



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, May 19, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

Watch <https://bit.ly/2WW83RN>

PUBLIC COMMENT CALL-IN: 1-888-204-5987; Access Code: 2858465

Commissioners: Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton, and Yee

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, May 19, or call (415) 522-4800.

Page

1. Roll Call
2. Chair's Report - **INFORMATION**
3. Executive Director's Report - **INFORMATION**

Consent Agenda

- | | | |
|----|--|---|
| 4. | Approve the Minutes of the May 12, 2020 Meeting - ACTION* | 5 |
| 5. | [Final Approval] Allocate \$3,257,155 in Prop K Sales Tax Funds, with Conditions, and \$140,000 in Prop AA Vehicle Registration Fee Funds for Seven Requests - ACTION* | 9 |



Projects: Prop K - (SFPW) Street Repair and Cleaning Equipment (\$871,364), Public Sidewalk and Curb Repair (\$584,632), and Tree Planting and Establishment (\$1,438,936); (SFMTA) Application-Based Traffic Calming Program - FY19/20 Cycle Design (\$141,836) and Application-Based Traffic Calming Program - FY20/21 Cycle Planning (\$220,387); Prop AA - (SFPW) Western Addition Pedestrian Lighting (\$60,000) and Potrero Gateway Loop Pedestrian Safety Improvements (\$80,000)

6. **[Final Approval]** Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category - **ACTION*** 19
7. **[Final Approval]** Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project - **ACTION*** 53

End of Consent Agenda

8. **[Final Approval on First Appearance]** Allocate \$250,000 in Prop K Funds, with Conditions, to San Francisco Department of the Environment's Emergency Ride Home Program - **ACTION*** 63
9. State and Federal Legislation Update - **ACTION*** 89
Support: Senate Bill (SB) 1291 (Senate Committee on Transportation)

Other Items

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

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

11. Public Comment
12. Adjournment

*Additional Materials

Items considered for final approval by the Board shall be noticed as such with **[Final Approval]** preceding the item title.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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



**San Francisco
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Board Meeting Agenda

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in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, May 12, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:01 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (10)

Absent at Roll Call: Commissioner Yee (1)

2. CAC Chair's Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC) said the CAC would be reconvening on May 27 for its first virtual meeting since the shelter-in-place orders. He commented that staff had been keeping the CAC apprised of Board meetings during this time and had been offering briefings to CAC members.

There was no public comment.

3. Approve the Minutes of the April 28, 2020 Meeting - ACTION*

There was no public comment.

Commissioner Preston moved to approve the Consent Agenda, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: none

4. Allocate \$3,257,155 in Prop K Sales Tax Funds, with Conditions, and \$140,000 in Prop AA Vehicle Registration Fee Funds for Seven Requests - ACTION*

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

Commissioner Preston expressed support for the Western Addition Pedestrian Lighting project. He noted that the project had resulted from community input, through the Western Addition Community-Based Transportation Plan approved in 2017. He said the project would improve pedestrian safety, enhance community connections to recreational spaces, and help with the overall walkability of community-prioritized streets by installing additional pedestrian lights. Commissioner Preston also noted that the lighting plan was only one of a number of projects he advocated for in the Western Addition, including the Buchanan mall. He thanked Michelle Wu of Public Works, Ms. LaForte and Mike Pickford of the Transportation Authority, and SFMTA staff who had been involved with the Western Addition Community-Based Transportation Plan. He also thanked the Mo' Magic Collaborative,



Citizen Film, and all of the community members in the Western Addition that took part in planning project. Finally, he thanked the SF Public Utilities Commission and the Recreation and Park, SF Police, and Planning Departments.

There was no public comment.

Commissioner Preston moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: none

5. Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category - ACTION*

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

Commissioner Safai thanked Director Chang and staff for prioritizing the Mission / Geneva Safety Project as the top priority for the Local Partnership Program Competitive Grant Program nominations. He said his district has been working on the project for many years, as it addresses important safety improvements along the Mission/Geneva corridor. He indicated that multiple community members have been injured or killed in the area. He spoke of engaging and planning with members of the community since 2017, including development of the Excelsior and Outer Mission Neighborhood Strategy that informed the scope and elements of this project. Commissioner Safai expressed excitement that design is being finalized. He added that while staff anticipates that construction on the corridor can begin in 2021, he pointed out that there is a small portion of this work that could begin as soon as funds are awarded. He indicated that the project includes crosswalks, traffic signals, bulb-outs, moving transit stops, and bike improvements. Lastly, Commissioner Safai indicated that this is one of the largest investments that the City will have made in District 11 in terms of infrastructure in the last 50 years, totaling over \$20 million.

Chair Peskin asked Ms. LaForte to reiterate why the passage of Prop D, the TNC Tax, is generating additional funding out of SB1.

Ms. LaForte answered that the passage of the TNC Tax allows the City and County of San Francisco to qualify for Local Partnership Program (LPP) formula funds because the voter-approved tax is dedicated to transportation. She explained that LPP formula funds are distributed throughout the state, based on revenues generated by voter-approved measures that are passed to fund transportation. She added that there is also one-time funding available when a new measure is passed, which San Francisco is eligible for with the passage of Prop D.

There was no public comment.

Commissioner Safai moved to approve the item, seconded by Commissioner Mandelman.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen,



Safai, Stefani, Walton, and Yee (11)

6. Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project - ACTION*

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

Chair Peskin noted that the Board had received written public comment from Roland Lebrun expressing support for the item and the recommended contractor.

During public comment, Aleta Dupree commented that undergrounding the busy railroad was important, especially from a safety standpoint, and she requested that the 22nd street station be quickly made ADA accessible.

Roland Lebrun thanked the Chair for reading his email into the record, expressed his support for the item, and requested looking north of Townsend Street for extending the project.

Commissioner Mandelman moved to approve the item, seconded by Commissioner Fewer.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: none

7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2020 - INFORMATION*

Cynthia Fong, Deputy Director for Finance & Administration presented the item.

There was no public comment.

Other Items

8. Introduction of New Items - INFORMATION

There were no new items introduced.

9. Public Comment

There was no general public comment.

10. Adjournment

The meeting was adjourned at 10:43 a.m.

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San Francisco
County Transportation
Authority



RESOLUTION ALLOCATING \$3,257,155 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND \$140,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests including five requests for a total of \$3,257,155 in Prop K local transportation sales tax funds and two requests for a total of \$140,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Street Repair and Cleaning Equipment, Pedestrian and Bicycle Facility Maintenance, Traffic Calming, Tree Planting and Maintenance, and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,537,155 in Prop K funds, with conditions, and \$140,000 in Prop AA funds for seven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$3,257,155 in Prop K funds, with conditions, and \$140,000 in Prop AA funds as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop



AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K and Prop AA Strategic Plans, and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Attachment 1 -Summary of Requests
2. Attachment 2 - Project Description
3. Attachment 3 - Staff Recommendation
4. Attachment 4 - Prop K/AA Allocation Summary

Enclosure: Allocation Request Forms (7)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364		\$ 871,364	29%	0%	Construction	Citywide
Prop K	37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632		\$ 888,631	48%	34%	Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836		\$ 141,836	51%	0%	Design	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387		\$ 220,387	51%	0%	Planning	Citywide
Prop K	42	SFPW	Tree Planting and Establishment	\$ 1,438,936		\$ 1,438,936	57%	0%	Construction	Citywide
Prop AA	Ped	SFPW	Western Addition Pedestrian Lighting		\$ 60,000	\$ 60,000	NA	0%	Design	5
Prop AA	Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements		\$ 80,000	\$ 360,000	NA	78%	Design	10
TOTAL						\$ 3,257,155	\$ 140,000	\$ 3,981,154	48%	8%

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronyms: 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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364	\$ -	Purchase 3 pieces of street repair and cleaning equipment to replace equipment that has exceeded its useful life, including 1 truck-mounted loader, 1 10-wheel dump truck, and 1 backhoe/ loader. All requested equipment is California Air Resources Board compliant and meet current emissions standards. SFPW expects to receive and place in service all three vehicles by June 2021.
37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632	\$ -	SFPW is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. Requested funds will be used to repair non tree-related damage to public sidewalks, curb and gutters, and angular returns at approximately 600 locations. A portion of the Tree Maintenance Fund established by Prop E (2016) will be used to repair sidewalks damaged by City-maintained trees. SFPW expects all repairs funded by this request to be done by June 2021. Members of the public can request sidewalk repairs by calling 311.
38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836	\$ -	Design 47 traffic calming projects on residential streets as identified, evaluated and ranked through the program's Fiscal Year 2019/20 cycle (applications were due in June 2019). See page E4-44 of the enclosure for lists of requested and approved locations. The projects involve approximately 92 individual traffic calming measures, including speed humps, speed cushions, traffic islands and raised crosswalks. SFMTA will request future Prop K funds for the construction phase, with projects anticipated to be open for use by June 2022.
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387	\$ -	Project includes citywide program outreach as well as evaluation and prioritization of all eligible traffic calming applications received by June 30, 2020. Scope includes recommendations for traffic calming measures (e.g. traffic islands, speed humps raised crosswalks), community balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures at approximately 50 locations. SFMTA will request future Prop K funds for the design and construction phases, with projects open for use by December 2023. Members of the public can find the residential traffic calming application at www.sfmta.com/calming . Due to the shelter-in-place and social distancing orders, for this application cycle SFMTA will waive the application requirement of a petition signed by at least 20 neighbors from separate households on a block (or 50% of households if there are fewer than 40 addresses on the block).

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
42	SFPW	Tree Planting and Establishment	\$ 1,438,936	\$ -	SFPW and its community partners will plant approximately 631 trees and water them regularly for three years to ensure successful establishment. Once established, these trees will be maintained with funds from the Tree Maintenance Fund. To identify priority planting sites, SFPW will use data from the comprehensive street tree census, which identified all street trees in the public right-of-way as well as existing empty basins and potential new planting sites, and will focus on areas with the greatest number of existing empty tree wells and the lowest canopy coverage. Plantings will be complete by June 2021. Members of the public can request a tree planting by calling 311.
Ped	SFPW	Western Addition Pedestrian Lighting	\$ -	\$ 60,000	Requested funds are for the design phase of new pedestrian-scale lighting on McAllister Street, between Fillmore and Webster Streets, and additional lighting fixtures on Fillmore Street, between Golden Gate Avenue and Turk Street. This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition by installing additional pedestrian lights, pullboxes, conduit, PG&E service and tree-trimming as required for the lights. This project implements recommendations from the Western Addition Community Based Transportation Plan which was funded with NTP planning funds. The design phase is expected to be completed by December 2020.
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 80,000	Prop AA funds are requested for the design phase of this project, which will revitalize and reconnect the Potrero Hill neighborhood separated by US 101. The project will create a gateway and provide a safe passageway under the freeway overpass along 17th Street from Vermont Street to San Bruno Avenue and along Vermont Street and San Bruno Avenue between 17th and Mariposa Streets, locations on San Francisco's High Injury Network. The project will improve pedestrian, bicyclist, and motorist safety by widening sidewalks, constructing corner bulbouts, enhancing bike lanes, installing new street trees and rain gardens, and with roadway and parking modifications. The design phase is expected to be completed by June 2021. Prop AA funds for the construction phase (subject of a future funding request) will leverage Eastern Neighborhoods impact fees and a grant from the state Affordable Housing and Sustainable Communities program.
TOTAL			\$3,257,155	\$140,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364	\$ -	
37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632	\$ -	
38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836	\$ -	Special Condition: Prior to requesting funds for construction of this project (anticipated spring 2021), SFMTA shall provide a memo describing the status of implementing residential traffic calming measures funded through prior Prop K allocations, including percent complete, anticipated open for use date, and strategies to accelerate project delivery, including the potential for contracting work.
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387	\$ -	
42	SFPW	Tree Planting and Establishment	\$ 1,438,936	\$ -	
Ped	SFPW	Western Addition Pedestrian Lighting	\$ -	\$ 60,000	
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 80,000	
TOTAL			\$3,257,155	\$140,000	

¹ See Attachment 1 for footnotes.

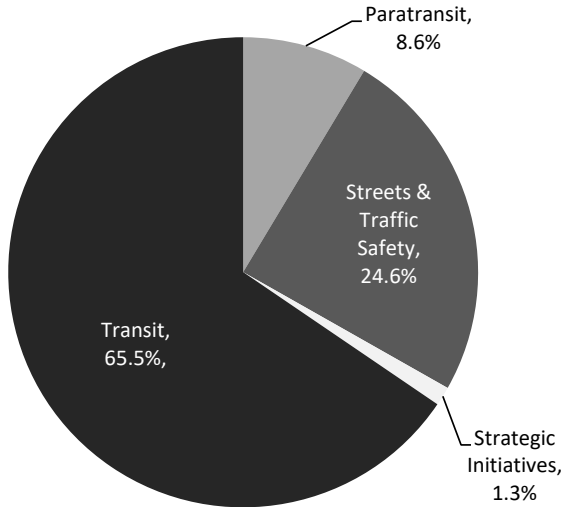
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY 2019/20

PROP K SALES TAX

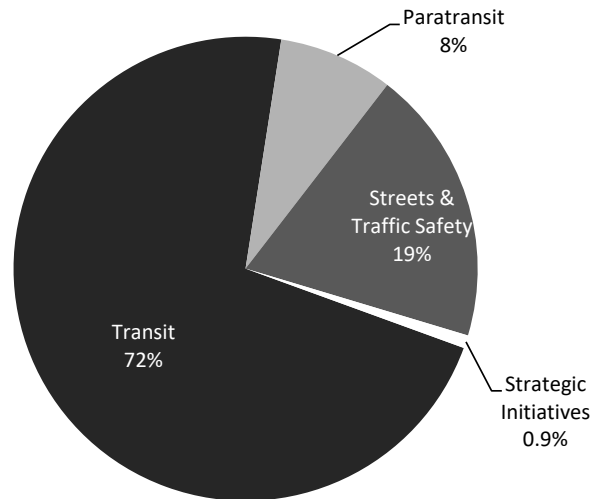
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,257,155	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,257,155	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,
per Prop K Expenditure Plan**



Prop K Investments To Date

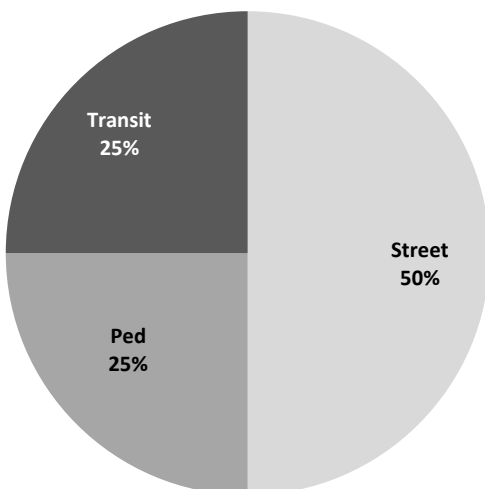


PROP AA VEHICLE REGISTRATION FEE

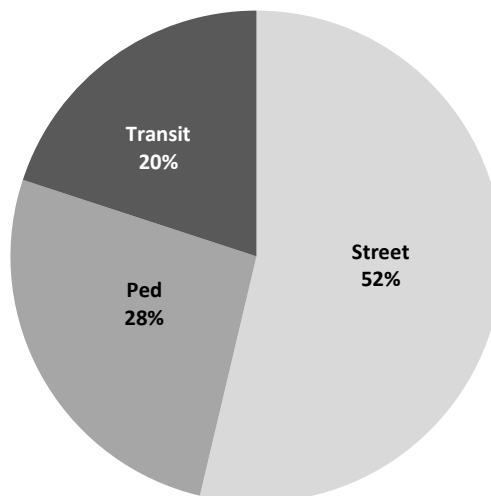
FY2019/20	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 7,236,156	\$ 2,365,202	\$ 3,577,588	\$ 1,293,366	\$ -
Current Request(s)	\$ 140,000	\$ 15,000	\$ 125,000	\$ -	\$ -
New Total Allocations	\$ 7,376,156	\$ 2,380,202	\$ 3,702,588	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current recommended allocation(s).

**Investment Commitments, per Prop AA
Expenditure Plan**



Prop AA Investments To Date





Memorandum

AGENDA ITEM 5

DATE: May 4, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 5/12/2020 Board Meeting: Allocate \$3,257,155 in Prop K Sales Tax Funds, with Conditions, and \$140,000 in Prop AA Vehicle Registration Fee Funds for Seven Requests

RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	
<p>Allocate \$2,894,932 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 1. Street Repair and Cleaning Equipment (\$871,364) 2. Public Sidewalk and Curb Repair (\$584,632) 3. Tree Planting and Establishment (\$1,438,936) <p>Allocate \$362,223 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Application-Based Traffic Calming Program - FY19/20 Cycle Design (\$141,836) 5. Application-Based Traffic Calming Program - FY20/21 Cycle Planning (\$220,387) <p>Allocate \$140,000 in Prop AA funds to the SFPW for:</p> <ol style="list-style-type: none"> 6. Western Addition Pedestrian Lighting (\$60,000) 7. Potrero Gateway Loop Pedestrian Safety Improvements (\$80,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of



interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

Impacts of COVID-19 Pandemic

As requested by Chair Peskin, we have evaluated these Prop K and Prop AA requests in light of the COVID-19 pandemic and resulting shelter-in-place policies and confirmed that these projects continue to be priorities for the implementing agencies and staff resources are available to deliver the projects according to the proposed schedules in the enclosed request materials.

The SFMTA has adapted the procedures for applying to the residential traffic calming program for the Fiscal Year 2020/21 cycle (applications due June 30, 2020) by waiving the application requirement of a petition signed by at least 20 neighbors from separate households on a block (or 50% of households if there are fewer than 40 addresses on the block).

FINANCIAL IMPACT

The recommended action would allocate \$3,257,155 in Prop K funds and \$140,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Prop AA Fiscal Year 2019/20 allocations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum. Attachment 4 also shows the Prop K Fiscal Year 2020/21 recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the amended Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the Fiscal Year 2020/21 budget to cover the recommended cash flow distribution for that fiscal year.

CAC POSITION

None. The April 22, 2020 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 -Summary of Requests
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K/AA Allocation Summary
- Enclosure - Allocation Request Forms (7)



RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT
PRIORITIES FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE
GRANT PROGRAM AND AMENDING THE PROP K 5-YEAR PRIORITIZATION
PROGRAM FOR THE PEDESTRIAN CIRCULATION AND SAFETY CATEGORY

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that allocate 40% of the program (\$72 million annually after \$20 million is set aside for formulaic incentive funding) through a Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or that have imposed fees; and

WHEREAS, On March 25, 2020, the CTC released the LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2020/21 through FY 2022/23, with applications due on June 22, 2020 and up to \$187 million available statewide; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers the Proposition K half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated solely to transportation; and



WHEREAS, LPP Competitive Program funds are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, have a minimum grant request of \$3 million; and

WHEREAS, The CTC will give higher priority to projects that are more cost-effective, can commence construction earlier, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals as identified in the region's Regional Transportation Plan; and

WHEREAS, The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, The Transportation Authority received requests to support the nomination of two projects from the San Francisco Municipal Transportation Agency (SFMTA) and the Port of San Francisco (SF Port) as detailed in Attachments 1 and 2; and

WHEREAS, Transportation Authority staff, working in coordination with staff from the Mayor's Office, considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, Transportation Authority staff recommend submitting project applications to the CTC for the LPP Competitive Program in the following priority order: (1) SFMTA's Mission / Geneva Safety Project and (2) SF Port's Mission Bay Ferry Landing; and



WHEREAS, As requested by the SFMTA, Transportation Authority staff recommend amending the Prop K Pedestrian Circulation and Safety 5-Year Prioritization Program (5YPP) to reprogram \$1,391,000 in Prop K funds from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety to fully fund the required 1:1 local match to the LPP funds, and

WHEREAS, Future allocation of the aforementioned Prop K funds for the Mission/Geneva Safety project would be conditioned upon receipt of the requested LPP funds or SFMTA's securing other funds to fully fund a usable segment of the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the agency's project priorities for the LPP Competitive Program as shown in Attachment 1; and be it further

RESOLVED, That as a condition of submitting project applications for the approved project priorities to the LPP Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SFMTA and SF Port, the implementing agencies, to comply with LPP guidelines including, but not limited to timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Pedestrian Circulation and Safety 5YPP, as detailed in the attached 5YPP and Project Information Form.

Attachments (3):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms
3. Prop K Pedestrian Circulation and Safety 5YPP

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP) Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Sponsor ¹	Project Description	District(s)	Fiscal Year of Request	LPP Request	Total Project Cost
1	SFMTA	Mission / Geneva Safety Project - Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will: provide safer, more comfortable walking and biking environments on Mission and Geneva; improve transit reliability on Mission and Geneva; and, provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.	11	2021/22	\$8,700,000	\$20,548,000
2	SF Port	Mission Bay Ferry Landing - Construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility would include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour. Construction will be done in two phases. Phase 1, which is fully funded, includes dredging and will begin in the summer of 2020. Phase 2, the subject of this request, includes Marine Mattress Cap and Float Construction and will begin construction in the summer of 2022.	6	2021/22	\$7,000,000	\$60,400,000
Totals:					\$15,700,000	\$80,948,000

Notes:

¹ SFMTA stands for San Francisco Municipal Transportation Agency.



Project Name:	Mission / Geneva Safety Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission Street and Prague Street
Supervisory District(s):	District 11
Project Manager and Contact Information (phone and email):	Mark Dreger (mark.dreger@sfmta.com 415-646-2719)
Brief Project Description (50 words max):	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) improve transit reliability on Mission and Geneva; and 3) provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area.	See attachment for detailed scope.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans.	See attachment for detailed community engagement activities.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Project website: sfmta.com/MissionGeneva
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works – Paul Barradas (paul.barradas@sfdpw.org, 415-554-8249)
Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)	The environmental for this project was via the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. On August 6, 2019, the San Francisco Planning Department determined that the Mission Street - Excelsior Safety Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project. Based on the funding plan for the project, the need for NEPA clearance is not anticipated.

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Environmental Studies (PA&ED)	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Design Engineering (PS&E)	30%	In-house	Oct-Dec	2019	Apr-Jun	2021
Right-of-way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2022

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

SFMTA expects to be at 30% design complete by the end of June, when applications are due to the California Transportation Commission.

Mission / Geneva Safety Project

Detailed Scope of Work

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- Improve transit reliability on the most used bus routes in the neighborhood
- Enhance the business district through loading improvements

Project scope:

- 4 new traffic signals
- 2 signal modifications and timing changes along corridor
- Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- Visibility daylighting along corridor
- 3 raised crosswalks
- Adjusted transit stops
- Curb management to support businesses
- Bikeway improvements (on Geneva)

Subject to funding availability, the full scope (safety, transit, signal upgrades) would be jointly delivered with a re-paving contract by Public Works starting in late 2021. Without full funding, implementation would be phased in a manner to be determined during the design phase. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

This project will increase pedestrian comfort and the reliability of transit, which together incentivize less use of automobiles and reduce vehicle miles travelled (VMT), improving air quality. This project directly increases safety for all modes and is particularly focused on people walking. Further, by improving transit reliability and pedestrian safety along two principle transit corridors with new housing planned, the project will help San Francisco to achieve its housing goals without increasing traffic congestion.

The project was prioritized given strong community support, including a multi-year engagement process. It advances San Francisco's Vision Zero goals in pursuit of eliminating severe traffic injuries and deaths. Mission Street and Geneva Avenue are both on the Vision Zero High Injury Network, as well as designated Muni Forward corridors. Further, the project provides improvements in a Community of Concern.

Mission / Geneva Safety Project

Detailed Community Engagement

Mission / Geneva Safety Project used a suite of stakeholder engagement tools to develop and refine project designs, and to keep the public engaged and informed. In addition to a project website and e-mails between staff and interested stakeholders, this included:

1. Stakeholder Interviews

Between August 2017 and February 2018, project staff met with representatives from 14 community groups and organizations including:

- Cayuga Improvement Association
- New Mission Terrace Improvement Association
- Chinese Affirmative Action
- Communities United for Health and Justice
- Excelsior and Outer Mission Merchants
- Cayuga Connectors
- Excelsior Collaborative
- Monroe Elementary School PTA
- Excelsior Works!
- Ney Street Neighbors
- Excelsior District Improvement Association
- Excelsior Task Force
- PODER
- Outer Mission Merchants and Residents Association

Initial stakeholder meetings were held at the beginning of the planning phase in summer 2017 to introduce the project and collect feedback on community members' personal experiences using Mission Street and Geneva Avenue, the problems and issues they saw, and potential ideas for addressing those issues. Feedback from these meetings was used to refine and reaffirm the initial project goals and develop initial concept plans.

2. Community Events and Walk-throughs

Throughout the planning phase, project staff attended or participated in a number of community events and walk-throughs to inform the community of the project and collect feedback. These included Sunday Streets in both 2017 and 2019, a SPUR-organized neighborhood walk-through with Supervisor Safai in October 2017, a Mission Geneva Public Safety community meeting in

August 2018, and the WalkSF/San Francisco Transit Riders Union (SFTRU) Mission and Geneva Walk & Ride Audit in September 2018.

3. Excelsior & Outer Mission Neighborhood Strategy Outreach Process

The Excelsior & Outer Mission Neighborhood Strategy is a vision developed by community members, the Planning Department, Office of Economic and Workforce Development (OEWD), the Excelsior Action Group (EAG), and Supervisor Safai's office to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. From August through November 2017, project staff attended the Mobility Subgroup meetings to listen to community member's mobility-related concerns and ideas. That feedback and the final mobility recommendations from the strategy document were used to develop and refine the conceptual design.

4. Door-to-door Merchant Surveys and Outreach

Between November 2017 and January 2018, project staff surveyed more than 175 merchants and businesses along the corridors to collect data on when they received deliveries, what size vehicles were used, how well the existing curb management met their needs, and their preferences for future curb use. This feedback was used to develop a preliminary curb management plan. Between February and March 2019, staff conducted a second round of outreach in the project area to present the preliminary curb management plan, as well as the conceptual design for the larger project. Feedback was used to further refine the curb management plan.

5. Multilingual Muni Rider Surveys

In the fall of 2018, with the assistance of a consultant, project staff conducted multilingual surveying of more than 400 Muni riders on the 14 Mission and 8 Bayshore Muni routes to better understand rider demographics, travel patterns, and priorities for service improvements.

6. Stakeholder Workshops

Project staff hosted a series of three workshops with community stakeholders and advocates between October 2018 and January 2019. At these workshops, staff listened to the group's personal experiences of using the corridors, and helped the group create a collective challenge statement to define the problems the project needed to address:

How do we increase safety for pedestrians and other fragile modes of transportation, while ensuring access for the commercial sector and improving the quality of Muni service for local trips, commuters, and special needs?

The group used this challenge statement to evaluate the conceptual project plan. Over the three workshops, the group reviewed the plan by intersection; this feedback was used to develop a refined project plan. The following groups participated in the workshops:

- Excelsior Action Group
- Excelsior District Improvement Association
- Excelsior and Outer Mission Merchants
- Excelsior Works!
- New Mission Terrace Improvement Association
- Outer Mission Merchants and Residents Association
- PODER
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- Senior and Disability Action
- WalkSF

7. Community Open Houses

On April 10 and 13, 2019, project staff hosted community open houses presenting the refined design to the wider community. The goal of the open houses was to showcase the work that had been done by their representatives at the stakeholder workshops, collect feedback on the overall plan, and present design options at the few locations where stakeholders could not agree.

**SB1 Local Partnership Program - Competitive
Project Information Form**

Project Name:	Mission / Geneva Safety Project
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COST ESTIMATE AND FUNDING PLAN

Phase	Cost	Funding Source by Phase			
		LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$347,000	N/A		\$347,000	SFMTA - actual cost
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$2,734,000	N/A	\$1,000,000	\$1,734,000	SFMTA - based on prior similar work
Right-of-way	\$0	N/A			
Construction	\$17,467,000	\$8,700,000	\$1,391,000	\$7,376,000	SFMTA - based on prior similar work
TOTAL PROJECT COST	\$20,548,000	\$8,700,000	\$2,391,000	\$9,457,000	

Percent of Total 42% 12% 46%

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Competitive	\$8,700,000	N/A	N/A	\$8,700,000	Fiscal Year 2021/22
<i>Prop B General Fund Pop Based Streets</i>		\$5,341,000		\$5,341,000	
<i>Prop K (see below)</i>	\$1,391,000			\$1,391,000	
<i>Transportation Sustainability Fund</i>		\$2,035,000		\$2,035,000	
TOTAL	\$10,091,000	\$7,376,000	\$0	\$17,467,000	

Comments/Concerns

SFMTA has requested an amendment to the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety category to reprogram funds from Grove Street/Civic Center Improvements to the subject project. See 5YPP amendment for details.



PROJECT TITLE

PORT OF SAN FRANCISCO
MISSION BAY FERRY LANDING
AND WATER TAXI LANDING
16TH STREET AND TERRY A. FRANCOIS BOULEVARD
SAN FRANCISCO, CA 94158

PROJECT TEAM

OWNER
PORT OF SAN FRANCISCO
160 MARKET STREET
SAN FRANCISCO, CA 94111
PHONE: (415) 274-0619
CONTACT: JONATHAN ROMAN
EMAIL: JONATHAN.ROMAN@SFPORT.COM

STRUCTURAL/DRIVING/COASTAL
COWI NORTH AMERICA, INC.
1300 CLAY STREET, 7TH FLOOR
OAKLAND, CA 94612
PHONE: (510) 287-7164
CONTACT: JAMES CONNOLLY
EMAIL: JMC@COWI.COM

STRUCTURAL
OLM CONSULTING ENGINEERS
156 ELLIS STREET, 4TH FLOOR
SAN FRANCISCO, CA 94102
PHONE: (415) 882-9449 EXT. 15
CONTACT: SUNIL GUPTA
EMAIL: SUNIL@OLM.COM

ELECTRICAL
HRA CONSULTING ENGINEERS
582 MARKET STREET #1113
SAN FRANCISCO, CA 94104
PHONE: (415) 773-0455 EXT. 201
CONTACT: HAMD R. ARGABARAGHI
EMAIL: HAMD.ARGABARAGHI@HRAENG.COM

CIVIL
LOTUS WATER
215 KEARNY STREET, SUITE B.
SAN FRANCISCO, CA 94108
PHONE: (415) 800-6805
CONTACT: SHAMUN DUNTON
EMAIL: SDUNTON@LOTUSWATER.COM



MECHANICAL
MHC ENGINEERS INC.
160 MARKET STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 512-7141 EXT. 14
CONTACT: TOBY LEE
EMAIL: TOBY@MHCENR.COM

GEOTECHNICAL
GEOTECHNICAL CONSULTANT INC.
500 SANSOME STREET #204
SAN FRANCISCO, CA 94111
PHONE: (415) 981-9950
CONTACT: NEEL NEELAMANTAN
EMAIL: NEEL@GEO TECH.COM

ENVIRONMENTAL/PERMITTING
ESA, INC.
550 KEARNY STREET
SAN FRANCISCO, CA 94108
PHONE: (415) 896-5900
CONTACT: GARY DATES
EMAIL: GATES@ESASOC.COM

ARCHITECT
ROBIN CHANG & COMPANY
381 TEHAMA STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 995-9870
CONTACT: ROBIN CHANG
EMAIL: RCHANG@DESIGNBYTHEBAY.COM

LANDSCAPE ARCHITECT
SURFACEDSIGN, INC.
PIER 33 NORTH, SUITE 200
SAN FRANCISCO, CA 94111
PHONE: (415) 914-7463
CONTACT: MICHAEL KAPITULNIK
EMAIL: MICHAEL@SDSIGN.COM

PROJECT DESCRIPTION

PROJECT DESCRIPTION
THE PROJECT INCLUDES:
• THE CONSTRUCTION OF A NEW FERRY LANDING FACILITY
• INCLUDING COVERED PIER, GANGWAY, MOORING FLOT, AND
DONUT TENDERS.
• DREDGING OF BERTH AND APPROACH TO FERRY LANDING.
• CONSTRUCTION OF A NEW WATER TAXI FACILITY INCLUDING
PIER, GANGWAY, AND FLOT.
• UTILITY WORKS, INCLUDING POWER, SITE LIGHTING, DOMESTIC
WATER, IRRIGATION, AND FIRE PROTECTION.

100% SUBMITTAL
OCTOBER 26, 2018

REVISION INFORMATION & FILE NO. OF SURVETS		DESIGNED BY SAN FRANCISCO PORT COMMISSION		SCALE: AS SHOWN		MISSION BAY FERRY LANDING AND WATER TAXI LANDING		CONTRACT NO. G001	
DATE: 10/26/18		DATE: 10-26-18		DATE: 10-26-18		SHEET OF SHEETS		SHEET NO. G001	
BY: JMC		BY: JMC		BY: JMC		SHEET OF SHEETS		FILE NO.	
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		CHECKED: 10-26-18		CHECKED: 10-26-18		SHEET OF SHEETS		REV. NO. 0	
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Attachment 2



100% SUBMITTAL
OCTOBER 26, 2018

REFERENCE INFORMATION & FILE NO. OF SHEETS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT Rosa Cheng & 351 Tenthon Street San Francisco, CA 94103		DESIGNED: DATE: 10-26-18 RB DRAWN: DATE: 10-26-18 VF CHECKED: DATE: 10-26-18 RB		APPROVED BY: DATE: 10-26-18 SAN FRANCISCO PORT COMMISSION DATE: 10-26-18 CHIEF HARBOR ENGINEER		SCALE: AS SHOWN SHEET OF SHEETS		MISSION BAY FERRY LANDING AND WATER TAXI LANDING COVER PAGE		CONTRACT NO. A065311 SHEET NO. A000 FILE NO. REV. NO. 0	
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CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION															
NO.	DATE	DESCRIPTION	BY	APP.											
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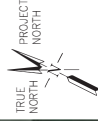
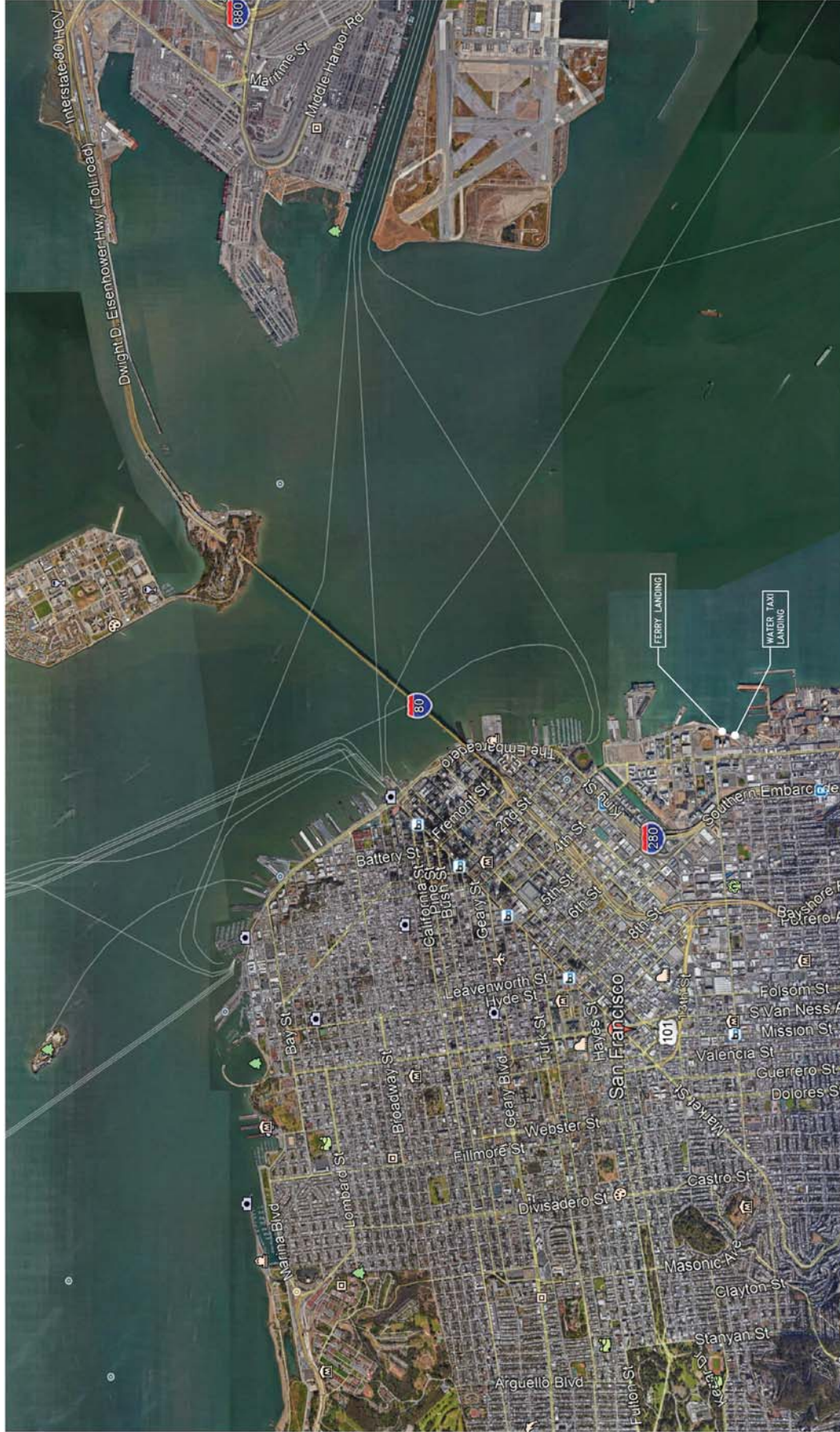
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100% SUBMITTAL
OCTOBER 26, 2018

REFERENCE INFORMATION & FILE NO. OF SHEETS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT Rosa Cheng & 351 Tehama Street San Francisco, CA 94103		APPROVED BY SAN FRANCISCO PORT COMMISSION DATE: _____ DATE: _____ CHIEF HARBOR ENGINEER		SCALE: AS SHOWN SHEET OF SHEETS		MISSION BAY FERRY LANDING AND WATER TAXI LANDING PERSPECTIVE VIEW		CONTRACT NO. A065311 SHEET NO. A001 FILE NO. REV. NO. 0	
NO.		DATE		DESCRIPTION		BY		APPROVED					
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				CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION									

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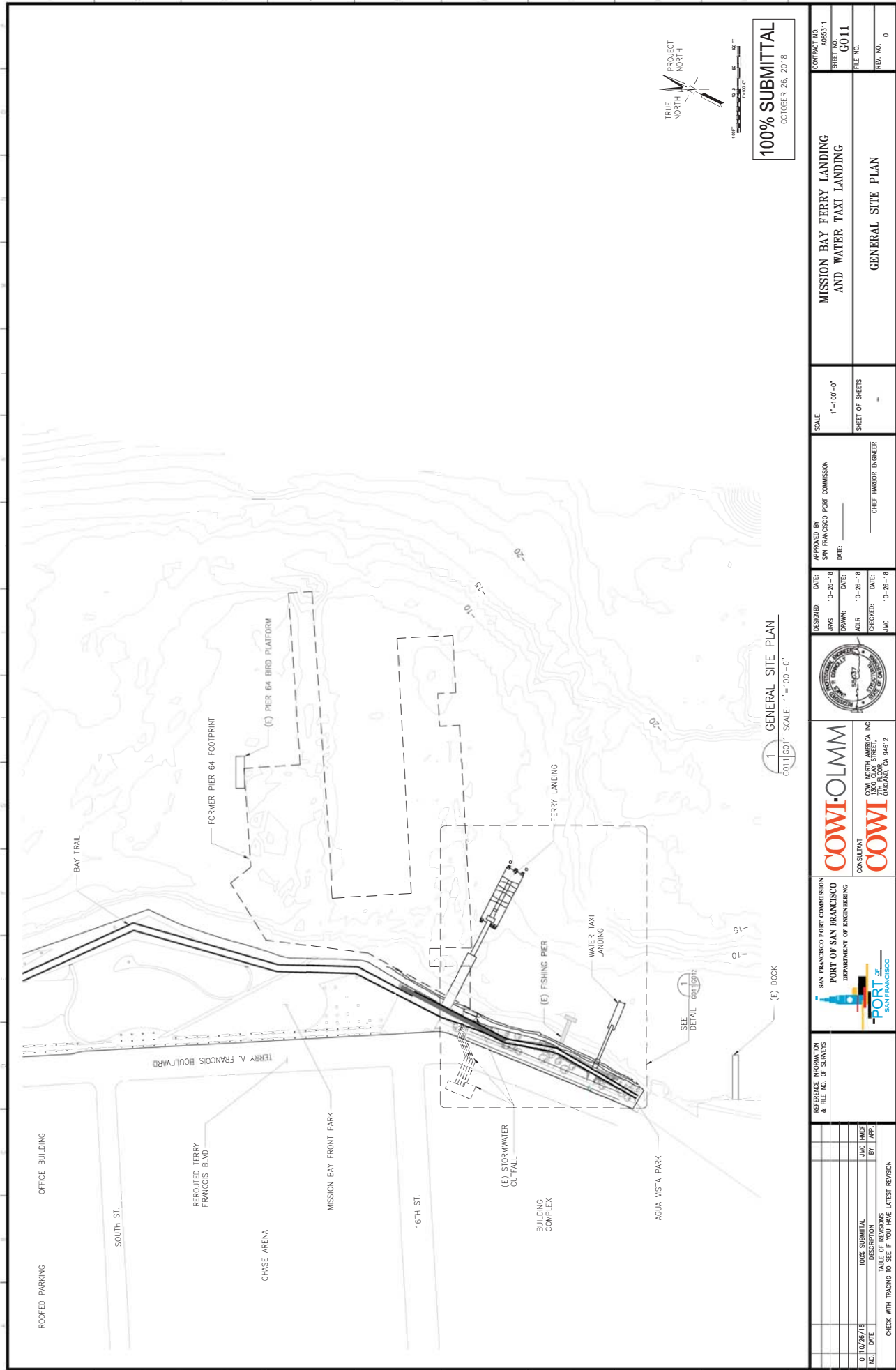
100% SUBMITTAL
OCTOBER 26, 2018

1 LOCATION MAP
60:10 (60:10 SCALE: NOT TO SCALE)

REFERENCE INFORMATION & FILE NO. OF SURVEYS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT COWI 1000 CALIFORNIA STREET, SUITE 400 SAN FRANCISCO, CA 94102		DESIGNED: DATE: 10-26-18 DRAWN: DATE: 10-26-18 CHECKED: DATE: 10-26-18 JMC		APPROVED BY: DATE: _____ SAN FRANCISCO PORT COMMISSION		SCALE: AS SHOWN SHEET OF SHEETS		MISSION BAY FERRY LANDING AND WATER TAXI LANDING		CONTRACT NO. A095311 SHEET NO. G010 FILE NO. REV. NO. 0	
NO. DATE		DESCRIPTION		TABLE OF REVISIONS		BY		APP.		CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION		LOCATION MAP			

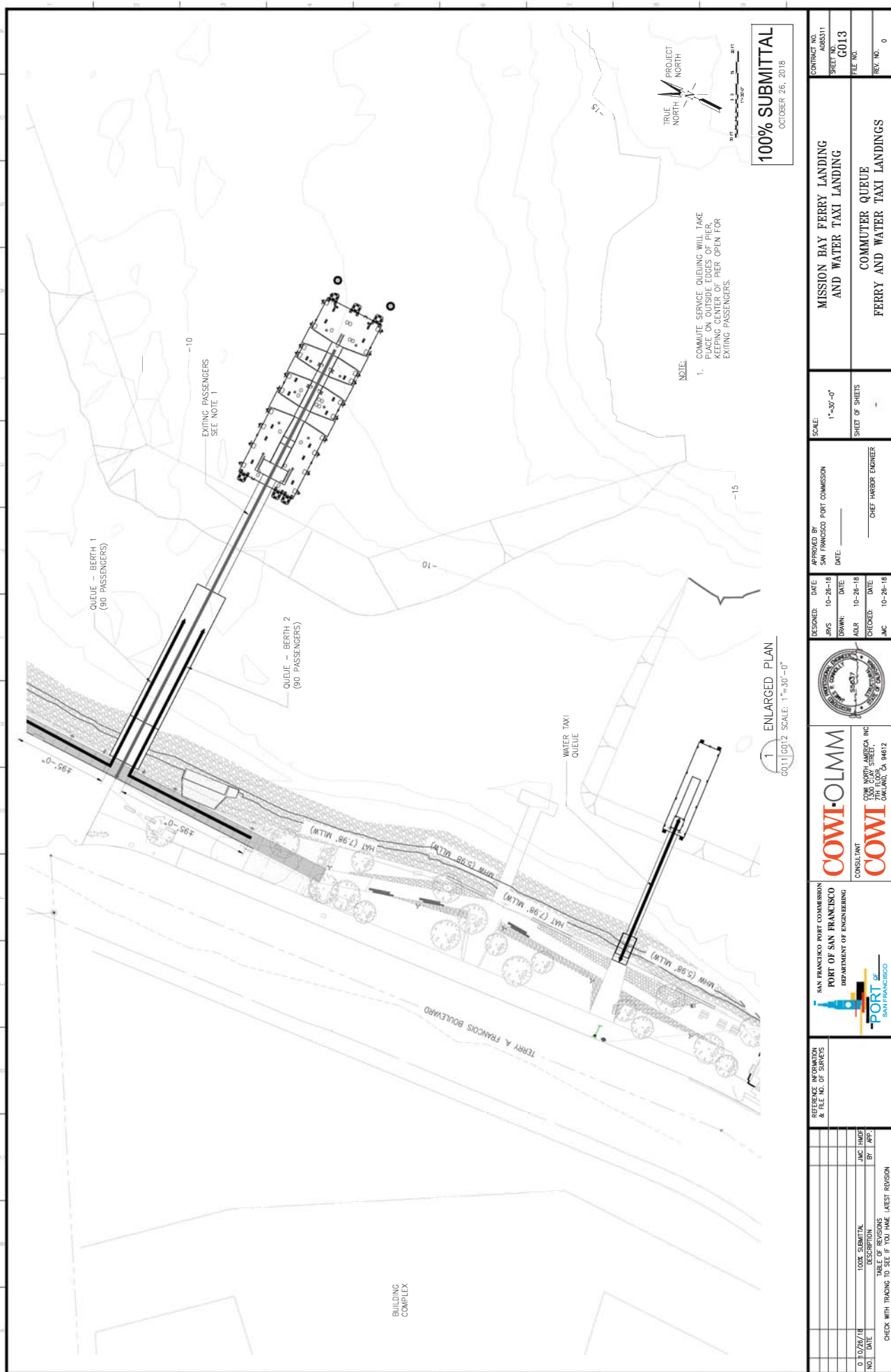
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Attachment 2

LANDSIDE DEMOLITION NOTES

1. CONTRACTOR SHALL OBTAIN A COPIES OF THE GEOTECHNICAL REPORTS PREPARED BY TRENDWELL & ROLLO, INC. AND GTC, INC. AND FOLLOW ALL RECOMMENDATIONS CONTAINED THEREIN.
2. CONTRACTOR SHALL OBTAIN A COPY OF THE TERRY A. FRANCOIS BOULEVARD IMPROVEMENTS TO REMAIN OR TO BE UPGRADED. NOTE THAT THE NEW TFB STREET IMPROVEMENTS ARE BEING CONSTRUCTED AT THE TIME OF THIS CONSTRUCTION OF THIS PROJECT. THEREFORE THE TFB IMPROVEMENTS ARE ASSUMED TO BE THE "EXISTING CONDITION."
3. SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF DEMOLITION.
4. UPON REQUEST, OWNER'S REPRESENTATIVE WILL MAKE AVAILABLE TO CONTRACTOR ANY SITE SPECIFIC REPORTS PRIOR TO DEMOLITION. SEE SHEETS C-111 AND C-112 FOR EROSION CONTROL PLAN AND DETAILS.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF TREES TO BE REMOVED AND/OR PROTECTED. FOR PROTECTION OF TREES DURING CONSTRUCTION, CONTRACTOR SHALL FOLLOW THE CITY OF SAN FRANCISCO TREE PROTECTION STANDARDS.
6. CONTRACTOR SHALL CONFIRM THAT ANY REMOVAL OF ELECTRICAL LINES, LIGHT POLES, AND BOXES WILL NOT AFFECT OR DISRUPT THE POWER TO THE ADJACENT BUILDINGS, STREET LIGHTS, OR TRAFFIC LIGHTS.
7. CONTRACTOR SHALL REMOVE AND RECYCLE/SALVAGE/DISPOSE OF ALL EXISTING CONCRETE, ASPHALT, SOIL, ROCKS, BOLLERS, VEGETATION, AND TOPSOIL WHERE THEY CONFLICT WITH NEW FOUNDATIONS OR OTHER IMPROVEMENTS. EXISTING SLABS, STRUCTURES SHALL BE REMOVED DURING SITE DEMOLITION. ANY RESULTING EXISTING FOUNDATIONS SHALL BE EXTENDED BELOW NEW SUBGRADE AND NOT REINFORCED. FOUNDATIONS SHALL BE BACKFILLED WITH GEOTECHNICAL ENGINEER APPROVED SOILS PER SPECIFICATIONS.
8. CONTRACTOR SHALL PROTECT ALL ADJACENT BUILDINGS, FOUNDATIONS, AND INFRASTRUCTURE DURING DEMOLITION. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO AND/OR REPLACEMENT OF ANY DAMAGE RELATED TO DEMOLITION ACTIVITIES.
9. DISCONNECT CAP AND PLUG EXISTING STORM DRAIN AND SANITARY SEWER PIPE WITHIN THE LIMITS OF WORK PER PORT STANDARDS.
10. DISCONNECT AND REMOVE EXISTING WATER, GAS, ELECTRIC, AND DATA RELEVANT UTILITY PROVIDER.
11. AREAS TO BE STRIPPED SHALL BE STRIPPED OF CONCRETE, LOOSE SURFACE SOIL, ROCKS, BOLLERS, VEGETATION, AND TOPSOIL WHERE THEY CONFLICT WITH NEW FOUNDATIONS OR OTHER IMPROVEMENTS. EXISTING SLABS, STRUCTURES SHALL BE REMOVED DURING SITE DEMOLITION. ANY RESULTING EXISTING FOUNDATIONS SHALL BE EXTENDED BELOW NEW SUBGRADE AND NOT REINFORCED. FOUNDATIONS SHALL BE BACKFILLED WITH GEOTECHNICAL ENGINEER APPROVED SOILS PER SPECIFICATIONS.
12. ALL EXISTING FOUNDATIONS, WHICH WILL NOT BE REUSED, SHOULD BE REMOVED SPECIFICALLY WHERE ENCOUNTERED. ALL PILE CAPS AND FOUNDATIONS SHALL BE REMOVED TO A MINIMUM OF 10 FEET BELOW NEW SUBGRADE. EXISTING PAVEMENTS, SIDEWALKS, AND LANDSCAPED AREAS SHALL BE REMOVED SUFFICIENTLY DEEP TO PREVENT "HARD SPOTS" IN GENERAL. EXISTING PAVEMENTS, SIDEWALKS, AND LANDSCAPED AREAS SHALL BE REMOVED AT LEAST EIGHT FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES, OR TO THE BAY, WHICHEVER IS SHALLOWER. THE REMOVAL OF EXISTING PAVEMENTS SHALL BE BASED ON THE DEPTH OF PILE REMOVAL BASED UPON SITE SPECIFIC CONDITIONS.
13. ALL HAZARDOUS WASTES, TRANSFORMERS, AND WIRING SHALL BE PROPERLY DISPOSED PER STATE LAW AND/OR PORT STANDARDS, WHICHEVER IS MORE STRINGENT.
14. REMOVE NOTED UNDERGROUND UTILITIES & STRUCTURES ON PROPERTY WITHIN SPECIFIED DEPTH REQUIRED BY GEOTECHNICAL ENGINEER.
15. ALL EXISTING STREET CURBS, PAVEMENT, SIGNS, PARKING METERS, ETC. SHALL BE REMOVED AND RECYCLED. CONTRACTOR SHALL BE RESPONSIBLE FOR COURSE OF CONSTRUCTION UNLESS SPECIFICALLY DESIGNATED FOR REMOVAL AS APPLICABLE.
16. CONTRACTOR SHALL NOTIFY ARCHEOLOGIST FOR INSPECTION OF EARTHWORK AS APPLICABLE.
17. ALL ASPHALT PAVING WITHIN LIMITS OF WORK TO BE REMOVED AND DELIVERED TO RECYCLING FACILITY.
18. REMOVED CONCRETE CURBS, SLABS, WALLS AND OTHER CONCRETE STRUCTURES SHALL BE RECYCLED INTO REUSABLE AGGREGATES.
19. OTHER SITE HARDSCAPE MATERIALS TO BE RECYCLED TO THE EXTENT POSSIBLE. SEE SPECIFICATIONS.
20. PLANT MATERIAL TO BE REMOVED SHALL BE SHIPPED FOR DELIVERY TO A COMPOSTING FACILITY OR SALVAGED FOR REUSE ON PROJECT OR AS DIRECTED BY THE PORT OF SAN FRANCISCO.
21. CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT ALL EXISTING SURVEY MONUMENTS IN PLACE.
22. REFER TO WATERSIDE DEMOLITION PLANS FOR REMOVAL OF ALL INFRASTRUCTURE BEYOND THE TOP OF BANK.

TREE PROTECTION NOTES

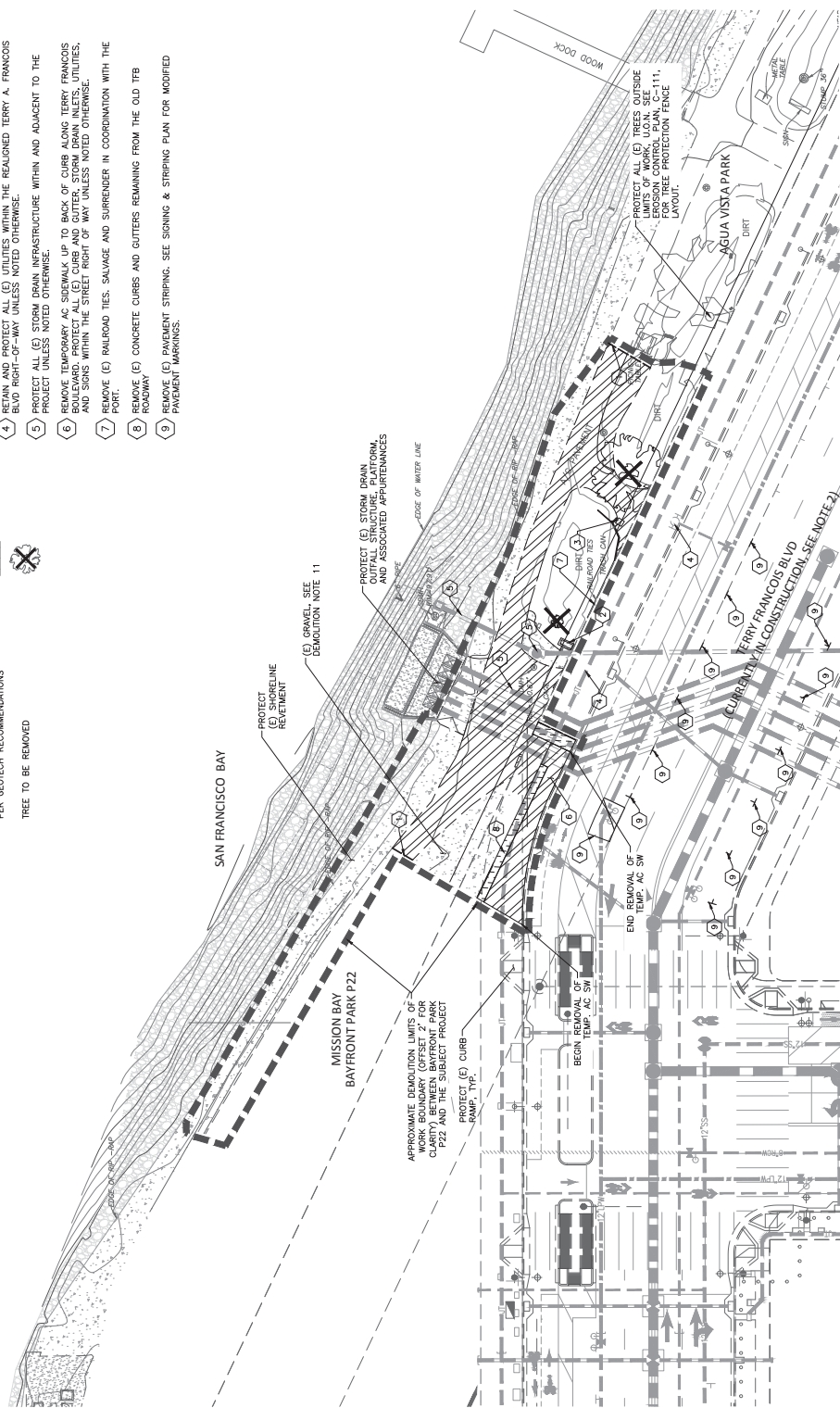
1. SEE EROSION CONTROL PLAN SHEETS C-111 AND C-112 FOR TREE REMOVAL AND PROTECTION PROCEDURES.
2. CONTRACTOR SHALL COORDINATE WITH LANDSCAPE PLANS FOR TREES TO BE REMOVED AND/OR PROTECTED. FOR PROTECTION OF TREES DURING CONSTRUCTION, CONTRACTOR SHALL FOLLOW THE CITY OF SAN FRANCISCO TREE PROTECTION STANDARDS.

DEMOLITION LEGEND

- LANDSIDE DEMOLITION LIMITS OF WORK (OFFSET 2' FOR CLARITY)
- PAVEMENT SAWCUT LINE
 - REMOVE (E) AS PAVING TO SUBGRADE PER GEOTECH RECOMMENDATIONS
 - REMOVE (E) CONC. PAVING TO SUBBASE PER GEOTECH RECOMMENDATIONS
 - TREE TO BE REMOVED

DEMOLITION KEY NOTES

1. CLEANLY SAWCUT EX. AC PAVING/CONCRETE PAVEMENT AND CURBS WHERE INDICATED.
2. RELOCATE (E) IRRIGATION BACKFLOW PREVENTER. REFER TO THE SITE UTILITY PLAN FOR THE NEW LOCATION.
3. REMOVE (E) TRASH CANS. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
4. RETAIN AND PROTECT ALL (E) UTILITIES WITHIN THE REALIGNED TERRY A. FRANCOIS BLVD RIGHT-OF-WAY UNLESS NOTED OTHERWISE.
5. PROTECT ALL (E) STORM DRAIN INFRASTRUCTURE WITHIN AND ADJACENT TO THE PROJECT UNLESS NOTED OTHERWISE.
6. REMOVE TEMPORARY AC SIDEWALK UP TO BACK OF CURB ALONG TERRY FRANCOIS BOULEVARD. PROTECT ALL (E) CURB AND GUTTER, STORM DRAIN INLETS, UTILITIES, AND SIGNS WITHIN THE STREET RIGHT OF WAY UNLESS NOTED OTHERWISE.
7. REMOVE (E) RAILROAD TIES. SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
8. REMOVE (E) CONCRETE CURBS AND GUTTERS REMAINING FROM THE OLD TFB ROADWAY.
9. REMOVE (E) PAVEMENT STRIPING. SEE SIGNING & STRIPING PLAN FOR MODIFIED PAVEMENT MARKINGS.



100% SUBMITTAL
OCTOBER 26, 2018

REFERENCE INFORMATION & FILE NO. OF SURVEYS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		CONSULTANT LOTUS WATER, INC. Suite 200 San Francisco, CA 94105		APPROVED BY DATE: 2/14/18 DATE: 2/14/18 DATE: 2/14/18 DATE: 2/14/18		DESIGNED: JS DRAWN: JS CHECKED: SDO		SCALE: 1"=20' SHEET OF SHEETS		MISSION BAY FERRY LANDING AND WATER TAXI LANDING LANDSIDE SITE DEMOLITION PLAN		CONTRACT NO. A085311 SHEET NO. C110 FILE NO. REV. NO. C	
0 10/26/18		100% SUBMITTAL		JS		SD		BT		APP.		CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION			

VEIR: PL011

1. THIS EROSION CONTROL PLAN WILL SUPPLEMENT THE PROJECT STORM WATER POLLUTION PREVENTION PLAN PROVIDED BY OTHERS, IF REQUIRED.
2. DURING CONSTRUCTION, DUE TO UNANTICIPATED FIELD CONDITIONS, IN GENERAL, THE CONTRACTOR SHALL REPAIR ALL EROSION CONTROL MEASURES DAMAGED BY SITE, SEDIMENT FLOWS AND SILT FENCES SHALL BE USED BY THE CONTRACTOR ON AN AS-NEEDED BASIS TO INHERIT SILT SYSTEM. TEMPORARY EROSION CONTROL DEVICES WHICH ARE DAMAGED OR REMOVED SHALL BE RELOCATED OR WORK MODIFIED WHEN THE INSPECTOR SO REQUESTS. WORK PROGRESS, EROSION AND SEDIMENT CONTROL MEASURES ESTABLISHED ON SLOPED SURFACES OR UNTIL VEGETATION IS ESTABLISHED ON SLOPED SURFACES.
3. AFTER OCTOBER 1ST TO APRIL 15TH, ALL EROSION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED DAILY. STORM BREACHES IN DICES AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER THE CONTRACTOR IS REQUIRED TO STOP WORK. SLOPED AREAS FOR THE DAILY MAINTENANCE OF THESE FACILITIES SHALL BE ON RECORD WITH THE CITY ALONG WITH PHONE NUMBER. FACILITIES SHALL CONTROL AND CONTAIN EROSION-CAUSED SILT FREE STORM WATER INTO EXISTING AND PROPOSED SLOPED AREAS AND PRE-EXISTING DRAINAGE AND IMPROVED EACH YEAR BY THE CITY ENGINEER.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE CITY ENGINEER'S APPROVAL. EROSION AND SEDIMENT CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF SAN FRANCISCO.
5. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL SUB-CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL EROSION AND SEDIMENT CONTROL MEASURES. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE COMPLIED WITH THE APPROVED CONSTRUCTION NOTICES, CITATIONS, AND/OR A PROJECT STOP ORDER.
6. ALL LOOSE SOIL AND DEBRIS SHALL BE REMOVED FROM THE STREET AREAS UPON STARTING OPERATIONS AND INSPECTORS SHALL BE NOTIFIED IMMEDIATELY. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LAZEN RUNOFF TO ANY STORM DRAIN SYSTEM.
7. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE DRIVEWAY SHALL BE MAINTAINED TO THE FULL WIDTH AND LENGTH SHOWN IN THESE PLANS AT THE ENTRANCE TO THE LOT. LOCATION TO BE APPROVED BY CITY ENGINEER. A TRUCK WASHING STATION, ALL TRUCKS SHALL WASH TIRES AND UNDERBODY OF VEHICLES AS TRACKED ON PUBLIC STREETS SHALL BE REMOVED THE SAME DAY AS REQUIRED BY THE CITY ENGINEER.
8. DURING THE RAINY SEASON (OCTOBER 1ST TO APRIL 15TH), ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRS THE SITE IS TO BE MAINTAINED SO AS TO MINIMIZE SEDIMENT LAZEN RUNOFF TO ANY STORM DRAIN SYSTEM OR ADVANCED LANDSCAPE RUNOFF TO ANY STORM DRAIN SYSTEM.
9. DURING PERIODS WHEN STORMS ARE FORECAST –
 - EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
 - ANY EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
 - WHERE STOPPING IS NECESSARY, USE A TAMPALIN TO SURROUND THE STOPPED AREA WITH A BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
 - USE INLET CONTROLS AS NEEDED (E.G. ERECT DRAIN INLET PROTECTION) FOR STORM DRAINS IMMEDIATELY ADJACENT TO THE PROJECT SITE OR STOPPED AREAS.
10. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL.
11. STORM DRAINAGE SYSTEMS SHALL BE MAINTAINED BY THE CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
12. AS A PART OF THE EROSION CONTROL MEASURES, UNDERGROUND STORM DRAIN FACILITIES AND CONCRETE IMPROVEMENT PLANS AS APPROPRIATE FOR THE CURRENT PROJECT SHALL BE INSTALLED. TEMPORARY DRAINAGE SYSTEMS SHALL BE INSTALLED AS LONG AS THE STORM DRAINAGE SYSTEM IS NOT AVAILABLE.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE REMOVED AND TEMPORARY STOCKPILES SHALL BE REMOVED TO THE SATISFACTION OF THE CITY ENGINEER.

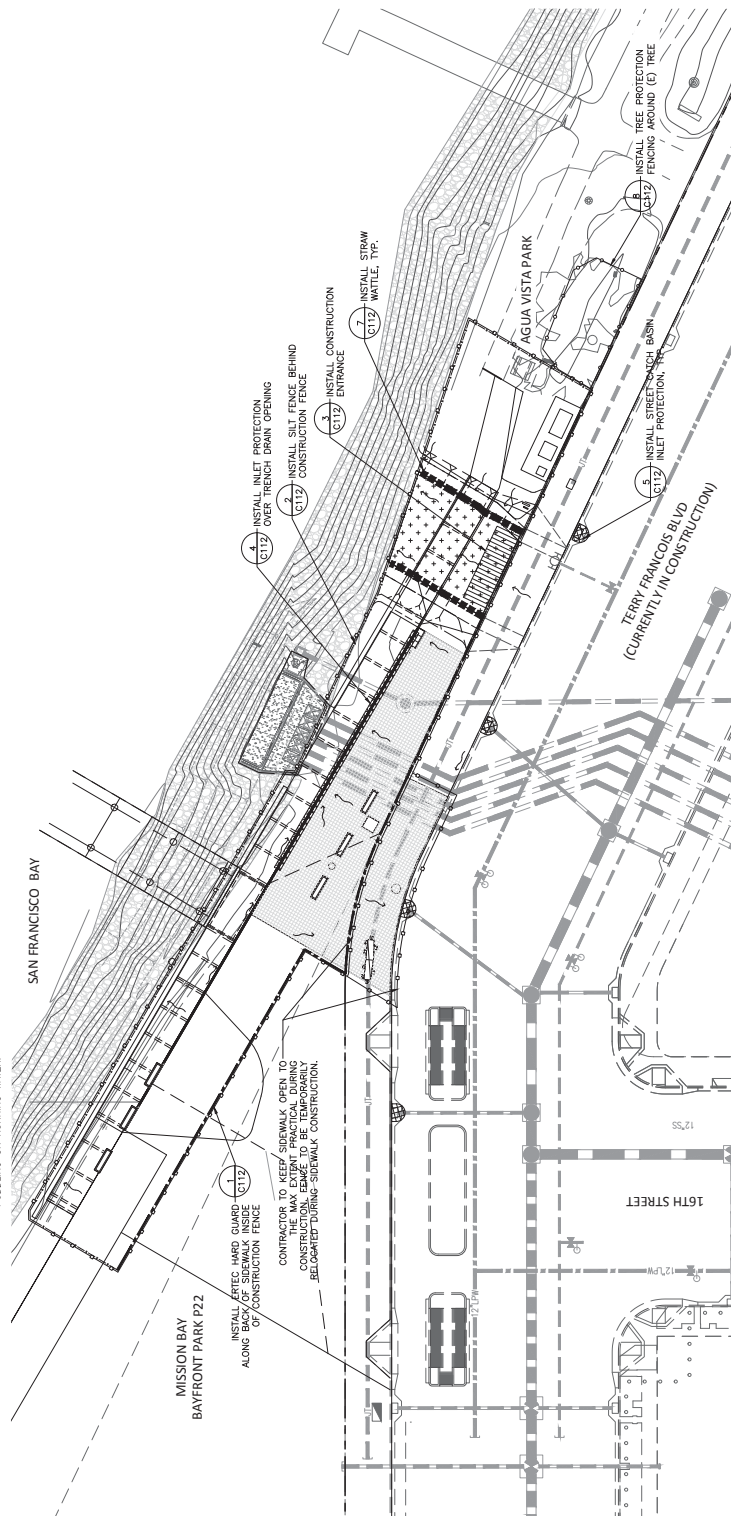
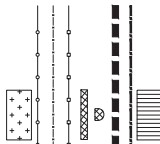
TREE PROTECTION NOTES:

14. SANDBAGS SHALL BE STOCKPILED ON SITE AND PLACED AT INTERVALS SHOWN ON EROSION CONTROL PLANS, WHEN THE INSPECTOR APPROVES SANDBAG FILLS. MATERIALS ARE TO BE SAND, DECOMPOSED GRANITE AND /OR GRAVEL, OR OTHER MATERIALS APPROVED BY THE INSPECTOR.
15. EROSION CONTROL MEASURES MUST BE DESIGNED TO ENSURE SAFETY OF VEHICLES OPERATING IN ROADWAY ADJACENT TO EROSION CONTROL FACILITIES. CONTRACTOR SHALL ENSURE THAT EROSION CONTROL MEASURES AND METHODS DOES NOT INTERFERE WITH TRAFFIC FLOW.
16. DUST CONTROL SHOULD BE PRACTICED ON ALL CONSTRUCTION SITES WITH EXPOSED SOILS AS NEEDED. IT IS IMPORTANT IN WINDY OR WIND-PROXIMATE AREAS. DUST CONTROL MEASURES SHOULD BE PRACTICED TO PREVENT OR MINIMIZE INTERMEDIATE TREATMENT BETWEEN SITE DISTURBANCE AND CONSTRUCTION, PAVING, OR RE-VEGETATION. REFER TO THE QUALITY CONTROL PLAN FOR THE PROJECT, THE CALIFORNIA AIR QUALITY DESIGN, PREPARED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD, SAN FRANCISCO BAY REGION.
17. WHEN POSSIBLE WORK SHOULD BE CONDUCTED DURING PERIODS OF NO OR LOW SURFACE RUNOFF.
18. PROTECT ALL EXISTING TREES WHOSE TRIP LINE IS WITHIN ONE FEET OF EXCAVATION, TRENCHING, OR PATHWAY. CONSTRUCTION OPERATIONS SHALL BE DESIGNED TO AVOID OR MINIMIZE DAMAGE TO EXISTING TREES AGAINST INJURY OR DAMAGE FROM CONSTRUCTION OPERATIONS.
19. EXISTING TREES AND SHRUBS OUTSIDE THE LIMITS OF WORK SHALL BE REMOVED ONLY UPON PRIOR APPROVAL.
20. TREES TO BE SAVED SHALL BE FLAGGED AND MARKED BY THE LANDSCAPE ARCHITECT PRIOR TO ANY CLEARING OR REMOVAL. PROTECTIVE FENCING SHALL BE INSTALLED TO ENCOMPASS ALL AREAS BENEATH THE CANOPY.
21. REFER TO LANDSCAPE ARCHITECT BEFORE COMMENCING WITH ANY REMEDIATION WORK OR GRADING FOR PROPER PROTECTION OF TREES.
22. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL TREES AND PLANTING DESIGNATED TO REMAIN RECEIVE ALL REASONABLE PROTECTION, CARE AND MAINTENANCE REQUIRED FOR THEIR SURVIVAL DURING AND AFTER CONSTRUCTION.
23. TREE PROTECTION AREAS SHALL BE PROTECTED FROM STOCKPIPING OF MATERIALS, VEHICLE PARKING, AND TRAFFIC. PROTECTIVE FENCING SHALL BE USED TO PREVENT FLOODING, STURDING, OR RUNNING WATER.

7. IF TREE PROTECTION FENCING IS MOVED DURING THIS WORK, THE TREE PROTECTION FENCING SHALL BE REPLACED WITH THE FENCING FOLLOWING THE WORK.
8. WHERE IT IS NECESSARY TO TRENCH, EXCAVATE OR GRADE THROUGH THE ROOT ZONE OF A TREE, THE CONTRACTOR SHALL: AVOID INJURY TO TREE AND TREE ROOTS, EXCAVATION TO AVOID INJURY TO TREE AND TREE ROOTS, EXCAVATION TO REMOVE AND LARGER ROOTS OCCUR AT THE TREE, NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO PROCEEDING, ROOTS SHALL BE CUT, CLOSE ALL TRENCHES WITHIN ROOT ZONE WITHIN 24 HOURS, WHERE THIS IS NOT POSSIBLE, ANY ROOTS EXPOSED SHALL BE PROTECTED WITH A 4" DIA. BURLAP AND KEPT MOIST ON THE SIDE OF THE TRENCH ADJACENT TO THE TREE. WHENEVER POSSIBLE, COMBINE UTILITIES, LIGHTING AND IRRIGATION IN COMMON TRENCHES.

EROSION CONTROL LEGEND

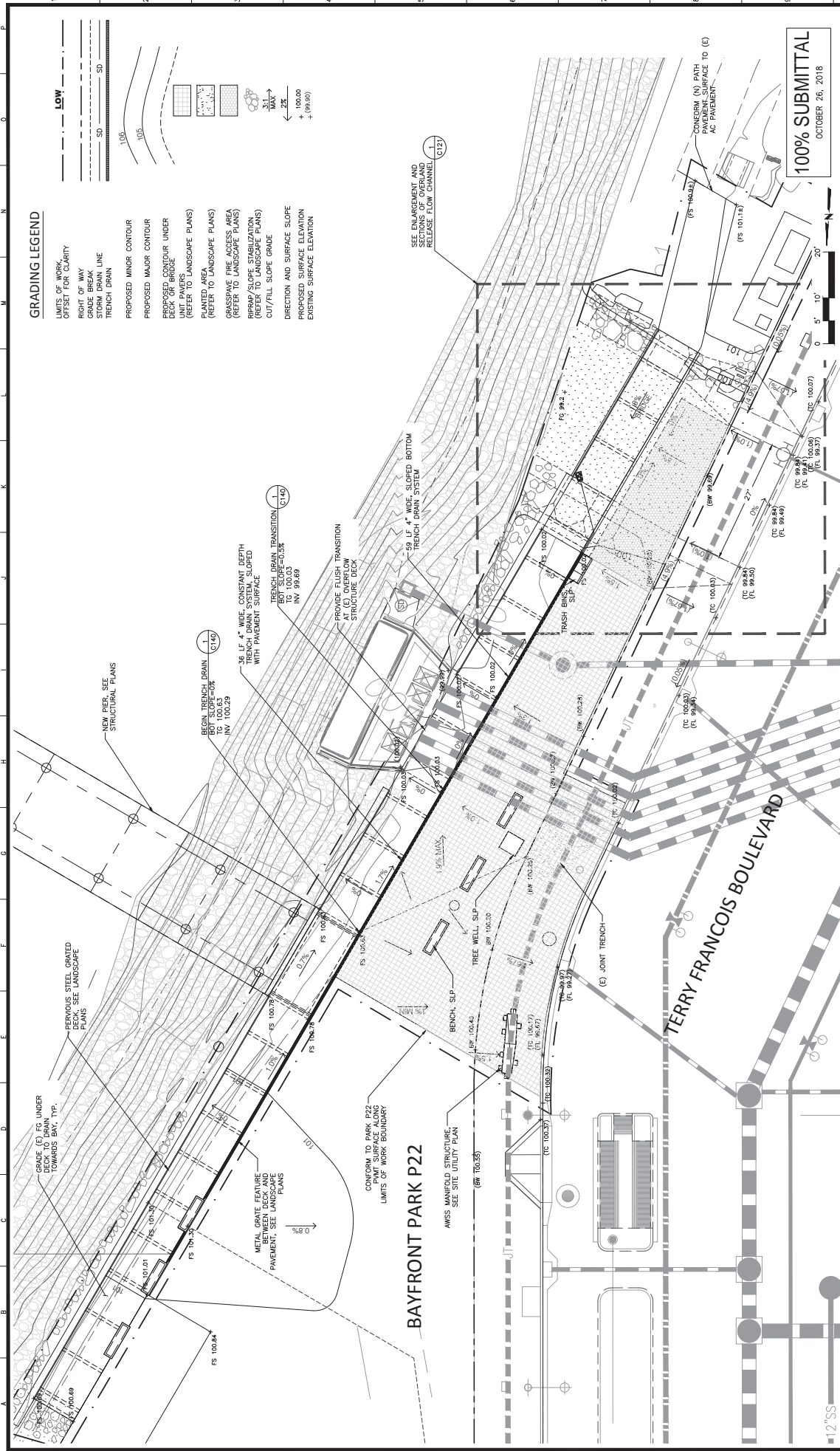
- HYDRO STRAW
TREE PROTECTION
FENCING
SILT FENCE
CONSTRUCTION PERIMETER FENCE
HARDSCAPE INLET PROTECTION
STREET DRAIN INLET PROTECTION
STRAW WATTLE
ERTEC HARDGUARD
STABILIZED CONSTRUCTION ENTRANCE



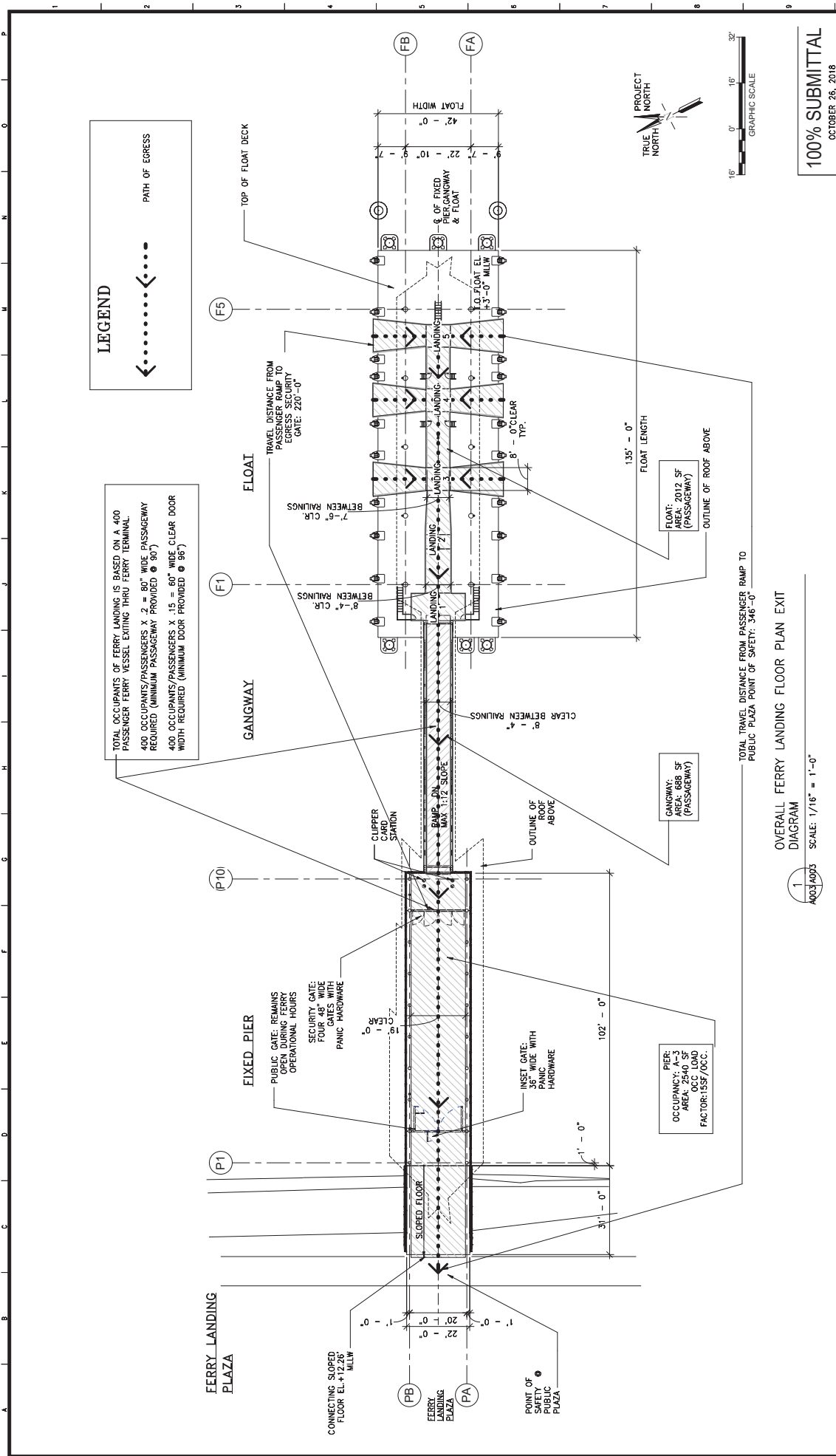
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OCTOBER 26, 2018

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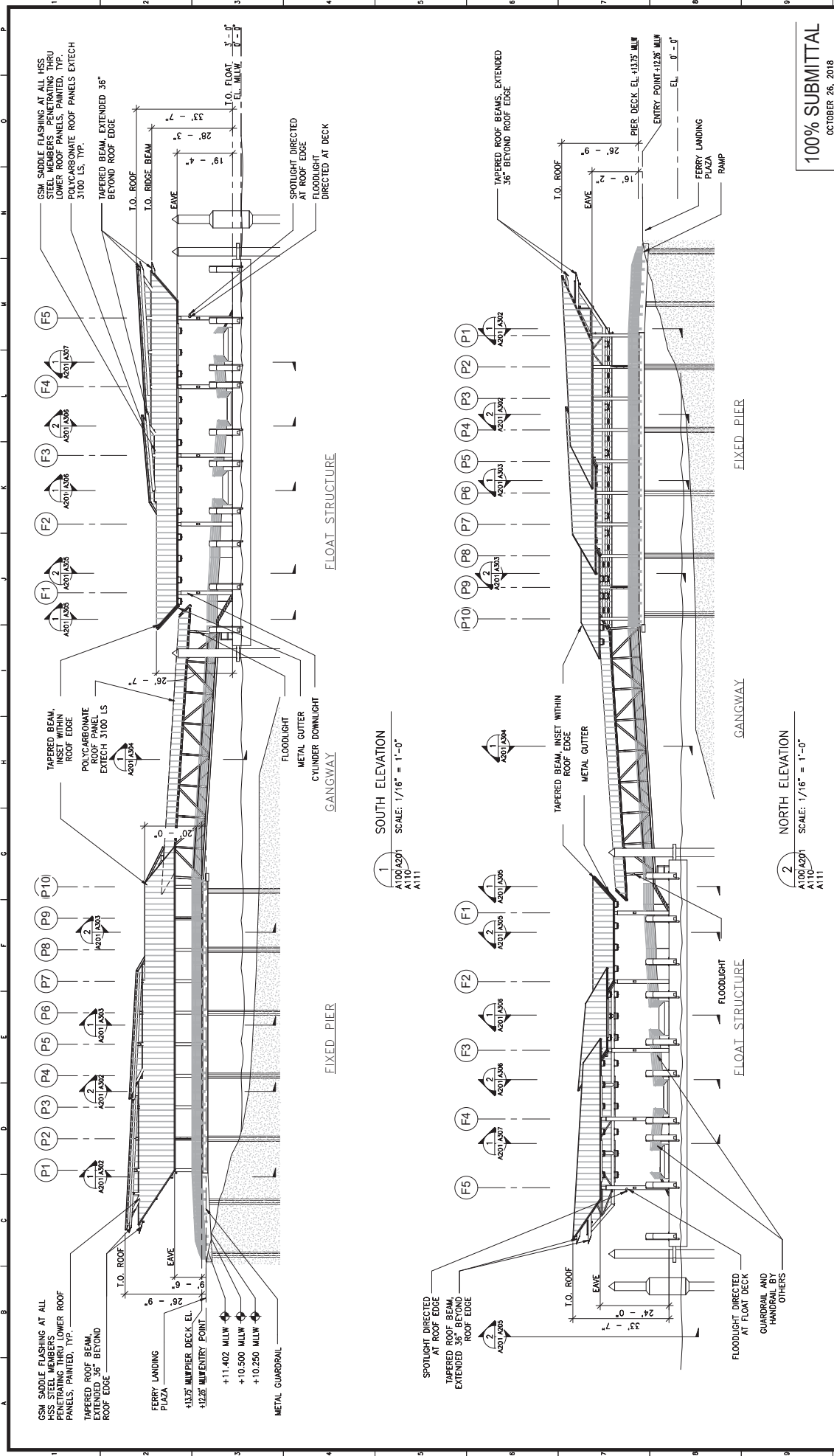
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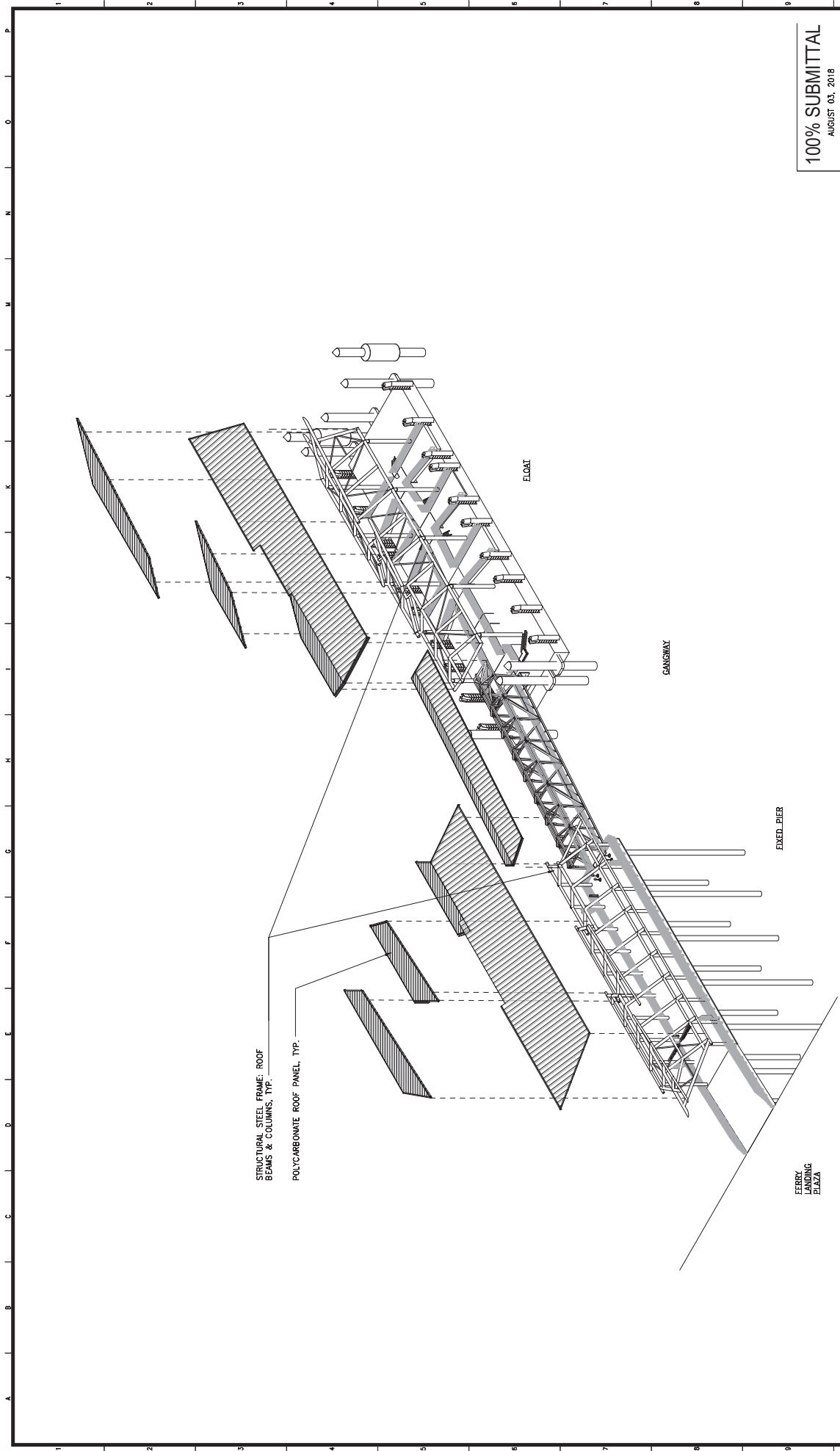
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OCTOBER 26, 2018

										REFERENCE INFORMATION & FILE NO. OF SURVEYS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT Robin Ching & 351 Tenthon Street San Francisco, CA 94103																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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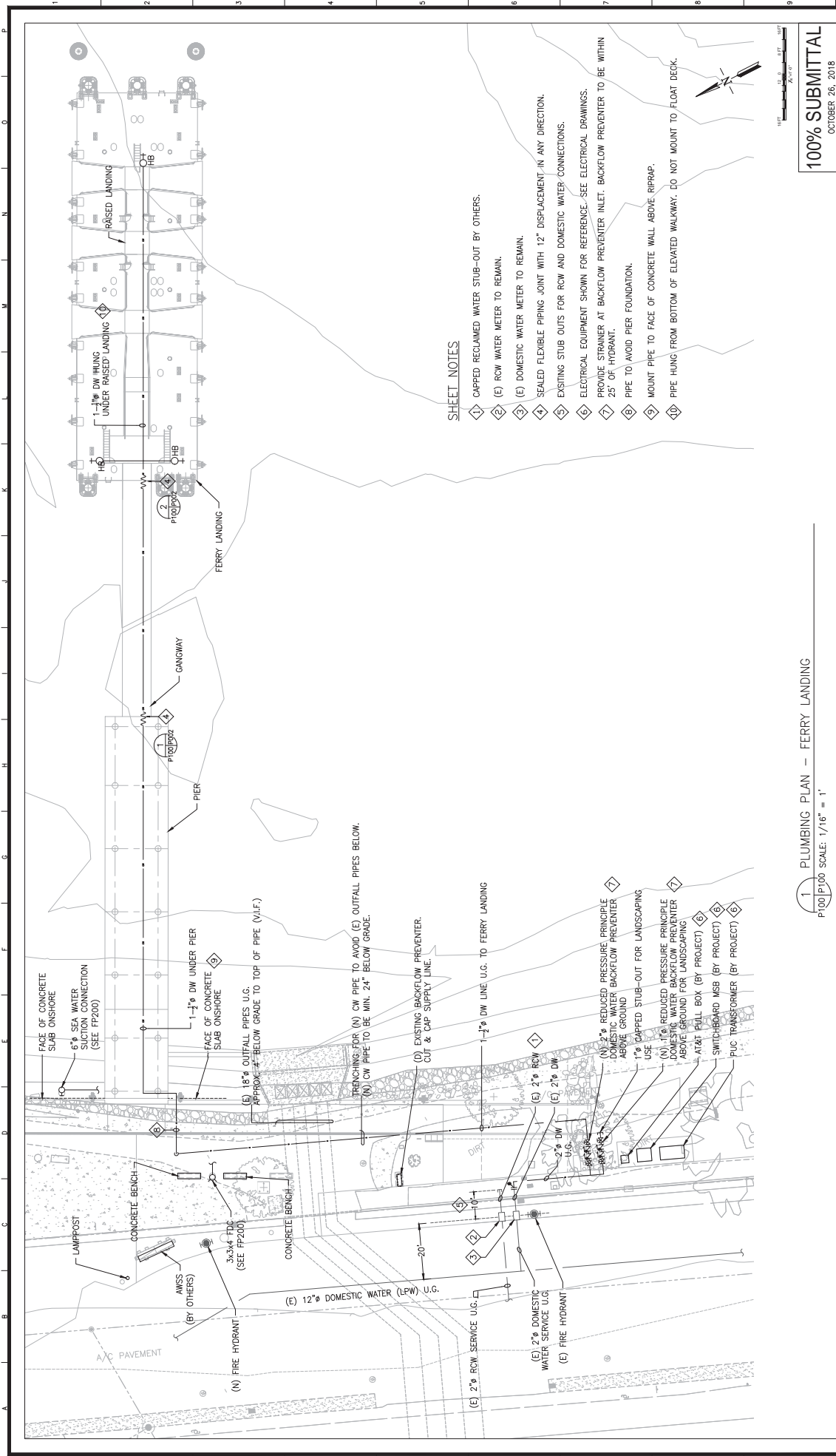
STRUCTURAL STEEL FRAME: ROOF
BEAMS & COLUMNS, TYP.

POLYCARBONATE ROOF PANEL, TYP.

100% SUBMITTAL
AUGUST 03, 2018

REFERENCE INFORMATION		SAN FRANCISCO PORT COMMISSION		MISSION BAY FERRY LANDING AND WATER TAXI LANDING		CONTRACT NO. A085311	
& FILE NO. OF SURVEYS		DEPARTMENT OF ENGINEERING		EXPLODED AXONOMETRIC VIEW LOOKING NORTHEAST		SHEET NO. A8310	
				SCALE: AS SHOWN		FILE NO.	
				SHEET OF SHEETS		REV. NO. D	
TABLE OF REVISIONS		APPROVED BY: SAN FRANCISCO PORT COMMISSION		DESIGNED BY: DATE: 01-28-18		CHECKED BY: DATE: 01-28-18	
BY: APP:		DATE: 01-28-18		DATE: 01-28-18		DATE: 01-28-18	
CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		CONSULTANT: COWI-OLMM		EXPLODED AXON		SCALE: AS SHOWN	
		PORT OF SAN FRANCISCO		351 Tehoma Street		San Francisco, CA 94103	

Attachment 2



1 PLUMBING PLAN - FERRY LANDING
PT00|P100 SCALE: 1/16" = 1'

100% SUBMITTAL
OCTOBER 26, 2018

SHEET NOTES

- 1 CAPPED RECLAIMED WATER STUB-OUT BY OTHERS.
- 2 (E) ROW WATER METER TO REMAIN.
- 3 (E) DOMESTIC WATER METER TO REMAIN.
- 4 SEALED FLEXIBLE PIPING JOINT WITH 12" DISPLACEMENT IN ANY DIRECTION.
- 5 EXISTING STUB OUTS FOR ROW AND DOMESTIC WATER CONNECTIONS.
- 6 ELECTRICAL EQUIPMENT SHOWN FOR REFERENCE. SEE ELECTRICAL DRAWINGS.
- 7 PROVIDE STRAINER AT BACKFLOW PREVENTER INLET. BACKFLOW PREVENTER TO BE WITHIN 25' OF HYDRANT.
- 8 PIPE TO AVOID PIER FOUNDATION.
- 9 MOUNT PIPE TO FACE OF CONCRETE WALL ABOVE RIPRAP.
- 10 PIPE HUNG FROM BOTTOM OF ELEVATED WALKWAY. DO NOT MOUNT TO FLOAT DECK.

REFERENCE INFORMATION & FILE NO. OF SURVEYS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT		MHC ENGINEERS CONSULTANT		APPROVED BY SAN FRANCISCO PORT COMMISSION DATE: _____		SCALE: AS SHOWN		CONTRACT NO. A065311	
DESIGNED: DATE: 10/26/18		DRAWN: DATE: 10/26/18		CHECKED: DATE: 10/26/18		SW: DATE: 10/26/18		SW: DATE: 10/26/18		SHEET OF SHEETS		SHEET NO. P100	
DESIGNED: DATE: 10/26/18		DRAWN: DATE: 10/26/18		CHECKED: DATE: 10/26/18		SW: DATE: 10/26/18		SW: DATE: 10/26/18		SHEET OF SHEETS		FILE NO.	
DESIGNED: DATE: 10/26/18		DRAWN: DATE: 10/26/18		CHECKED: DATE: 10/26/18		SW: DATE: 10/26/18		SW: DATE: 10/26/18		SHEET OF SHEETS		REV. NO. 0	
DESIGNED: DATE: 10/26/18		DRAWN: DATE: 10/26/18		CHECKED: DATE: 10/26/18		SW: DATE: 10/26/18		SW: DATE: 10/26/18		SHEET OF SHEETS		PLUMBING PLAN - FERRY LANDING	
DESIGNED: DATE: 10/26/18		DRAWN: DATE: 10/26/18		CHECKED: DATE: 10/26/18		SW: DATE: 10/26/18		SW: DATE: 10/26/18		SHEET OF SHEETS		MISSION BAY FERRY LANDING AND WATER TAXI LANDING	

YEAR: 2018

SHEET GENERAL NOTES

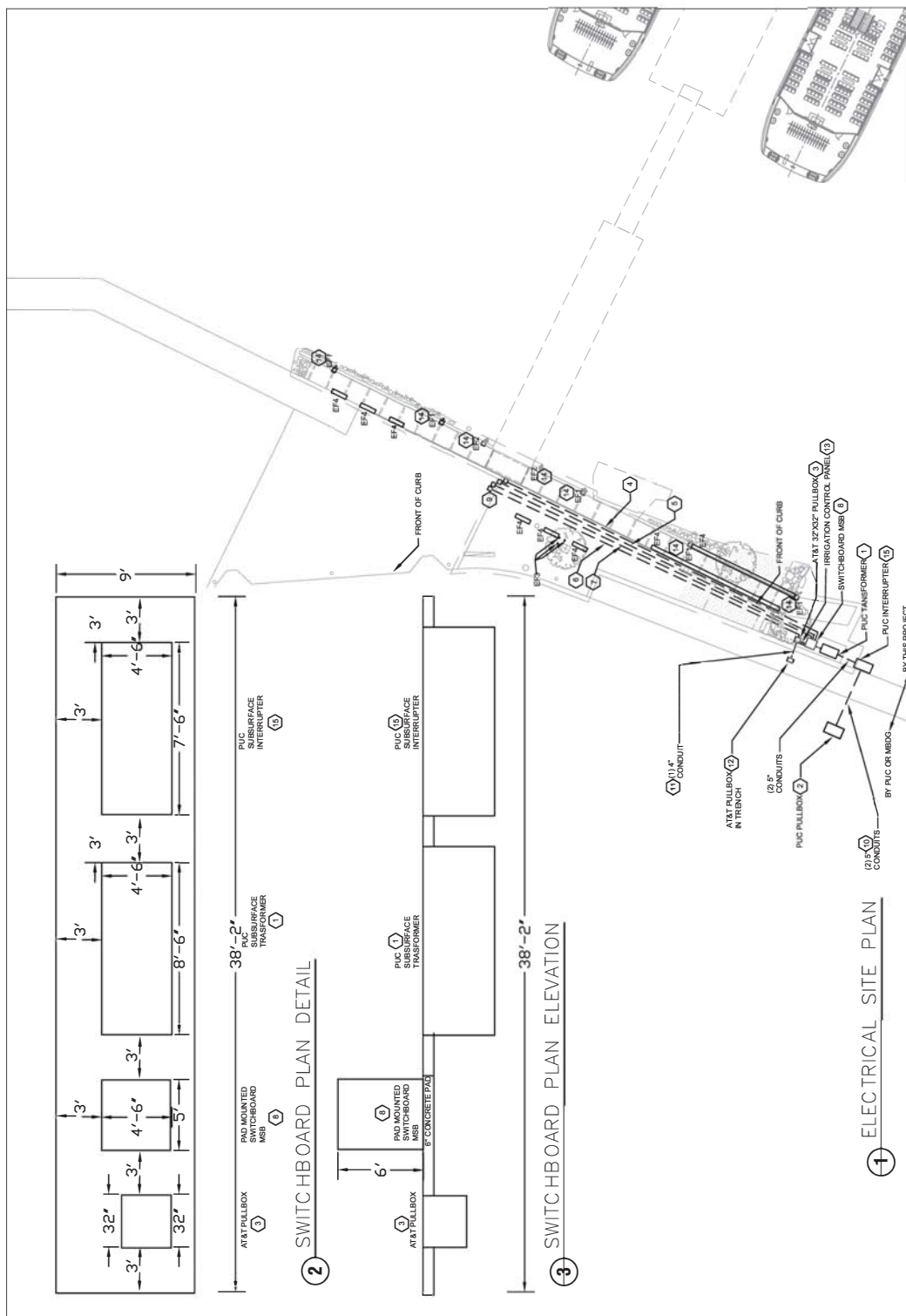
1. ALL CONDUIT SHALL BE PVC COATED RIGID STEEL, 3/4" MINIMUM UNLESS OTHERWISE NOTED.
2. CONNECT ALL LIGHTING AND POWER DEVICES TO M891 UNLESS OTHERWISE NOTED.
3. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL EQUIPMENT.
4. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL TRENCHES.

SHEET KEYNOTES

1. PROVIDE SUBSURFACE TRANSFORMER, DUAL VOLTAGE, 34.5 KV/250V, 2000/250V WITH PRIMARY AND SECONDARY PROTECTION PER IEEE SPECIFICATIONS. PROVIDE 1" MIN. THICKNESS OF 1500 PSI CONCRETE SLAB FOR EACH POLE GREEN BOX. COORDINATE WITH SPEC. SEE DRAWINGS 24.3.
2. SPECIFIC TO FURNISH AND INSTALL PULLBOX, COORDINATE WITH AT&T.
3. PROVIDE AT&T PULLBOX, COORDINATE WITH AT&T.
4. PROVIDE (2) 2" CONDUIT, (2) 1" CONDUIT WITH (4) #600 MCM AND WITH (1) #1/2" GROUND.
5. PROVIDE (2) 2" SPANSE CONDUIT.
6. PROVIDE (1) 2" CONDUIT FOR AT&T, (1) 2" CONDUIT SPANSE.
7. PROVIDE (1) 2" CONDUIT FOR PUBLIC AT&T AND (1) 2" CONDUIT FOR EVENT POWER. COORDINATE EXACT LOCATION WITH FURNISH.
8. PROVIDE PAD MOUNTED SWITCHBOARD, 400A, 208V/250V, 3-PHASE, 4WIRE SEE DETAIL 92.4.3.
9. PROVIDE 3" WORKING CLEARANCE IN FRONT OF SWITCHBOARD MSH.
10. SEE SHEET E301 FOR CONTINUATION.
11. FURNISH AND INSTALL UNDERGROUND CONDUITS TO SPECIFIC PULLBOX, COORDINATE AND FELD VERY TRENCH LOCATION WITH PORT AND (E) AS BUILTS.
12. FURNISH AND INSTALL UNDERGROUND CONDUIT TO AT&T PULLBOX, COORDINATE AND FELD VERY TRENCH LOCATION WITH PORT AND (E) AS BUILTS.
13. MISSION BAY DEVELOPMENT TO FURNISH AND INSTALL UNDERGROUND CONDUITS TO FURNISH AND INSTALL CONTROL PANEL WITH SURFACE DISCON.
14. COORDINATE WITH FUTURE SPECIFICATION AND MOUNTING DETAIL FOR SURFACE DISCON.
15. FURNISH AND INSTALL PUC INTERRUPTER PER SPECIFICATIONS.

100% SUBMITTAL

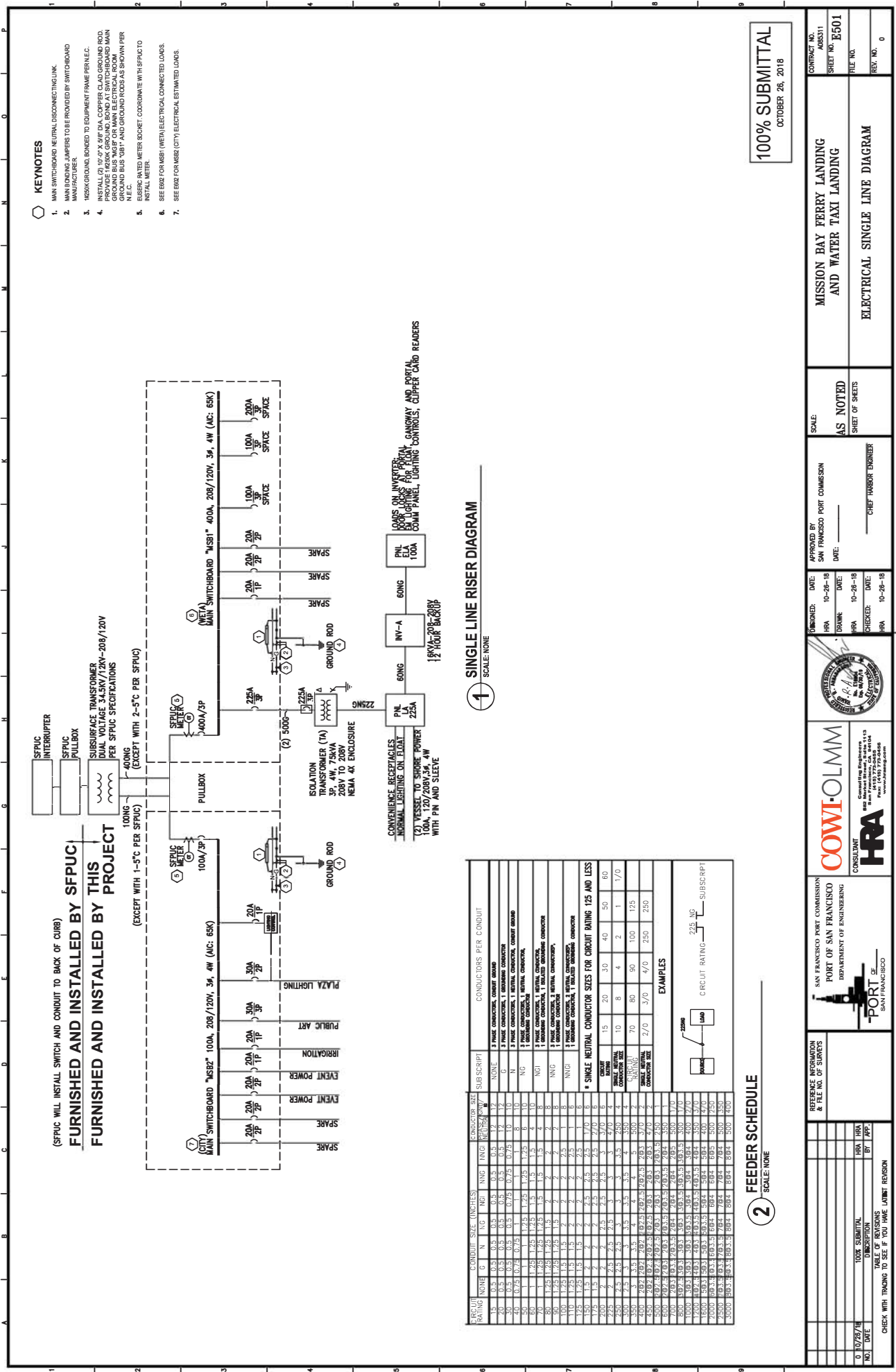
OCTOBER 26, 2018



ELECTRICAL SITE PLAN

[illegible]

VIEW: PLOT11



2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Pedestrian Circulation and Safety Category (EP 40)
Programming and Allocations to Date
 Pending May 19, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2019/20	2020/21	2021/22	2022/23	
Corridor Projects								
SFMTA	Grove Street/Civic Center Improvements	PS&E	Programmed	\$200,000				\$200,000
SFMTA	Grove Street/Civic Center Improvements ⁴	CON	Programmed			\$0		\$0
SFMTA	Folsom-Howard Streetscape	CON	Programmed		\$900,963			\$900,963
SFMTA	Lake Merced Pedestrian Safety	PS&E	Programmed	\$80,000				\$80,000
SFMTA	Lake Merced Pedestrian Safety	CON	Programmed			\$400,000		\$400,000
SFMTA	Leavenworth Livable Street	PLAN/ CER	Programmed		\$750,000			\$750,000
SFMTA	Mission Street Excelsior Safety	PS&E	Allocated	\$1,000,000				\$1,000,000
SFMTA	Mission / Geneva Safety Project ⁴	CON	Planned			\$1,391,000		
SFMTA	Monterey Street Safety Improvements	PS&E	Programmed	\$245,000				\$245,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed		\$1,250,000			\$1,250,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000		\$1,250,000
Citywide Pedestrian Safety & Circulation Improvements								
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed				\$0	\$0
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed				\$0	\$0
SFMTA	Intersections Near Term Improvements ¹	PS&E	Allocated	\$38,680				\$38,680
SFMTA	Intersections Near Term Improvements ¹	CON	Allocated	\$121,320				\$121,320
SFMTA	District 3 Pedestrian Safety Improvements ³	CON	Allocated	\$279,200				\$279,200
Any Eligible	NTIP Placeholder ^{1,3}	Any	Programmed	\$688,238				\$688,238
Total Programmed in 2019 5YPP								
				\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$8,594,401
Total Allocated and Pending								
				\$1,439,200	\$0	\$0	\$0	\$1,439,200
Total Unallocated								
				\$1,213,238	\$2,900,963	\$3,041,000	\$0	\$7,155,201

Total Programmed in 2019 Strategic Plan		\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$0	\$8,594,401
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

FOOTNOTES:

- ¹ 5YPP amendment to fund 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]] (Resolution 2019-062, 6/25/2019).
NTIP Placeholder: Reduced from \$1,100,000 to \$967,438
- ² 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]: Added project with \$160,000 in Fiscal Year 2019/20 for design Strategic Plan and 5YPP amendment to program \$2,500,000 for [Vision Zero Quick-Build Program Implementation] (Resolution 20-002, 7/23/2019)
[Vision Zero Improvements Placeholder]: Reduced from \$1,000,000 FY2022/23 to \$0 and from \$1,000,000 in FY2023/24 to \$0
Funds advanced from outside of current 5YPP period: \$250,000 advanced to FY2020/21, and \$250,000 advanced to FY2021/22.
[Vision Zero Quick-Build Program Implementation]: Added project with \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
³ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
NTIP Placeholder: Reduced from \$967,438 to \$688,238
- ⁴ District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$279,200 in Fiscal Year 2019/20 for construction.
5YPP amendment to fund Mission/Geneva Safety Project (formerly known as Mission Street Excelsior Safety Project) (Resolution 2020-xx, 05/19/2020).
Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$0 in Fiscal Year 2021/22 for construction. Project will advance with non-Prop K funding
Mission/Geneva Safety Project: Increased from \$0 to \$1,391,000 in Fiscal Year 2021/22 for construction.



Memorandum

AGENDA ITEM 6

DATE: May 5, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/12/20 Board Meeting: Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category

RECOMMENDATION

☐ Information ☒ Action

- Approve the Transportation Authority's project priorities for Senate Bill 1 (SB 1) Local Partnership Program (LPP) Competitive Grant Program as shown in Attachment 1
- Authorize the Executive Director to enter into agreements designating the SFMTA and SF Port as the implementing agencies for the recommended projects
- Amend the Prop K 5-Year Prioritization Program (5YPP) for the Pedestrian Circulation and Safety category

SUMMARY

In March 2020, the California Transportation Commission (CTC) released a call for projects for up to \$187 million statewide in LPP Competitive Grant Program funds over Fiscal Years (FYs) 2020/21 - 2022/23 with applications due on June 22, 2020. Jurisdictions with voter approved taxes, tolls, or fees or imposed fees that are dedicated solely to transportation improvements are eligible applicants. In San Francisco, the Transportation Authority and the City are eligible applicants. If both entities submit one or more of the same projects to the CTC, they have to be in the same priority order per CTC guidelines. Transportation Authority and Mayor's Office staff reviewed LPP project nomination requests. We agree on the top priority shown in Attachment 1 (Mission/Geneva Safety Project) and are awaiting confirmation whether the Mayor's Office will also submit our recommended second priority (Mission Bay Ferry Landing). We reviewed each project's eligibility and assessed its potential to be competitive for this funding source. The SFMTA has requested an amendment to

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



the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements project to the Mission/Geneva Safety Project to provide the required 1:1 local match to these LPP funds.	
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BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is an eligible applicant as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and the City and County of San Francisco (CCSF) is an eligible applicant as administrator of the Transportation Network Company (TNC) Tax (Prop D, November 2019) and for the self-imposed fees portion of the Transportation Sustainability Fee.

The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC. In the first cycle of the LPP Competitive Program, the CTC awarded \$6.7 million to the Transportation Authority, with SFPW as the implementing agency, for Jefferson Street Improvements Phase 2.

The LPP Competitive Program has broad project eligibility criteria which include projects that improve the state highway system, transit facilities or expand transit services, local roads, bicycle and pedestrian safety, among others. According to the LPP guidelines, Competitive Program funds are available for construction only and require a dollar-for-dollar local match. The minimum grant request for a jurisdiction the size of San Francisco is \$3 million, meaning the project must have a construction phase cost of at least \$6 million. The LPP Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start construction (contract award) by December 31, 2023.

Per the LPP guidelines, the CTC will give higher priority to projects that are more cost-effective, can commence construction sooner, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in



vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals within the Regional Transportation Plan.

DISCUSSION

In February 2020, we held an informational workshop about the LPP Competitive Program call for projects for city agencies, regional transit operators and other project sponsors. We also provided monthly updates through the Transportation Authority's Technical Working Group.

Recommended LPP Competitive Program Project Priorities. We received requests to support the nomination of two projects, as described below and in detail in Attachments 1 and 2. After considering LPP guidelines and assessing project status and potential to be competitive in the statewide call for projects, and in close coordination with staff from the Mayor's Office, we recommend submitting San Francisco's project nominations in the following priority order, as required by CTC. Below is some of the key project information upon which our rationale for priority order is based.

Priority #1 Mission / Geneva Safety Project - \$8.7 million LPP request: SFMTA requests LPP funds for the construction phase of pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague streets. This project improves pedestrian and bicycle safety on Mission Street and Geneva Avenue on the High Injury Network. The project also improves transit reliability for eight Muni lines that serve the area and have average speeds below 5 mph on some blocks.

Design is underway and funded in part by Prop K. The project has obtained environmental and has a full funding plan with LPP funds matched with Prop K subject to Board approval as part of the recommended action (see 5YPP amendment below), Prop B General Fund, and Transportation Sustainability Fees. SFMTA could advertise the project for construction in July 2021.

Priority #2 Mission Bay Ferry Landing - \$7 million LPP request: SF Port is requesting LPP funds for the Mission Bay Ferry Landing to fund the construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area, a rapidly growing part of the city. This project will provide regional ferry services to and from Mission Bay, expected to serve over 350,000 annual weekday passengers and 125,000 passengers for special events. Project would reduce vehicle trips and greenhouse gas emissions and relieve stress on the Transbay corridor.

Design is complete and the project has environmental clearance. The first phase (dredging) will begin construction in summer 2020. Phase 2 (ferry landing) will be ready to advertise for construction by December 2021. The funding plan



overmatches the LPP funds with Regional Measure 3, General Obligation Bond funds, and a contribution from UCSF.

As noted above, Mayor's Office staff have indicated they will also submit the Mission / Geneva Safety Project as its #1 priority and they are considering whether to also submit the Mission Bay Ferry Landing project as their #2 priority.

Prop 5YPP Amendment for Mission/Geneva Safety Project Local Match. In order to demonstrate the required 1:1 local match commitment to CTC for the Mission / Geneva Safety Project, SFMTA has requested an amendment to the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety Project. Future allocation of these funds would be conditioned upon receipt of the requested LPP funds or securing other funds to fully fund a usable segment of the project.

The Grove Street/Civic Center Improvements project includes bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street. This proposed 5YPP amendment would leave \$1.791 million in Prop K funds available to the project when its ready to advance, although SFMTA has indicated that it is considering funding the project with other sources. The Prop K 5YPP amendment is shown in Attachment 3.

LPP Formulaic Program for Voter-Approved Measures. As mentioned above, the Transportation Authority and CCSF also receive funds from the SB1 LPP Formulaic Program. LPP formula funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) but all other LPP program elements apply, including the dollar-for-dollar match requirement.

For this funding cycle covering FYs 2020/21 - 2022/23, the Transportation Authority will receive a total of \$6,015,00 in LPP formula funds based on Prop K and Prop AA revenues. CCSF will receive \$1,358,000 based on TNC Tax revenues as anticipated in legislation. In addition, CCSF will receive \$5 million in one-time incentive funds for passing the TNC Tax in 2019. Distribution of the LPP formula and one-time incentive funds will be split between the Transportation Authority and the SFMTA in accordance with the split of revenues in the legislation. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

Over the next few months we will develop a staff recommendation for the LPP formula funds as we monitor and analyze the impacts of the COVID-19 pandemic on our FY 2020/21 revenues, budget and work program priorities. We will consult with partner agencies and other stakeholders and plan to present these recommendations to the Board this fall.

Next Steps. Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to the CTC jointly with SFMTA and SF Port staff by the June 22, 2020 deadline. The CTC is scheduled to release staff recommendations on November 12, 2020 and adopt the program of projects at its December 2, 2020 meeting.



FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget.

CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Nominations for LPP Competitive Program
- Attachment 2 - Project Information Forms
- Attachment 3 - Prop K Pedestrian Circulation and Safety 5YPP



RESOLUTION AWARDING A ONE-YEAR PROFESSIONAL SERVICES CONTRACT TO MCMILLEN JACOBS ASSOCIATES IN AN AMOUNT NOT TO EXCEED \$1,000,000 FOR RAIL TUNNEL PLANNING SERVICES FOR THE PENNSYLVANIA AVENUE EXTENSION PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the Downtown Rail Extension (DTX) project to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue; and

WHEREAS, The project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the DTX project at the 4th and King Railyard; and

WHEREAS, By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid; and

WHEREAS, The Transportation Authority is seeking consultant support to provide rail tunnel planning services for the Pennsylvania Avenue Extension Project to prepare it for future state and federal environmental studies; and

WHEREAS, The scope of services will include study of tunnel alignment options with the goal of minimizing project cost and environmental impacts, as well as establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates, and a preliminary funding plan which will be reflected in a Project Initiation Report; and

WHEREAS, The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act and National Environmental Policy Act; and



WHEREAS, On February 25, 2020, the Transportation Authority issued a Request for Proposals for consultant support to prepare a Project Initiation Report for the project, and by the due date of April 3, 2020, received five proposals in response to the Request for Proposal; and

WHEREAS, A multi-agency selection panel comprised of staff from the Transportation Authority, Transbay Joint Powers Authority, the Peninsula Corridor Joint Powers Board (Caltrain), and the San Francisco Planning Department evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and interviewed three firms between April 21 and April 22, 2020; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates; and

WHEREAS, The contract will be funded with Prop K sales tax funds appropriated through Resolution 20-16; and

WHEREAS, The proposed Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for rail tunnel planning services for the Pennsylvania Avenue Extension Project, and be it further

RESOLVED, That the Executive Director is authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute contracts and amendments to contracts that do not cause the total contract value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 7

DATE: May 4, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba -Deputy Director for Capital Projects

SUBJECT: 05/12/20 Board Meeting: Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project

RECOMMENDATION ☐ Information ☒ Action

- Award a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension (PAX) Project (Project)
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

We are seeking consultant support to provide rail tunnel planning services for the PAX Project to prepare it for future state and federal environmental studies. The Project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the Downtown Rail Extension (DTX) at the 4th and King Railyard. By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid. We issued a Request for Proposals (RFP) on February 25, 2020. By the proposal April 3, 2020 due date, we received five proposals. Following evaluation of documents received from all firms, the multi-agency selection panel interviewed three firms and recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates.

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



BACKGROUND

The DTX project will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard in San Francisco to the newly-constructed Salesforce Transit Center. In April 2018, the Planning Department released the Railyard Alignment and Benefits Study (RAB) which, among other components, considered alternatives for the Caltrain rail alignment to the Salesforce Transit Center. The report concluded that an underground Caltrain rail alignment beneath Seventh Street and Pennsylvania Avenue connecting to the DTX project was technically advantageous and allow for the reconnection of multiple surface streets in the Mission Bay area, thereby greatly improving emergency access, pedestrian safety, surface transit reliability, and traffic management.

On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the DTX to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue. The PAX will eliminate at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities. The proposed Project will improve vehicular and pedestrian safety by separating train movements from surface traffic and avoid significant delays to surface transit associated with an at grade rail crossing. Subsequently, the San Francisco Mayor's Office endorsed the alignment.

In June 2019 the major stakeholders entered into a Memorandum of Understanding (MOU) associated with the potential future development of the 4th and King Railyard (Railyard), in order to coordinate associated development efforts of the Railyard, DTX, PAX, the 22nd Street Station and other related projects. The parties of the MOU included the Peninsula Corridor Joint Powers Board (Caltrain), the Transbay Joint Powers Authority (TJPA), the City and County of San Francisco, the Transportation Authority, and Prologis, the owner of the 4th and King Railyards property. PAX project development efforts will require close coordination and consultation with all MOU partners as well as the California High-Speed Rail and the San Francisco Public Utilities Commission.

DISCUSSION

We are seeking consultant support to provide rail tunnel planning services to further develop PAX alternatives in the form of a Project Initiation Report. The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The Project Initiation Report will scope tunnel alignment options with the goal of minimizing project cost and environmental impacts. This effort also includes establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates and a preliminary funding plan.



We intend to work closely with our partner agencies leading collaborative projects as discussed above within the corridor. We will also seek input and keep the Transportation Authority Citizens Advisory Committee (CAC) and Board informed of progress as critical draft documents are prepared, and expect to be completed with this effort by summer of 2021.

Procurement Process. We issued an RFP for a Project Initiation Report for the Project on February 25, 2020. We hosted a pre-proposal conference at our offices on March 6, 2020, which provided opportunities for small businesses and larger firms to meet and form partnerships. 21 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of April 3, 2020, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority, TJPA, Caltrain and Planning Department staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to the highest-ranked firm: McMillen Jacobs Associates. The McMillen Jacobs Associates team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around tunneling and operations for Caltrain projects. In addition, the McMillen Jacobs Associates team demonstrated stronger capabilities and experience in conducting geotechnical evaluation and systems planning which are both essential to the success of the project.

We established a Disadvantaged Business Enterprise (DBE)/ Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 20% for this contract. Proposals from all teams exceeded the contract goal. The McMillen Jacobs Associates team includes a combined 20.5% DBE/LBE/SBE participation from multiple subconsultants, including CHS Consulting Group, an Asian Pacific-owned firm; Freyer & Laureta, Inc., a San Francisco-based and Asian Pacific-owned firm; and Slate Geotechnical Consultants Inc., a women-owned firm. McMillen Jacobs Associates is headquartered in San Francisco.

FINANCIAL IMPACT

The contract amount will be funded with Prop K sales tax funds, appropriated through Resolution 20-16. The Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract.



CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Scope of Services

Attachment 1

Scope of Services

The Transportation Authority seeks consultant services to prepare a Project Initiation Report for the Pennsylvania Avenue Extension (PAX) Project (Project). It is anticipated that a contract will be awarded for a one-year term.

Specific tasks include: 1) Project Management, 2) Goals and Objectives, 3) Alternatives Development, 4) Environmental Constraints, 5) Project Implementation Plan, 6) Cost and Funding, and 7) Project Initiation Report. The tasks are detailed below.

Task 1: Project Management

This task provides for management of PAX initiation efforts, interagency coordination meetings, and regular progress updates. The selected consultant will set the Project schedule to meet project milestones and ensure timely delivery of required studies, permitting documents as needed, presentations, and technical reports.

Work Plan and Schedule: Develop Work Plan to complete pre-environmental planning work and project due diligence. Establish baseline project schedule to meet milestone deliverables and required board cycle approvals.

Meetings: Coordinate regular team meetings to establish project goals and objectives as well as meetings with Transportation Authority staff and 4th and King Railway Memorandum of Understanding (MOU) partners to monitor deliverable progress against project objectives and avoid scope creep.

Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.

Deliverables:

- *Work Plan*
- *Project Schedule*
- *Meeting Agendas and Minutes*
- *Review Logs and Progress Reports*

Task 2: Goals and Objectives

This task will identify the project's purpose and goals to be accomplished. This will be summarized in the preliminary Background, Purpose and Needs statement to be utilized as a starting point for the follow-on work and supported by distinct metrics to be used during evaluation of project alternatives.

Project Development History: Review and summarize background material relating to the proposed PAX and related projects. Background documents include but are not limited to: the Railway Alignment and Benefits Study, Caltrain Business Plan, ConnectSF and related corridor studies.

Regional Project Coordination: The selected consultant will coordinate their efforts with other related projects being developed within the region and include information and data from all connected

projects such as Downtown Rail Extension, 22nd Street Station, 4th and King Railyard Development, Rail Storage planning, the Folsom Area Storm Sewer Tunnel, and other projects in the vicinity of the Project area.

Evaluation Criteria: The consultant will seek input from the MOU partners, as well as other affected stakeholders to define project goals and objectives, which will inform the alternatives evaluation framework.

Deliverables:

- *Project Background, Purpose and Need Statement*
- *Project Goals and Metrics*
- *Evaluation Framework*

Task 3: Alternatives Development

The selected consultant will develop and analyze concept-level project alternatives for undergrounding the rail corridor along the Pennsylvania Avenue alignment. The alternatives analysis will include investigating and documenting constraints for proposed options and efficient connection to related projects. The selected consultant will need to work closely with MOU partners in the development of related projects to define project interfaces. This task also includes seeking input from the Transportation Authority Citizens Advisory Committee (CAC) and Board on project alternatives.

Alignment Development: Identify preliminary horizontal and vertical alignments. Review options for southerly portal location (north or south of existing 22nd Street Caltrain station).

Utilities Conflict: Identify major existing and planned underground utilities within the Project vicinity to evaluate conflict potential. Review interagency master planning efforts and decommissioning plans.

Alternatives Analysis: Evaluate typical cross section alternatives for each alignment and compare conflict with utilities and adjacent projects. Analysis should also consider alternatives against each of the Project goals developed as part of Task 2.

Deliverables:

- *Alignment Alternatives*
- *Utilities Conflict Mapping*
- *Recommended Alternatives for Environmental Review*

Task 4: Environmental Constraints

The selected consultant will develop a preliminary environmental assessment to understand project constraints and estimate mitigation costs.

4.1 Geotechnical Study Report: Identify potential geophysical project constraints including geotechnical conditions and seismic risk mapping.

4.2 Hydrology Study: Identify potential hydraulic project constraints including groundwater mapping, storm water runoff, drainage and sea level rise risk.

4.3 Traffic Impact Study: Identify preliminary project impacts during and after construction including impacts and changes to vehicular and rail traffic flow, construction access and emergency services.

4.4 Environmental Issues: Identify other potential social concerns including environmental justice, construction noise and vibration, air quality, shading, possible contaminated soil or hazardous materials, archeological sites and cultural references.

4.5 Environmental Mitigation: Consider potential mitigation measures. Identify key stakeholders that should be consulted during the environmental analysis. Anticipate environmental processing type for both the California Environmental Quality Act and National Environmental Policy Act clearance.

Deliverables:

- *Geotechnical Study Report*
- *Hydrology Study*
- *Traffic Impact Study*
- *Environmental Issues Log*

Task 5: Project Implementation Plan

The selected consultant will develop a preliminary project implementation plan that will consider issues such as potential lay-down areas, right of way acquisition, easements, utility relocations and construction sequencing.

5.1 Site Access Plan: Develop a plan to access required work areas and determine constraints to possible work.

5.2 Utility Relocation Plan: Prepare high-level utility relocation planning for likely alternatives.

5.3 Right of Way and Easements: Understand and document all land ownership within the Project vicinity including existing land holders, leases, easements and right of ways. Determine process for transfer or purchase of required right of way.

5.4 Preliminary Schedule: Prepare a program level schedule with key milestones for the environmental process, right of way acquisition process, design and construction including multiple contracts if appropriate and commissioning and testing. The schedule should contain timeframes for procurement of services, start and end times, and opportunities for public review and input.

Deliverables:

- *Site Access Plan*
- *Utility Relocation Plan*
- *Preliminary Right of Way Acquisition Plan*
- *Preliminary Project Schedule*
- *Preliminary Project Implementation Plan*

Task 6: Cost and Funding

The selected consultant will work with Transportation Authority staff to understand potential economic impacts of the Project including estimated project costs and economic benefits such as travel-time savings due to the elimination of at-grade rail crossings, as well develop a preliminary funding plan for the Project.

Cost Estimate: Prepare a program level cost estimate for likely project delivery alternatives. The costs should consider potential project construction methods, project access constraints, relocation of utilities and overall program schedule.

Risk Management: Work with the Transportation Authority and stakeholders to understand project risks relating to each likely alternative. Risk analysis should consider: technical design, environmental mitigation, construction, right of way- including permanent and temporary easements, permits, governing agency participation costs - including administration, oversight, commissioning and testing.

Preliminary Funding Plan: Identify potential funding sources and prepare a preliminary funding plan for the project.

Deliverables:

- *Alternatives Cost Estimates*
- *Risk Register*
- *Preliminary Funding Plan*

Task 7: Project Initiation Report

The selected consultant will develop a final report summarizing the findings and recommendations of the technical assessment work. The report should provide comparative costs and benefits of the alignments considered during the Study. The Transportation Authority and the MOU partners will utilize this Project Initiation Report to establish a basis for project development. This task includes presentations to the MOU partners, Transportation Authority CAC and Board.

Deliverables:

- *Draft Project Initiation Report*
- *Final Project Initiation Report*

#



RESOLUTION ALLOCATING \$250,000 IN PROP K FUNDS, WITH CONDITIONS, TO
SAN FRANCISCO DEPARTMENT OF THE ENVIRONMENT'S EMERGENCY RIDE
HOME PROGRAM

WHEREAS, At its April 28, 2020 meeting, the Board approved \$197,500 in Transportation Fund for Clean Air (TFCA) funds to expand San Francisco Department of the Environment's (SFE's) Emergency Ride Home Program to provide reimbursements for taxi rides home from work for essential workers who commute to work via sustainable modes, such as transit, walking or biking while COVID-19-related cuts to transit service are in effect; and

WHEREAS, In addition to aiding essential workers, the expanded program is an effective way to preserve and maintain vehicle emissions reductions as riders are incentivized to stay on transit and not to drive to work; and

WHEREAS, Demand for the program, which started May 1, has been very high, and to better match available resources to demand, Transportation Authority staff recommends supplementing the program budget with \$250,000 in Prop K sales tax funds, bringing the total expanded Emergency Ride Home Program budget to \$447,500; and

WHEREAS, SFE anticipates that this Prop K funding would nearly double the number of essential workers served each week from an estimated 71-100 to 121-188 and would extend the program from July 31 to August 31, 2020; and

WHEREAS, The Transportation Authority received a request from SFE for \$250,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request form; and

WHEREAS, The request seeks funds from the Transportation Demand Management (TDM)/Parking Management category of the Prop K Expenditure Plan; and



WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for the aforementioned Expenditure Plan programmatic category; and

WHEREAS, This request requires an amendment to the Prop K TDM/Parking Management 5YPP to reprogram \$130,000 in Fiscal Year 2019/20 funds from the San Francisco Municipal Transportation Agency's (SFMTA's) Tourist TDM Program - Placeholder and \$120,000 in Fiscal Year 2020/21 funds from SFMTA's Residential TDM Program - Placeholder to the subject project, as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, SFMTA is supportive of the subject request and the required 5YPP amendment given the high priority for funding the Emergency Ride Home Program for essential workers and because the proposed reprogramming will also continue to support the taxi industry and its essential workers; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating \$250,000 in Prop K funds, with conditions, for SFE's Emergency Ride Home Program, as described in Attachment 3 and detailed in the attached allocation request form, which include staff recommendations for the Prop K allocation amount, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; and

WHEREAS, In order to provide relief to essential workers as soon as possible during this time of emergency-related transit service reductions, the Transportation Authority Board is considering final approval on the first appearance of this request before the Board; now, therefore, be it



RESOLVED, That the Transportation Authority hereby amends the Prop K TDM/Parking 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$250,000 in Prop K Sales Tax Funds, with conditions, for SFE's Emergency Ride Home Program, as summarized in Attachment 3 and detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K Expenditure Plan, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPP; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the attached allocation request form; and be it further

RESOLVED, That the Capital Expenditures line item for subsequent fiscal year annual budgets shall reflect the maximum reimbursement schedule amounts adopted, and the Transportation Authority does not guarantee reimbursement levels higher than those adopted; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further



RESOLVED, That the Capital Improvement Program of the Congestion Management Program and Prop K Strategic Plan are hereby amended, as appropriate.

Attachments:

1. Attachment 1 - Summary of Requests
2. Attachment 2 - Project Description
3. Attachment 3 - Staff Recommendation
4. Attachment 4 - Prop K/AA Allocation Summary
5. Attachment 5 - Allocation Request Form

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	43	SFE	Emergency Ride Home Program	\$ 250,000		\$ 447,500	54%	44%	Con	Citywide	
TOTAL							\$ 250,000	\$ -	\$ 447,500	97%	28%

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronym: SFE (San Francisco Department of the Environment)

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.

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
43	SFE	Emergency Ride Home Program	\$ 250,000	\$ -	At its April 28, 2020 meeting, the Board approved \$197,500 in Transportation Fund for Clean Air (TFCA) funds to expand SFE's Emergency Ride Home Program. This expanded program is providing reimbursable taxi rides home from work for essential workers who commute to work via sustainable modes, such as transit, walking or biking while COVID-19-related cuts to transit service are in effect. In addition to aiding essential workers, the expanded program is an effective way to preserve and maintain vehicle emissions reductions as riders are incentivized to stay on transit and not to drive to work. Demand for the program, which started May 1, has been very high. To better match available resources to demand, we recommend supplementing the program budget with an additional \$250,000 in Prop K funds. The recommended action would bring the total expanded Emergency Ride Home Program budget to \$447,500. SFE anticipates that this funding would nearly double the number of essential workers served each week from an estimated 71-100 to 121-188 and would extend the program from July 31 to August 31, 2020.
TOTAL			\$250,000	\$0	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
43	SFE	Emergency Ride Home Program	\$ 250,000	\$ -	<p>5-Year Prioritization (5YPP) Amendment: Our recommendation includes an amendment, supported by the SFMTA, to the Transportation Demand Management (TDM)/Parking Management 5YPP to reprogram \$130,000 in Fiscal Year 2019/20 funds from the SFMTA's Tourist TDM Program - Placeholder and \$120,000 in Fiscal Year 2020/21 funds from SFMTA's Residential TDM Program - Placeholder to the subject project. This amendment would leave \$610,000 available for allocation for these programs in Fiscal Year 2020/21.</p> <p>Deliverables: SFE shall provide monthly progress reports (starting June 1) including the number of applications received, applications accepted, number of reimbursement requests received the past month and to date, and the amount approved for reimbursement the past month and to date. Monthly updates shall also include outreach done the prior month and the outreach planned for the upcoming month.</p> <p>After completion of the program (expected August 31, 2020), SFE shall provide a final report summarizing ridership, including occupations of riders, destinations, and other information collected by the program.</p>
TOTAL			\$250,000	\$0	

¹ See Attachment 1 for footnotes.

Attachment 4

PROP K SALES TAX

FY2019/20

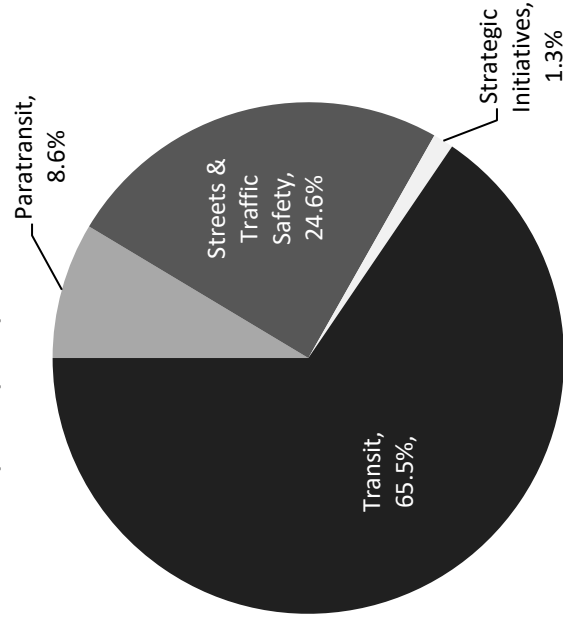
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 150,847,763	\$ 22,961,890	\$ 56,788,936	\$ 17,767,114	\$ 14,325,088	\$ 35,560,081	\$ 2,727,154	\$ 717,500
Current Request(s)	\$ 130,000	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 150,977,763	\$ 23,026,890	\$ 56,853,936	\$ 17,767,114	\$ 14,325,088	\$ 35,560,081	\$ 2,727,154	\$ 717,500

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

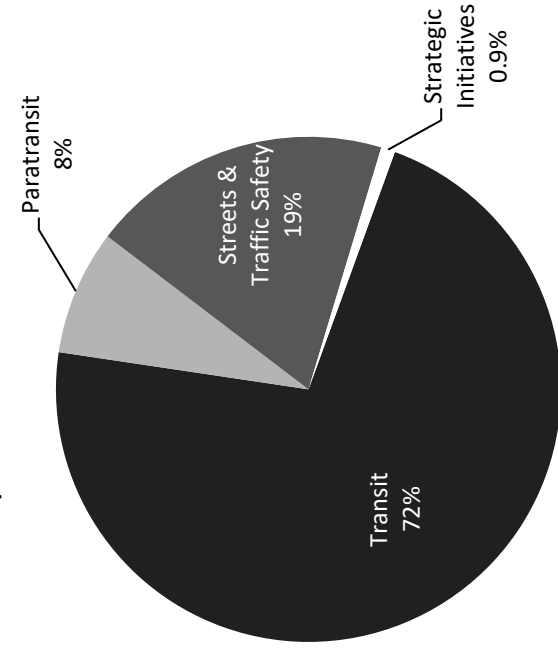
FY2020/21

	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 3,257,155	\$ -	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,377,155	\$ -	\$ 2,941,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

Investment Commitments,
per Prop K Expenditure Plan

Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20, FY2020/21
Project Name:	Emergency Ride Home Program
Grant Recipient:	Department of the Environment

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation Demand Mgmt
Current Prop K Request:	\$250,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

The requested funds would supplement the Department of the Environment's existing Emergency Ride Home program to expand the Essential Worker Ride Home program, which provides a reliable and safe taxi ride home from work for essential employees commuting to and within San Francisco, helping to fill the gap left by reductions in public transportation services during the order to shelter-in-place.

Detailed Scope, Project Benefits and Community Outreach

See attached project proposal and scope.

Project Location

Citywide

Project Phase(s)

Operations

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Justification for Necessary Amendment	
This funding recommendation requires an amendment to the Prop K Transportation Demand Management Five-Year Prioritization Program (5YPP) to reprogram \$130,000 in FY 19/20 funds from the San Francisco Municipal Transportation Agency's (SFMTA's) Tourist TDM program and \$120,000 in FY 20/21 funds from SFMTA's Residential TDM to the Emergency Ride Home program.	

**Emergency Ride Home
Expanded Essential Worker Ride Home Program
Prop K Funding Proposal
May 14, 2020
San Francisco Department of the Environment**

Introduction

This proposal serves as a draft for the expansion of the [Essential Worker Ride Home](#) (EWRH) program, which provides a reliable and safe taxi ride home from work for essential employees in San Francisco, helping to fill the gap left by reductions in public transportation services during the order to [shelter-in-place](#). The Essential Worker Ride Home program is operated under the existing Emergency Ride Home program.

Due to high demand for the EWRH program and the immediate need to support essential workers, the Department of the Environment (SFE) is requesting an additional \$250,000 of Prop K funds to supplement existing program funding and expand its availability to those most in need. This draft provides information about the request for supplemental funding, including a status update on the program, expanded project scope, benefits, and community outreach.

Program Update

Program Demand

Program applications opened on April 28, following SFCTA Board approval. Due to the high volume of applications, priority has been given to essential workers commuting home from work between the hours of 9:00 p.m. and 8:30 a.m., when transit options are unavailable or limited due to emergency-related transit service reductions. As of May 12, SFE has received 226 applications, 66 of which fall within the eligibility parameters and have been approved.

Funding & Budget

Funding Source & Allocation

The program currently has a total project budget of \$197,500 from Transportation Fund for Clean Air (TFCA) funds administered by San Francisco County Transportation Authority (SFCTA). The requested funds would expand the existing Essential Worker Ride Home program by \$250,000, bringing the overall program budget to \$447,500.

Budget

The additional program budget of \$250,000 would continue to fund staff hours and direct costs associated with the program, including program administration, translation of program materials, reimbursement processing, marketing and outreach, customer service, and grant administration and reporting.

The updated \$447,500 budget includes an increase in SFE staff hours to account for the higher volume of program participants and a corresponding increase in hours for program administration, management,

and language assistance in Chinese and Spanish. To ensure the program reaches its desired audience, the budget also includes additional staff hours and direct costs to support a targeted digital marketing campaign and/or printed marketing materials for distribution at essential business locations and other high-visibility locations throughout the city.

See detailed budget for further information.

Recommendation

We recommend retaining a cap of ten (10) trips per month, per person, with a cap of \$70 per trip. Based on these parameters, with the additional \$250,000 (total of \$447,500), the program could subsidize return trips of an estimated **121 to 188 essential workers per week** and **extend the program to August 31**. This would extend the program from 12 to 16 weeks and nearly double the number of essential workers served each week from an estimated 71-100 to 121-188. The calculation is based on a 16-week program budget using the average cost of a one-way, off-peak taxi ride to the East Bay, reimbursement data from the existing Emergency Ride Home program, and assumes all trips will cost between \$45 and \$70.

Additionally, the requested funds will potentially allow SFE to expand the eligibility parameters to make the program more broadly available to essential workers with limited access to public transportation returning home from work outside the hours of 9:00 p.m. and 8:30 a.m. Currently, 116 out of 226 total applicants fall within this category. To ensure adequate, equitable outreach to those most in need of the program, the decision to expand the eligibility parameters would be determined by SFE based on program demand upon completion of marketing and outreach to the program's primary target audience of low-income essential workers in communities of concern. See update on marketing and outreach efforts for more information.

Update on Marketing and Outreach Efforts

Before accepting applications, SFE launched a comprehensive, citywide outreach campaign to first reach essential workers in SF who would benefit most from the program. SFE's outreach targeted historically underserved and vulnerable communities to ensure maximum accessibility to the program, especially low-income essential workers with limited access to public transportation.

SFE's outreach components included:

Website: Along with a dedicated page on SFE's website, links were also published with SF.gov, SFMTA, SFCTA, the Office of Economic and Workforce Development, and the SF Department of Human Resources (DHR).

Community-Based Organizations (CBOs) and Small Business Outreach: SFE leveraged contact lists from the SFCTA and SFE's grassroots outreach team to provide program information to more than 300 CBOs and merchant associations in San Francisco.

Social Media: SFE created a social media toolkit in English, Chinese, and Spanish which was shared with City Departments, businesses, non-profits, and community partners. Notable accounts that have shared include: SFGOV, 311, SFMTA, Department of Emergency Management, and Board Supervisors.

Supervisor Offices: SFE connected with Supervisor Offices to support direct outreach within each District.

Unions: SFE shared the program with the Labor Council, and directly with critical unions like SEIU Local 87 (Janitors).

Targeted Equity Outreach: SFE worked closely with the San Francisco Human Rights Commission (HRC) and Office of Racial Equity to build awareness in the City's Latinx and African American communities. SFE staff discussed the program and answered questions at the HRC's weekly virtual community roundtables. EWRH was also shared with LGBTQI+ focused organizations and community members through the City's LGBTQ Advisory Committee.

Homeless Shelter Workers: SFE worked with the Department of Homelessness and Supportive Housing and the Human Services Agency to share program information with essential workers performing critical services such as COVID-19 testing support, on-site hotel monitoring, and homeless outreach, as well as with service providers and partners working at both departments.

Healthcare: The Department of Public Health shared the program with staff at San Francisco General Hospital and Laguna Honda Hospital. SFE connected with the City's Joint Information Center (JIC) to leverage outreach support to reach Chinese-speaking communities, including staff at the San Francisco Chinese Hospital in Chinatown. EWRH was also shared with the JIC to include in the Spanish and Chinese weekly webinars and virtual roundtables for press and healthcare workers.

Earned Media: SFE pitched directly to local media resulting in a discussion on KALW, an article published in English and Spanish on MissionLocal, and a promotion on Telemundo.

SFE Partners: SFE staff shared program details with local partners such as Recology, local grocers, and the San Francisco Green Business Network.

CCSF Communications: Program information was provided to DHR for distribution to essential CCSF employees and Disaster Service Workers, and to Public Information Officers of each department.

Taxi Industry Communications: SFMTA alerted the taxi industry of the program.

Language Assistance: The website, application form, and associated communications have been translated into Chinese and Spanish. Language assistance support is available from 311 and SFE staff.

Additional program funds could support continued outreach and paid digital advertising targeted at business owners and essential workers in San Francisco.

Program Administration

The EWRH program is an expansion of San Francisco's Emergency Ride Home (ERH) program, which is funded by an existing TFCA grant and administered by SFE. The EWRH program serves as a resource during the COVID-19 emergency for essential workers making trips home from work during this time of limited public transportation availability.

Under the EWRH program, participants are expected to take a sustainable mode of transportation to work. The program provides a reliable ride home when transit options are limited, therefore encouraging transit use and discouraging solo drive commutes. The program will be available to essential workers until further notice, subject to conditions impacting the program's availability, which may include updates to public transportation schedules and operations, limitations of program funding, and/or removal of the shelter-in-place order. It is distinguished from the existing Emergency Ride Home program so as not to not confuse the public about which program benefits are temporary and which ERH program benefits are permanent.

Program Details

Overview

The program will cover the cost of up to ten (10) taxi rides home per month, up to \$70 per ride, for employees fulfilling essential job functions, [as classified here \(https://sf.gov/check-if-business-essential\)](https://sf.gov/check-if-business-essential).

Participants must first register for the program by submitting an application to verify essential status, program need, and intended use. Once a participant's application is accepted, they must use an official taxi for eligible trips and submit their reimbursement request with applicable taxi receipt(s) within 14 calendar days of the trip.

Duration

The program launched on April 28 upon SFCTA approval and will be available to essential workers until further notice and is subject to evaluation and modification based on updates to public transportation schedules and operations, program funding, and/or status of the shelter-in-place order. SFE's decision to extend or discontinue the program will be made in consultation with SFCTA.

Eligible Participants

To be eligible, you must:

- Commute to work via a sustainable mode of transportation, such as taking public transit, walking, biking, or carpooling.
- Work for an essential business in San Francisco, performing an essential job function, as classified by the City and County of San Francisco. This includes City and County of San Francisco employees performing essential job functions and/or serving as a Disaster Service Worker.
- Certify that your employer or another entity does not already provide transportation benefits that include travel home from work.

Eligible Trips

To be eligible, trips must:

- Originate at the employee's work location in San Francisco and end at their home, a transit stop that will take them home, or the location of their parked car (e.g. park-and-ride lot, transit parking lot, etc.).
- Be taken between the hours of 9:00 p.m. and 8:30 a.m. while transit options are unavailable due to emergency-related transit service reductions.
- Be made [via taxi](#) (SFMTA) and a receipt must be submitted with a reimbursement request. Only meter fare is eligible for reimbursement, and tips will not be reimbursed.
- Rides with Transportation Network Companies, such as Uber and Lyft, are not eligible for reimbursement.

Application Verification

As part of the application process, participants are asked to provide their employer name, occupation, and supervisor contact information to prove eligibility as an essential worker. SFE staff reviews application eligibility based on the list of essential businesses classified by the City and County of San Francisco. Applicants are also asked to provide information regarding the public transportation provider and line that normally serves their commute home but is no longer in operation or may have limited availability due to the COVID-19 public health emergency. Once applicants have been approved for the program, they can then submit weekly reimbursement requests that must include copies of official taxi receipts for final verification of the trip date, location, time, and cost.

Reimbursements

Reimbursement requests should be submitted on a weekly basis via an online reimbursement submission form. Receipts must be included with the reimbursement submission, and requests must be received within 14 days from the date of the trip. SFE will process reimbursement requests weekly and checks will

be mailed to participants within 3-4 weeks of reimbursement request submission. Once 75% of program funds are exceeded, the program will stop to allow for evaluation and assessment to ensure outstanding reimbursements are processed with adequate funds remaining. The website states that program funds are subject to availability and reimbursements will be offered until funds are exhausted.

Existing Emergency Ride Home Program

The City of San Francisco's [Emergency Ride Home](#) program continues to be available to individuals who work in San Francisco who are fulfilling essential job functions, and all requests will continue to be evaluated based on the program's eligibility criteria, [as defined here](#) (<https://sfenvironment.org/emergency-ride-home-additional-information>).

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20, FY2020/21
Project Name:	Emergency Ride Home Program
Grant Recipient:	Department of the Environment

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations	Apr-May-Jun	2020	Oct-Nov-Dec	2020
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

Requested funds would enable the program to operate for 16 weeks from May 1, 2020 to August 31, 2020.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20, FY2020/21
Project Name:	Emergency Ride Home Program
Grant Recipient:	Department of the Environment

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$250,000	\$0	\$0	\$250,000
TFCA	\$0	\$0	\$197,500	\$197,500
Phases in Current Request Total:	\$250,000	\$0	\$197,500	\$447,500

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$447,500	\$250,000	Anticipated ridership and average cost per ride
Total:	\$447,500	\$250,000	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

MAJOR LINE ITEM BUDGET

* Direct Costs include mailing, reproduction costs.

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFE	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Project Supervision (5644)	14	\$ 99.00	2.42	\$ 239.58	0.007	\$ 3,354
Project Oversight (5642)	165	\$ 87.00	2.42	\$ 210.54	0.079	\$ 34,739
Project Manager (9922)	210	\$ 40.00	2.42	\$ 96.80	0.101	\$ 20,328
Project Staff 1 (5640)	16	\$ 76.00	2.42	\$ 183.92	0.008	\$ 2,943
Project Staff 2 (5638)	38	\$ 64.00	2.42	\$ 154.88	0.018	\$ 5,885
Project Staff 3 (1822)	30	\$ 75.00	2.42	\$ 181.50	0.014	\$ 5,445
Project Staff 4 (9922)	118	\$ 40.00	2.42	\$ 96.80	0.057	\$ 11,422
Total	591.00				0.28	\$ 84,118

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20, FY2020/21
Project Name:	Emergency Ride Home Program
Grant Recipient:	Department of the Environment

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$250,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$250,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Emergency Ride Home Program
Sponsor:	Department of the Environment	Expiration Date:	09/30/2020
Phase:	Construction	Fundshare:	55.87

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-143	\$65,000	\$185,000	\$0	\$0	\$0	\$250,000

Deliverables

1. SFE shall provide monthly progress reports to the Transportation Authority (starting June 1) including the number of applications received, applications accepted, number of reimbursement requests received the past month and to date, and the amount approved for reimbursement the past month and to date. Monthly updates shall also include outreach done the prior month and the outreach planned for the upcoming month.
2. After completion of the program (expected August 31, 2020), SFE shall provide a final report summarizing ridership, including occupations of riders, destinations, and other information collected by the program. The final report required to be prepared per the Air District's TFCA guidelines, may be used to satisfy this deliverable.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	44.13%	No Prop AA
Actual Leveraging - This Project	44.13%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20, FY2020/21
Project Name:	Emergency Ride Home Program
Grant Recipient:	Department of the Environment

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$250,000
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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.

Initials of sponsor staff member verifying the above statement
AB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Minho Park	Alexandra Bogdan
Title:	Transportation Outreach Associate	Senior Marketing & Community Engagement Strategist
Phone:	(415) 355-3702	(415) 355-5008
Email:	minho.park@sfgov.org	alexandra.bogdan@sfgov.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date
 Pending May 19, 2020

Agency	Project Name	Phase	Status	Fiscal Year				
				2019/20	2020/21	2021/22	2022/23	2023/24
Carry Forward From 2014 5YPP								
SFMTA	Curb Management Strategy	PLAN/ CER	Programmed	\$200,000				
SFMTA, Any Eligible	NTTP Placeholder	CON	Programmed	\$240,000				
Citywide TDM								
SFE	Emergency Ride Home Program	CON	Pending	\$130,000				
SFE	Emergency Ride Home Program	CON	Pending		\$120,000			
SFMTA	SF Safe Routes to Schools Program Administration	CON	Allocated	\$200,000				
SFMTA	SF Safe Routes to Schools Program Administration	CON	Programmed		\$240,000			
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed	\$240,000				
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed		\$140,000			
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed			\$156,000		
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed		\$230,000			
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed				\$350,000	
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed	\$0				
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed			\$130,000		
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed					\$65,000
SFE	Commuter Benefits Ordinance Update	PLAN/ CER	Programmed	\$100,610				
SFCTA	Mobility as a Service Pilot - Placeholder	ANY	Programmed	\$200,000				
SFCTA	Emerging Mobility Pilots - Placeholder	ANY	Programmed	\$100,000				
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed	\$80,000				
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed			\$80,000		
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed					\$40,000
Demand and Pricing Management								
SFCTA, SFMTA	Demand & Pricing - Placeholder	ANY	Programmed		\$200,000			
Modal Plans								
SFCTA	ConnectSF Modal Study Follow On	PLAN/ CER	Programmed			\$300,000		
Communities of Concern Access								
TBD	NTTP Placeholder	PS&E, CON	Programmed	\$500,000				

Agency	Project Name	Phase	Status	Fiscal Year				
				2019/20	2020/21	2021/22	2022/23	2023/24
			Total Programmed in 2019 5YPP	\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000
			Total Allocated and Pending	\$330,000	\$120,000	\$0	\$0	\$0
			Total Unallocated	\$1,660,610	\$810,000	\$666,000	\$350,000	\$105,000
			Total Programmed in 2019 Strategic Plan	\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000
			Deobligated Funds	\$0	\$0	\$0	\$0	\$0
			Cumulative Remaining Programming Capacity	\$0	\$0	\$0	\$0	\$0
Pending Allocation / Appropriation								
Board Approved Allocation/ Appropriation								

FOOTNOTES:

- ¹ 5YPP amendment to fund Emergency Ride Home Program (Resolution 2020-xx, 05/19/2020).
- Tourist TDM Program - Placeholder: Reduced from \$130,000 to \$0 in Fiscal Year 2019/20 for construction.
- Residential TDM Program - Placeholder: Reduced from \$350,000 to \$230,000 in Fiscal Year 2020/21 for construction.
- Emergency Ride Home Program: Project added with a total of \$250,000 in Fiscal Year 2019/20 (\$130,000) and Fiscal Year 2020/21 (\$120,000) funds for construction.

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Transportation Demand Management (TDM)/Parking Management Category (EP 43)
 Cash Flow (Maximum Annual Reimbursement)

Pending May 19, 2020

Total	Project Name	Phase	Fiscal Year				Total
			2019 /20	2020/21	2021/22	2022/23	
	Carry Forward From 2014 5YPP						
\$200,000	Curb Management Strategy	PLAN/ CER	\$100,000	\$50,000	\$50,000		\$200,000
\$240,000	NTIP Placeholder	CON	\$240,000				\$240,000
	Citywide TDM						
\$130,000	Emergency Ride Home Program	CON	\$65,000	\$65,000			\$130,000
\$120,000	Emergency Ride Home Program	CON		\$120,000			\$120,000
\$200,000	SF Safe Routes to Schools Program Administration	CON	\$140,000	\$60,000			\$200,000
\$240,000	SF Safe Routes to Schools Program Administration	CON		\$240,000			\$240,000
\$240,000	Employer TDM Program - Placeholder	PLAN/ CER	\$240,000				\$240,000
\$140,000	Employer TDM Program - Placeholder	PLAN/ CER		\$140,000			\$140,000
\$156,000	Employer TDM Program - Placeholder	PLAN/ CER			\$56,000	\$50,000	\$156,000
\$230,000	Residential TDM Program - Placeholder	PLAN/ CER		\$55,000	\$175,000		\$230,000
\$350,000	Residential TDM Program - Placeholder	PLAN/ CER				\$175,000	\$350,000
\$0	Tourist TDM Program - Placeholder	PLAN/ CER	\$0	\$0			\$0
\$130,000	Tourist TDM Program - Placeholder	PLAN/ CER			\$65,000	\$65,000	\$130,000
\$65,000	Tourist TDM Program - Placeholder	PLAN/ CER				\$65,000	\$65,000
\$100,610	Commuter Benefits Ordinance Update	PLAN/ CER	\$100,610				\$100,610
\$200,000	Mobility as a Service Pilot - Placeholder	ANY	\$75,000	\$75,000	\$50,000		\$200,000
\$100,000	Emerging Mobility Pilots - Placeholder	ANY	\$50,000	\$50,000			\$100,000
\$80,000	TSP Evaluation Tool	PLAN/ CER	\$40,000	\$40,000			\$80,000
\$80,000	TSP Evaluation Tool	PLAN/ CER			\$40,000	\$40,000	\$80,000
\$40,000	TSP Evaluation Tool	PLAN/ CER				\$40,000	\$40,000
	Demand and Pricing Management						
\$200,000	Demand & Pricing - Placeholder	ANY		\$100,000	\$100,000		\$200,000
	Modal Plans						
\$300,000	ConnectSF Modal Study Follow On	PLAN/ CER			\$100,000	\$100,000	\$300,000
	Communities of Concern Access						
\$500,000	NTIP Placeholder	PS&E, CON	\$250,000	\$250,000			\$500,000

Total	Project Name	Phase	Fiscal Year					Total
			2019/20	2020/21	2021/22	2022/23	2023/24	
\$4,041,610	Cash Flow Programmed in 2019 5YPP		\$1,300,610	\$1,245,000	\$636,000	\$430,000	\$430,000	\$4,041,610
\$450,000	Total Cash Flow Allocated and Pending		\$205,000	\$245,000	\$0	\$0	\$0	\$450,000
\$3,591,610	Total Cash Flow Unallocated		\$1,095,610	\$1,000,000	\$636,000	\$430,000	\$430,000	\$3,591,610
\$4,041,610	Total Cash Flow in 2019 Strategic Plan		\$1,360,610	\$1,185,000	\$636,000	\$430,000	\$430,000	\$4,041,610
\$0	Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
\$0	Cumulative Remaining Cash Flow Capacity		\$60,000	\$0	\$0	\$0	\$0	\$0
	Pending Allocation/ Appropriation							
	Board Approved Allocation/ Appropriation							



Memorandum

AGENDA ITEM 8

DATE: May 12, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 5/19/2020 Board Meeting: Allocate \$250,00 in Prop K Funds, with Conditions, to San Francisco Department of the Environment's Emergency Ride Home Program - ACTION

RECOMMENDATION

☐ Information ☒ Action

Allocate \$250,00 in Prop K funds, with conditions, to San Francisco Department of the Environment's (SFE's) Emergency Ride Home Program.

SUMMARY

At its April 28, 2020 meeting, the Board approved \$197,500 in Transportation Fund for Clean Air (TFCA) funds to expand SFE's Emergency Ride Home program. This expanded program is providing reimbursements for taxi rides home from work for essential workers who commute to work via sustainable modes, such as transit, walking or biking while COVID-19-related cuts to transit service are in effect. In addition to aiding essential workers, the expanded program is an effective way to preserve and maintain vehicle emissions reductions as riders are incentivized to stay on transit and not to drive to work. Demand for the program, which started May 1, has been very high. To better match available resources to demand, we recommend supplementing the program budget with an additional \$250,000 in Prop K funds redirected from placeholders for tourist and residential transportation demand management (TDM) programs administered by the San Francisco Municipal Transportation Agency (SFMTA). This requires a 5-Year Prioritization Program amendment to the TDM/Parking Management category and is supported by the SFMTA. The recommended action would bring the total expanded Emergency Ride Home Program budget to \$447,500. SFE anticipates that this funding would nearly double the number of essential workers served each week from an estimated 71-100 to 121-188 and would extend the program from July 31 to August 31, 2020.

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



BACKGROUND

Essential workers are facing challenges getting home from work during the COVID-19 pandemic with the emergency-related reduction of public transit services in the region, particularly in the evening and late-night hours. To respond to this need, at its April 28, 2020 meeting the Board reprogrammed \$197,500 in TFCA funds from the SFMTA's Alternative Fuel Taxicab Incentive Program to expand SFE's Emergency Ride Home program. The existing Emergency Ride Home Program supports and encourages walking, biking, taking transit, carpooling or vanpooling commutes by reimbursing taxi trips under emergency circumstances (e.g such as when a child is sick mid-day or your employer unexpectedly asks you to stay late and your vanpool ride is not available). The expanded program responds to the commute trip needs of employees fulfilling essential job functions, as classified by the City and County of San Francisco, and encouraging them to use sustainable transportation modes while transit service is temporarily significantly reduced.

The \$197,500 in TFCA funds Funding for the essential worker program expansion approved in April came from the SFMTA's FY 2016/17 Alternative Fuel Taxicab Incentive Program, which has seen lower than anticipated demand. SFMTA has another \$250,000 available from a FY 2017/18 TFCA grant for SFMTA's taxicab program to provide incentives to purchasers of clean air taxis.

DISCUSSION

Due to high demand for the expanded program, SFE has instituted eligibility parameters to prioritize applications of essential workers requiring rides home between the hours of 9 p.m. and 8:30 a.m for a three month period from May 1 to July 31, 2020, which is the required program duration to meet cost effectiveness requirements for the TFCA funds. To provide additional rides to essential workers and extend the length of the program, we recommend supplementing the program's funding with \$250,000 in Prop K funds. SFE, as program administrator, recommends retaining existing program rules, including a cap of 10 trips per month, per person, with a cap of \$70 per trip. Based on these parameters, and with an additional \$250,000 (bringing the total program budget to \$447,500), the program could subsidize taxi rides home for an estimated 121 to 188 essential workers per week and extend the program to August 31. The calculation is based on a 16-week program budget using the average cost of a one-way, off-peak taxi ride to the East Bay, reimbursement data from the existing Emergency Ride Home program, and assumes that not every trip will reach the \$70 limit.

The recommended approach would use the requested Prop K funds to nearly double the number of essential workers served each week and extend the program an additional 4-weeks. Depending on demand, SFE could begin to accept applicants impacted by public transit reductions who commute home outside the hours of 9:00 p.m. and 8:30 a.m. In addition to costs of rides and staff time for reimbursement processing and customer service, funds would also support additional translation of program materials, marketing and outreach.

Prop K 5-Year Prioritization Program (5YPP) Amendment. Prior to arriving at the recommendation to allocate Prop K funds for the expanded Emergency Ride Home Program,



we explored options for reprogramming additional TFCA funds from other projects but we, along with project sponsors such as the SFMTA, have concluded that we would not be able to do this without significantly impacting those existing projects and/or creating challenges maintaining cost effectiveness and therefore, eligibility for TFCA funds for those projects.

We are pleased to report that working in collaboration with SFMTA staff, we have identified Prop K funds for supplement the original TFCA funding for the expanded Emergency Ride Home Program. The recommended funding requires an amendment to the Prop K TDM/Parking Management 5YPP to reprogram \$130,000 in Fiscal Year 2019/20 funds from the SFMTA's Tourist TDM Program - Placeholder and \$120,000 in Fiscal Year 2020/21 funds from SFMTA's Residential TDM Program - Placeholder to the subject project. This amendment would leave SFMTA's TDM program placeholders (residential, employer, and tourist) with a total of \$610,000 in remaining funding available for allocation in Fiscal Year 2020/21. SFMTA is supportive of this request given the high priority for funding the Essential Worker Ride Home Program. The proposed reprogramming will also continue to support the taxi industry and its essential workers.

FINANCIAL IMPACT

The recommended action would allocate \$250,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2019/20 and Fiscal Year 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the Fiscal Year 2020/21 budget to cover the recommended cash flow distribution for that fiscal year.

CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K/AA Allocation Summary
- Attachment 5 - Allocation Request Form



RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL (SB) 1291
(SENATE COMMITTEE ON TRANSPORTATION)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on SB 1291 (Senate Committee on Transportation) as shown in Attachment 1; and

WHEREAS, At its May 19, 2020 meeting, the Board reviewed and discussed SB 1291 (Senate Committee on Transportation); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on SB 1291 (Senate Committee on Transportation); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - May 2020

Attachment 1.
San Francisco County Transportation Authority

State Legislation - May 2020

(Updated May 12, 2020)

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

Due to the COVID-19 pandemic, the state legislature was on recess through the beginning of May. The Assembly began meeting and holding hearings again on May 4, and the Senate on May 11. Committee chairs are deciding which bills will be heard on a case-by-case basis, with most chairs focusing on bills that are related to COVID-19 relief and/or are urgent matters. **Most bills from this session will not be moving forward, as the legislature focuses on essential legislation.**

The legislature's calendar has been revised for the remainder of the session:

- June 15: budget bill must be passed by midnight
- June 19: last day for the Assembly to pass bills introduced in the Assembly
- June 26: last day for the Senate to pass bills introduced in the Senate
- June 22 - July 12: Assembly summer recess
- July 2 - July 12: Senate summer recess
- August 31: last day for each house to pass bills
- September 30: last day for the Governor to sign or veto bills

Staff is recommending a new support position on Senate Bill (SB) 1291 (Senate Committee on Transportation), and new watch positions on Assembly Bill (AB) 3278 (Patterson) and AB 3213 (Rivas), as show in **Table 1**.

Table 2 provides updates on AB 2057 (Chiu), AB 2305 (Chiu), AB 2824 (Bonta) and SB 278 (Beall), on which the Transportation Authority has previously taken positions this session or added to our watch list. A number of bills we've been tracking, including AB 2057 and AB 2305, will not be proceeding this year so that the legislature can focus on addressing COVID-19 impacts and other priorities.

Table 3 shows the status of active bills on which the Board has already taken a position.

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Watch	AB 3213 Rivas D and Friedman D	<p>High-Speed Rail Authority: high-speed rail service: priorities.</p> <p>This bill would require the High-Speed Rail Authority (HSRA) to prioritize projects for the development and implementation of high-speed rail based on three criteria: overall benefit to the state; increased passenger rail ridership; and automobile trip replacement. The 2019 Project Update Report, and the HSRA Draft 2020 Business Plan, propose to focus limited state resources to fund and deliver high-speed rail in the Central Valley, for a 171-mile line from Merced to Bakersfield. The author's intent is to require the HSRA to consider whether electrification funds for this segment could be redirected to increase ridership in communities with significant populations (e.g. Los Angeles).</p> <p>It is unclear how this bill might impact the development of high-speed rail in California, though it would require the HSRA to use criteria that could benefit the high-population Bay Area and Los Angeles portions of the route. This bill was passed by the Assembly Transportation Committee on May 4, and will be heard by the Assembly Appropriations Committee next. If passed it will move to the Senate.</p>

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Recommended Positions	Bill # Author	Title and Update
Watch	AB 3278 Patterson R	<p>High-Speed Rail Authority: passenger train service.</p> <p>This bill would add to an existing requirement in the Streets and Highways Code, that the operation of high-speed train service be provided with no operating subsidy whether the service is provided by the High-Speed Rail Authority (HSRA) directly, or is provided by a third party. The HSRA Draft 2020 Business Plan includes a provision that the HSRA would lease infrastructure in the Central Valley to another entity for operations that can be subsidized, such as the existing San Joaquin Regional Rail Commission (SJRRRC). The SJRRRC currently operates intercity rail which is subsidized by the state. The author states that this business plan violates the existing requirement that high-speed service be provided with no operating subsidy.</p> <p>This bill was passed by the Assembly Transportation Committee on May 4, and will be heard by the Assembly Appropriations Committee next. If passed it will move to the Senate.</p>
Support	SB 1291 Senate Committee on Transportation	<p>Federal Statewide Transportation Improvement Program: submissions.</p> <p>Currently, per state law, regional transportation planning agencies and Caltrans must develop and submit a new Federal Transportation Improvement Program (FTIP) to the US Department of Transportation (USDOT) by December 1 of even-numbered years. The federal government only requires this update to occur every four years, with California's next FTIP due in 2022. This bill would temporarily suspend the state-mandated submission requirement in 2020, so the next update would occur in 2022.</p> <p>This legislation is needed as a result of the Trump Administration's Safer Affordable Fuel-Efficient Vehicles (SAFE) Rule, which rolled back federal fuel efficiency standards and removed California's waiver to set its own emissions goals. When the rule went into effect last year, the state's air quality conformity model became outdated, and the Federal Highway Administration was unable to approve administrative actions that relied on model outputs. For projects with air quality impacts (a limited number of large capital projects), that included approving federal environmental documents and amending the project into the FTIP, which is required for a project to receive federal funding. While most projects have been able to continue accessing funds and securing administrative approvals to date, if California submits a new FTIP to USDOT prior to the resolution of this issue, the moratorium would apply to all federally funded projects in the state. SB 1291 provides Caltrans with the flexibility to continue to deliver federal transportation projects in the face of uncertainties related to the SAFE Rule.</p>

Attachment 1.
San Francisco County Transportation Authority

Table 2. Notable Updates on Bills in the 2019-2020 Session

Adopted Positions	Bill # Author	Title and Update
Watch	AB 2057 Chiu D	<p>San Francisco Bay Area: public transportation.</p> <p>This bill, the Bay Area Seamless Transit Act, has been significantly amended at the beginning of May, but will not be moving forward this year due to limitations on the number of bills under consideration given the COVID-19 crisis. In April, the Transportation Authority Board approved a resolution supporting seven Seamless Transit principles for the Bay Area. Assemblyman Chiu and the bill's sponsor organization, Seamless Bay Area, continue to advocate for a more integrated transit system, particularly as the region considers what recovery for the transit network will look like.</p> <p>On May 14, Seamless Bay Area and Assemblymember Chiu will be hosting a webinar about ongoing efforts to help Bay Area transit recover from the current crisis, and to improve the region's transit system to make it more connected, equitable and sustainable. They will also discuss next steps given that this bill is no longer moving forward in 2020. Our staff will participate in this webinar.</p>
Watch	AB 2305 Ting D	<p>Vehicles: local regulation of traffic: private roads.</p> <p>This is a spot bill, which we were working with the author and Supervisor Stefani's office to amend to authorize a pilot no-fee reservation system for the Lombard Crooked Street. Given the limitations on the number of bills under consideration in light of the COVID-19 crisis, this bill is not moving forward this year.</p>
Conditional Support with Amendments	AB 2824 Bonta D	<p>Bay Bridge Fast Forward Program.</p> <p>This bill was amended to require the Metropolitan Transportation Commission (MTC) and Caltrans to complete a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability on the San Francisco-Oakland Bay Bridge corridor, and would authorize MTC and Caltrans to implement a bus and very high occupancy vehicles only lane as a year-long pilot program if travel speed and reliability on the bridge are low. Given the limitations on the number of bills under consideration in light of the COVID-19 crisis, this bill is not moving forward this year.</p> <p>We support other ongoing efforts to expedite buses on the bridge, which would serve travelers to and from the East Bay as well as improve the connection between San Francisco and Treasure Island. MTC recently identified improvements at the West Grand, I-580, and I-80 approaches to the Bay Bridge as projects that would have the most immediate impact on bus travel time and reliability. MTC is working with ACTC and CCTA to secure funding for the initial \$20 million in resources to advance near-term operational, transit, and shared mobility strategies through the project development process. In San Francisco, we are considering operational improvements to bridge approaches through the Streets and Freeways Study, part of ConnectSF.</p>

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Adopted Positions	Bill # Author	Title and Update
Watch	SB 278 Beall D	<p>Metropolitan Transportation Commission (MTC).</p> <p>This bill is currently a placeholder, which the author intended to amend to establish a regional transportation measure for the nine-county Bay Area for the November 2020 ballot. Given the COVID-19 crisis and its economic impacts, the author has stated that he no longer intends to seek the November 2020 ballot for such a measure. The main proponents for this measure, the FASTER Bay Area coalition led by SPUR, the Bay Area Council and the Silicon Valley Leadership Group, have also state that they are no longer proposing a measure for the November 2020 ballot. However, Senator Beall has not ruled out whether this bill could move forward this year to set the region up for a future ballot, such as November 2022, and the FASTER coalition continues to seek legislation authorizing a future Bay Area ballot initiative. We will continue to work with San Francisco agencies and other stakeholders to ensure the bill's policies and expenditure plan will promote the use of regional mass transit and the continued development of an integrated, reliable, regional public transportation system.</p>

Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

*Most bills introduced this year will not be moving forward due to the COVID-19 crisis' impact on the legislative session.
 Updates to bills since the last Board meeting are italicized.*

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 5/12/2020)
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project	Dead
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary Committee
	AB 2828 Friedman D	Traffic Safety.	<i>Dead</i>
Conditional Support with Amendments	AB 2824 Bonta D	Bay Bridge Fast Forward Program.	<i>Dead</i>
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	Senate Rules
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	AB 1964 Frazier D	Autonomous vehicles.	<i>Dead</i>
	SB 50 Wiener D	Planning and zoning: housing development: streamlined approval: incentives.	Dead

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Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Dead
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	AB 1848 Lackey R	High-speed rail: Metrolink commuter rail system.	<i>Dead</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.