
- January – August 2016 trip/revenue stats:
 - Average 78,000 toll trips per month
 - Average \$190,000 gross revenue per month
- Operating in the black since FY 2014/15

Benefits to Alameda County

I-580 Express Lane Corridor

- Average speed differential up to 25 mph (express vs GP)
- February – August 2016 trip/revenue stats:
 - Average 700,000 total trip (280,000 toll trip) per month and growing
 - Average \$780,000 gross revenue per month
 - ~ 32% toll free use
 - ~ 56% toll users
 - ~ 12% violation (no FasTrak)
- Still in ramp-up period
- Outreach ongoing to increase FasTrak usage

Questions & Answers

