



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, September 25, 2018; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Tang (Vice Chair), Brown, Cohen, Fewer, Kim, Mandelman, Ronen, Safai, Stefani and Yee

Clerk: Alberto Quintanilla

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

Consent Agenda

4. Approve the Minutes of the September 11, 2018 Meeting – **ACTION*** 3
5. **[Final Approval]** Appoint Robert Gower and David Klein to the Citizens Advisory Committee – **ACTION*** 11
6. **[Final Approval]** Allocate \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – **ACTION*** 19

Projects: (SFMTA) Muni Forward (\$3,339,000), Local Bus Transit Signal Priority (\$1,189,972), Schools Engineering Program (\$1,087,775), Application-Based Traffic Calming Program (1,013,399); (BART) Powell Station Modernization (\$327,025) and (SFPW) Great Highway Reroute Project (Permanent Restoration) (\$1,105,067)
7. **[Final Approval]** Adopt the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center – **ACTION*** 31

End of Consent Agenda

8. **[Final Approval on First Appearance]** Resolution of Appreciation to Michael Painter for his Outstanding Contributions to the Presidio Parkway Design – **ACTION*** 61
9. Major Capital Project Update - Better Market Street - **INFORMATION*** 63

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.

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

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, September 11, 2018

1. Roll Call

Chair Peskin called the meeting to order at 10:04 a.m.

Present at Roll Call: Commissioners Brown, Fewer, Kim, Mandelman, Peskin, Ronen and Tang (7)

Absent at Roll Call: Commissioners Cohen (entered during Item 4), Safai (entered during Item 4), Stefani (entered during Item 4) and Yee (entered during Item 5) (4)

2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC expressed surprise at both the July and September Van Ness Bus Rapid Transit (BRT) Project progress reports stating that only 1% progress had been achieved in each month and were concerned about the length of time for the overall project to completion. Transportation Authority staff noted the slow pace was due to underground utility work and said that the work would not be completed until the end of 2019. The CAC asked if there had been any discussion of closing Van Ness Avenue entirely for a period of several weeks to get the project done all at once at an accelerated pace. Transportation Authority staff said a balance was needed to be struck between two years of inconvenience on Van Ness Avenue versus the impact on local businesses of a full closure. Mr. Larson said the CAC would continue to follow the project progress meeting to meeting.

Mr. Larson reported that the CAC recommended a support position for Assembly Bill (AB) 1184 and welcomed the potential ability to achieve revenue from Transportation Network Companies (TNCs) pending voter approval. He said the CAC also recommended approval for the allocation of approximately \$8 million in Prop K sales tax funds as presented in item six of the Board agenda. He said the CAC asked why the existing BART Powell Station ceiling lighting project was taking so long to complete. BART staff said authorization process delays in addition to fire sprinkler requirements had set the work back but hoped it would be completed by next spring.

Mr. Larson reported that the CAC had originally postponed the Pennsylvania Avenue Alignment to the Downtown Extension (DTX) at their June meeting. He said the CAC wanted to know the possible locations of any rail yards that potentially needed to be relocated based on the alignment before recommending approval. He also stated that there was renewed interest in learning why a 7th Street alignment of the DTX into the Salesforce Transit Center had been rejected years ago. He said the CAC received helpful information that explained the challenges of a downtown extension running mid-block between Howard and Folsom Streets and down 7th Street and why the routing had not been chosen. Mr. Larson reported that with regard to the railyard relocation issue, staff clarified that the future re-location of any railyard was an issue common to either the

Pennsylvania alignment or the Mission Bay alignment and was not as linked to the choice of alignment as it may have appeared from the materials presented at the June meeting. He said the CAC was further assuaged when it was acknowledged that the railyard would probably move from Fourth and King streets in the future and that community outreach had been and would continue to be conducted in potentially affected areas. He noted that the CAC asked whether an alternative could be costed out that would include all or part of the Fourth and King streets railyard remaining or undergrounding the facility at that location. Staff explained the answers were dependent on the still pending Caltrain and High-Speed Rail Authority blended service business plan. Mr. Larson reported that the CAC recommended adoption of the Pennsylvania Avenue Alignment.

There was no public comment.

3. Approve the Minutes of the July 24, 2018 Meeting – ACTION

Chair Peskin noted typos in the Board minutes that had been amended and posted on the Transportation Authority website.

There was no public comment.

Commissioner Tang moved to approve the minutes, seconded by Commissioner Ronen.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Kim, Mandelman, Peskin, Ronen and Tang (7)

Absent: Commissioners Cohen, Safai, Stefani and Yee (4)

4. Appoint Two Members to the Citizens Advisory Committee – ACTION

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

Robert Gower spoke to his interest and qualification in being appointed to the CAC.

David Klein spoke to his interest and qualification in being appointed to the CAC.

Commissioner Fewer thanked former District 1 CAC representative Brian Larkin for his solid decade of service and said her office relied heavily on the questions and insights that the CAC brought on issues related to her neighborhood and city-wide transportation policies. She said she was excited to appoint David Klein to the District 1 CAC and stated that he had served on the Oversight Commission of the Our Children, Our Family Initiative in Oakland. She said Mr. Klein brought experience in engaging with communities to the policymaking process, which was essential. Commissioner Fewer said Mr. Klein was a resident raising his family in the Outer Richmond and brought a lens as a transit rider and passion for transportation through his work with Moovit. She said she was confident he would be a strong representative.

Commissioner Safai said Robert Gower took wonderful initiative engaging around some of the transit issues in District 11 and highlighted his work on the Muni J line intersection on Santa Rosa and San Jose avenues. He said Mr. Gower's initiative on the intersection led to restriping, moving signs to a better location and better visibility. Commissioner Safai spoke to Mr. Gower's overall engagement with his office and the San Francisco Municipal Transportation Agency (SFMTA) and involvement with District 11 neighborhood associations. He said he was extremely happy to move Mr. Gower's nomination to the CAC forward.

There was no public comment.

Commissioner Fewer moved to appoint David Klein to the CAC, seconded by Commissioner Safai.

Commissioner Safai moved to appoint Robert Gower to the CAC, seconded by Commissioner Fewer.

The motions to appoint David Klein and Robert Gower were approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani and Tang (10)

Absent: Commissioner Yee (1)

5. [Final Approval on First Appearance] State and Federal Legislation Update – ACTION

Mark Watts, State Legislative Advocate, presented the item.

Chair Peskin formally thanked Assemblymember Phil Ting for authoring AB 1184, which if passed as law would help the city go forward with a per ride tax on TNCs in the City and County of San Francisco in November 2019. He thanked Mayor Breed for contacting the Governor's office and urging him to sign the assembly bill.

Commissioner Fewer thanked Chair Peskin for the work he had done on AB 1184 and his efforts to provide TNC relief in San Francisco.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (11)

Absent: Commissioners (0)

6. Allocate \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions – ACTION

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

Commissioner Ronen encouraged the SFMTA to appoint a point person to the Safe Routes to School Program and said it was greatly needed. She said she had spoken to many principals in District 9 and heard that school pedestrian safety was a top priority. She thanked Commissioner Tang for her work on the issue and said the restructured program was a great outcome.

Commissioner Kim asked for a follow up on a request she had made almost a year ago regarding reinvesting in a yellow school bus program, which would help families and reduce vehicle miles traveled. She noted that she still had not been provided an estimate of what it would cost for the city and the school district to reinstate the program. She said she remembered having to cut the program when she sat on the Board of Education in order to protect classroom resources. She stated that if there were dedicated funds for the Safe Routes to School program, then the Board should consider whether the city's dollars would be better spent providing a program that families would actually utilize, since the current grant funding had not been producing great outcomes or changes in behavior.

Director Chang thanked Commissioner Kim for bringing up the request and said Transportation Authority staff would follow up with the San Francisco Unified School District (SFUSD). She

noted that when this issue was brought up last year, SFUSD was just embarking on a year-long assessment regarding school transportation so a Board update would be timely.

Commissioner Kim requested an update through the Chair.

Chair Peskin said he would work with Transportation Authority staff to schedule an update on a potential yellow school bus program.

Commissioner Cohen asked if SFMTA had finalized the list of Safe Routes to School sites.

Ms. LaForte said the SFMTA was still working with the Safe Routes to School Partnership and with district supervisors to look at high injury corridors and locations where vulnerable populations had been the subject of collisions.

Commissioner Cohen requested that Daniel Webster Elementary School be added to the list.

Commissioner Safai thanked Commissioner Kim for bringing back the school bus issue and noted the fear District 11 families expressed concern about travelling across multiple neighborhoods after the recent gun incident at Balboa High School. He said the faster the Board received a presentation, the better so they could make a more informed decision about the use of revenues. He noted there were some really strong arguments to reinstitute school bus options for families and children of San Francisco and asked how soon a presentation could be provided to the Board.

Director Chang said she would do her best to expedite a presentation with SFUSD staff.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (11)

Absent: Commissioner(s) (0)

7. Adopt the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center – ACTION

Luis Zurinaga, Consultant, and Director John Rahaim, San Francisco Planning Department, presented the item.

Commissioner Fewer said she received correspondence from constituents in District 1 that said there had not been a significant outreach regarding the alignment and the conversation around it. She asked what community meetings had been held in District 1.

Director Rahaim said he was not aware of any outreach in District 1 and said outreach had been concentrated on the eastern side of the city, which would be most directly affected. He said staff would be happy to provide outreach to District 1.

Commissioner Fewer said a lot of transportation projects that were not necessarily in one particular district still affected all San Francisco residents. She said not all districts had been introduced to the project and had not been given an opportunity to weigh in. She said the transportation system would help serve all of San Francisco and it was wrong to think that her constituents were not interested, especially when they likely would be asked to help pay for any

future projects. She said she was interested to hear what plans would be made to inform District 1 about what was being proposed.

Director Rahaim said plans would be arranged to outreach to District 1 and that several citywide meetings had been previously held.

Commissioner Fewer requested that the Planning department work closely with her office and said they would be happy to help distribute meeting notices. She said many of her constituents were interested in transit and relied on public transit.

Commissioner Cohen asked what the larger strategy was to engage the city as a whole and what had been done in terms of communication with the southeastern neighborhoods. She said although the infrastructure changes were happening in the southeast sector, the project would have an impact on every corner of the city.

Director Rahaim referenced slide 6 in the presentation that listed the organizations that had been provided presentations and noted that most were on the southeast side of the city and primarily in Districts 6 and 10. He added that there had also been several public meetings and meetings at the Board and Planning Commission. He reminded the Board that this was a first step in what would be a much longer process. He said as the project moved forward into the environmental phase, there would be more strategy for public outreach as well as more detailed meetings.

Commissioner Cohen said that the project had received a mixed reception from the public and stressed the importance of educating people about the project and continuing to conduct outreach. Commissioner Cohen said the CAC would be instrumental in the success of the project, because they had their ears to the ground and were positioned to give their feedback to the Board and public.

Director Rahaim acknowledged that there was some skepticism about whether the project would be implemented given the size and the cost of this project, but reminded the Board that they were making a 100-year decision for the city and region.

Commissioner Cohen said she imagined that there was similar skepticism around BART and the Golden Gate Bridge before those projects were realized and said that those same levels of fear and anxiety currently existed when talking about high-speed rail. She said she appreciated staff's forward thinking and continued optimism.

During public comment Roland Lebrun informed the Board that they were being asked to approve not just the Pennsylvania Avenue alignment but also the rail alignment that would go all the way up to the Salesforce Transit Center. He said it was unclear how the cost of the 16th Street grade separation ballooned from \$200 million to \$1 billion over the last seven years. He said there had been no improvement to the DTX alignment, as well as no potential for a connection to the East Bay. He said that the Salesforce Transit Center platforms were too short to eliminate a requirement for train storage outside the already constructed train box. Mr. Lebrun said the Board had the choice of either starting noninvasive urban surgery on Potrero Hill, with expansion to the transit center, or condemning the South of Market to open-heart surgery for the next half decade.

Peter Straus, San Francisco Transit Riders Board member, strongly urged the Board to adopt the resolution and added that San Francisco Transit Riders had been working to keep the project moving ahead. He said DTX was the highest transit priority after the Central Subway. Mr. Strauss said the Pennsylvania Avenue alignment was the most cost-effective and had the shortest timeline for implementation and urged the Board to follow the CAC's recommendation and adopt the resolution to support the Pennsylvania alignment.

Bruce Agid, Chair of the TJPA CAC, spoke in support of the Pennsylvania Avenue alignment as a preferred alignment for the downtown extension and thanked the CAC and Board for their careful review of the recommendation. He said that as a member of the RAB Working Group he reviewed the materials along with many city leaders and quickly came to agreement that although the rail alignment originally approved in 2004 worked from a rail operations perspective, it was not the optimal approach to meet the city's future needs. He said after a comprehensive review of costs, constructability, ridership numbers, potential opportunities for future land use, opportunities to connect the mission bay community and services together with the rest of the city and overall community quality of life, the Pennsylvania Avenue alignment was clearly the optimal choice. Mr. Agid added that moving the recommendation forward in a timely manner was critical for cost and to keep up with growth, noting that the station and neighborhood would not be able to handle the anticipated volumes of passengers without major infrastructure and station improvements.

Bob Feinbaum, Chair of Save Muni, urged the Board to look carefully at the resolution and stated that the resolution in its current form was unclear. He notified the Board that he had emailed them a suggested revision of the resolution and requested that it be introduced as a subject of discussion. He said the Pennsylvania Avenue alignment added \$2.2 billion to the cost of the project, which would have to be paid by the city. He requested that his printed-out email be distributed to the Board.

Jim Patrick, Owner of Patrick & Company, said the project needed to be divided in terms of funding sources and environmental sources. He said issues would arise if both sources were packaged together. He said there had not been discussion regarding the location of the Fourth and King Streets station and felt it would better appeal to passengers if the station was moved to 7th Street. He urged the Board to think long and hard on the decision to approve the resolution.

Gerald Cauthen, Chairperson of the Bay Area Transportation Working Group, spoke in support of Pennsylvania Avenue alignment and believed the heavy lifting of the transportation part of the study was yet to come because Caltrain was currently doing an extensive operational and maintenance study. He said things like the relationship between that yard and the Pennsylvania Alignment did not need to be decided immediately.

Eileen Bokin concurred with the public commenters who spoke against the resolution and reiterated Commissioner Fewer's concern for more outreach to the western neighborhoods of the city.

At the conclusion of public comment Chair Peskin asked the presenters if they would like to respond to the public comments that had been heard. To Mr. Lebrun's comments about construction impacts, the Chair said he shared those concerns, and noted that recent work on the project had identified the means to eliminate cut and cover work at all but the throat (entrance) to the transit center.

Director Rahaim said one of the reasons for doing the study was to look at tunnel boring technology that would prevent and negate the need for a disruption of all the mentioned streets. He said most the Pennsylvania Avenue alignment, as currently understood, could be bored like the central subway was bored. He said the only cut and cover would occur at the terminal because of the width of the opening. Director Rahaim said the previous proposal would have caused years of disruption to Townsend and Second Streets.

Chair Peskin asked if the presenters had had a chance to look at the language suggested by some of the public commenters and if they had comments.

Director Rahaim said one of the reasons for choosing the Pennsylvania Avenue alignment was that it allowed DTX to forward with the next phase of engineering. He said the ultimate goal was to choose an alignment that was basically underground for a farther distance, which was the Pennsylvania Avenue alignment.

Mr. Zurinaga said staff would take a look at the language carefully and would respond to the Board prior to the next meeting, when the item would come for final approval.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Cohen, Fewer, Kim, Mandelman, Peskin, Ronen, Safai, Stefani, Tang and Yee (11)

Absent: Commissioners (0)

8. 2019 Prop K Strategic Plan 5-Year Prioritization Program Update – INFORMATION

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

There was no public comment.

Other Items

9. Introduction of New Items – INFORMATION

There were no new items introduced.

10. Public Comment

During public comment Roland Lebrun said it was important to be aware of the economic cycle before awarding multibillion-dollar contracts.

Jim Patrick spoke about the success of the Salesforce Transit Center and encouraged the Board to tour the transit center. He said there was a tremendous void that was not being discussed in regard to expansion across the bay and region.

11. Adjournment

The meeting was adjourned at 11:29 a.m.



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RESOLUTION APPOINTING ROBERT GOWER AND DAVID KLEIN TO THE CITIZENS
ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are currently two open seats on the CAC; and

WHEREAS, At its September 11, 2018 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Robert Gower and David Klein to serve on the CAC for a period of two years, with final approval to be considered at the September 25, 2018 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints Robert Gower and David Klein to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

Date: September 4, 2018
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 09/11/18 Board Meeting: Appointment of Two Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are two open seats on the CAC requiring Board action. The openings are the result of the term expiration of Brian Larkin (District 1 resident), who is not seeking reappointment, and an automatic suspension from the CAC of Shannon Wells-Mongiovi (District 11 resident) due to missing four regularly scheduled CAC meetings in a 12-month period. Ms. Wells-Mongiovi is not seeking reappointment. There are currently 38 applicants for the two existing open seats.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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DISCUSSION

Background.

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Commissioner of the supervisorial district with an open seat has recommended the candidate for appointment. Per Section 5.2(a) of the Administrative Code, the CAC:

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

Agenda Item 5

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2018/19 budget.

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members

Attachment 2 – Matrix of CAC Applicants

Enclosure 1 – CAC Applications

Attachment 1 (Updated 09.04.18)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Brian Larkin	M	NP	1	Richmond	Neighborhood	May 04	Jul 18
Shannon Wells-Mongiovi ²	F	NP	11	Excelsior	Environment, Neighborhood, Public Policy	Sep 16	Sep 18
Chris Waddling	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs, Vice Chair	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Hala Hijazi	F	NP	2	Marina	Business, Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen	Sep 17	Sep 19
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 15	Dec 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square / Nob Hill	Environment, Labor, Neighborhood, Public Policy	Jun 18	Jun 20

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.² Member was automatically suspended due to excessive absences per CAC by-laws as of June 29, 2018.

Attachment 2 (Updated 09.04.18)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
2 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
3 Natalie Chyba*	F	C	5	Bernal Heights	NP
4 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
5 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
6 Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
7 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
9 William Frymann*	M	C	8	Castro/Eureka Valley	Environment, Neighborhood, Public Policy
10 Robert Gower*	M	NP	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
11 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
12 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
13 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
14 Daniel Kassabian	M	NP	2	Russian Hill	Neighborhood
15 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy,
16 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 David Klein*	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens
18 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
19 Stephen Kubick*	M	C	10	Potrero Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
20 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
21 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
22 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
23 Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
24 Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
25 Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
26 Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
27 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
28 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
29 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
30 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
31 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
32 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
33 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
34 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36 Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
37 Anne Widera*	F	NP	10	Potrero Hill	Business
38 Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

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

*Applicant has not appeared before the Board.



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RESOLUTION ALLOCATING \$8,062,238 IN PROP K SALES TAX FUNDS FOR SIX REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received six requests for a total of \$8,062,238 in Prop K local transportation sales tax 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: Rapid Bus Network; Bay Area Rapid Transit (BART) Station Access, Safety and Capacity; Great Highway Erosion Repair; Advanced Technology and Information Systems (SFgo); and Traffic Calming; 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 each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, Three of the requests are consistent with the 5YPP for the relevant Prop K category; and

WHEREAS, BART's request for Powell Station Modernization and San Francisco Municipal Transportation Agency's request Local Bus Transit Signal Priority and Schools Engineering Program require concurrent 5YPP amendments as detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$8,062,238 in Prop K funds, with conditions, for six projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K 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 2018/19 budget to cover the proposed actions; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and severed the request for the BART Powell Station Modernization project at the request of one CAC member to avoid a conflict of interest; and

WHEREAS, The Citizens Advisory Committee adopted a motion of support for both the underlying staff recommendation and severed request; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the BART Station Access, Safety and Capacity; Advanced Technology and Information Systems (SFgo); and Traffic Calming 5YPPs, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$8,062,238 in Prop K sales tax funds for six requests, with conditions, 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 Expenditure Plan, Strategic Plan, and 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 Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summary – FY 2018/19

Enclosure:

1. Prop K/AA Allocation Request Forms (6)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	1	SFMTA	Muni Forward	\$ 3,339,000	\$ 3,339,000	82%	0%	Planning	1, 2, 3, 4, 5, 6, 7, 8, 9, 11
Prop K	8	BART	Powell Station Modernization	\$ 327,025	\$ 14,550,000	90%	98%	Construction	3, 6
Prop K	26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	\$ 4,501,539	86%	75%	Construction	4, 7
Prop K	32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	\$ 1,189,972	80%	79% ⁵	Construction	Citywide
Prop K	38	SFMTA	Schools Engineering Program	\$ 1,087,775	\$ 1,087,775	51%	0%	Planning, Design, Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	\$ 1,013,399	51%	0%	Design, Construction	Citywide
TOTAL				\$ 8,062,238	\$ 25,681,685	84%	69%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2014 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: BART (Bay Area Rapid Transit District); SFMTA (San Francisco Municipal Transportation Agency); SFPW (Public Works).

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

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

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

Attachment 2: Brief Project Descriptions ¹

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
32	SFMTA	Local Bus Transit Signal Priority	\$1,189,972	Purchase and deploy bus transit signal priority (TSP) devices and communications equipment at between 20 and 100 intersections along Muni's Local bus routes citywide. TSP implementation is complete for the Rapid bus routes. The project will improve vehicle management and travel time reliability by extending green lights or bringing up green lights earlier for transit, improve communication among traffic signals, update signal timing to the latest standards, and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs as needed. Cost by intersection can vary widely depending upon condition of existing equipment and conduit along with site conditions. SFMTA will complete installations by Fall 2020. Project includes evaluation of effectiveness.
38	SFMTA	Schools Engineering Program	\$1,087,775	Requested funds would support the SFMTA's schools engineering program within San Francisco's Safe Routes to School Program. The scope of work includes the planning, design and construction for: (1) Traffic Operations Program for new and upgraded signage and pavement/ curb markings at up to 35 school sites citywide; (2) School Loading Zone Traffic Calming Program for traffic calming measures on up to 15 local, residential streets where school loading zones are present; and (3) School Walk Audit Program to identify safety improvements through a collaborative planning process and implement the recommendations at up to 5 schools. All of the projects are anticipated to be open for use by December 2020.
38	SFMTA	Application-Based Traffic Calming Program	\$1,013,399	Project includes design and construction of approximately 96 traffic calming devices at 51 blocks around the city, including 49 speed humps, 37 speed cushions, 2 traffic islands, and 8 raised crosswalks. Locations were identified through evaluation of the 103 applications submitted to the SFMTA's Application-Based Residential Street Traffic Calming program in summer 2017. Acceptance into the program and prioritization for implementation is based on rankings of speeds, traffic counts, collision data, and land use types within a short proximity to the street (e.g. schools, transit stops, bike lanes, and parks). Construction will begin before the end of calendar year 2018 and be done by December 2019. See page 82 of the enclosure for locations.
TOTAL			\$8,062,238	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
1	SFMTA	Muni Forward	\$ 3,339,000	Deliverable: Quarterly progress reports shall provide the status of planning for each corridor including outreach performed and feedback received, and any changes to the anticipated schedule shown in the enclosed Allocation Request Form.
8	BART	Powell Station Modernization	\$ 327,025	5-Year Prioritization Program (5YPP) Amendment: This request requires an amendment to the BART Station, Access, Safety & Capacity 5YPP to reprogram \$327,025 from the 24th and Mission Northeast Plaza Redesign, which is not advancing due to lack of community support, to the subject project. Intent to Allocate: To fully fund BART's request for a total of \$1,000,000 in Prop K funds, we are recommending allocating the amount of funds available for allocation from the BART Station Access, Safety and Capacity category in FY 18/19 (\$327,025) and approval of an expression of intent to allocate \$672,975 in FY 19/20 Prop K funds from this category which BART has proposed for the draft 2019 Prop K 5YPP.
26	SFPW	Great Highway Reroute (Permanent Restoration)	\$ 1,105,067	The recommended allocation is contingent upon SFPW securing \$163,513 in federal or other funds to fully fund the project. Federal approval is expected by the end of October 2018.
32	SFMTA	Local Bus Transit Signal Priority	\$ 1,189,972	5YPP Amendment: The recommended allocation is contingent on a concurrent amendment to the Advanced Technology and Information Systems (SFgo) 5YPP to program \$383,361 in deobligated funds from the SFgo Franklin and Gough Streets project which was completed under budget, and reprogram \$806,611 in FY2017/18 and FY2018/19 funds for procurement of equipment for SFgo Controller Upgrades to the subject project. See attached 5YPP amendment for details. Deliverable: At project completion, SFMTA shall submit before/after studies demonstrating the results and benefits of the transit signal priority improvements made possible with Prop K funds.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFMTA	Schools Engineering Program	\$ 1,087,775	<p>Deliverable: Quarterly progress reports shall provide updated lists of ranked locations and recommended improvements for each of the three engineering focus areas: Traffic Operations New and Upgraded Signage and Markings, Loading Zone Traffic Calming, and Walk Audits. QPRs shall also describe the outreach performed the prior quarter and planned for the upcoming quarter, describe the results of site evaluations, and describe the project development activities performed in the prior quarter.</p> <p>Multi-phase Allocation: We are recommending a multi-phase allocation since work will occur on overlapping schedules at different schools citywide.</p>
38	SFMTA	Application-Based Traffic Calming Program	\$ 1,013,399	<p>Multi-phase Allocation: We are recommending a multi-phase allocation due to the concurrent schedule for the design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p>
TOTAL			\$8,062,238	

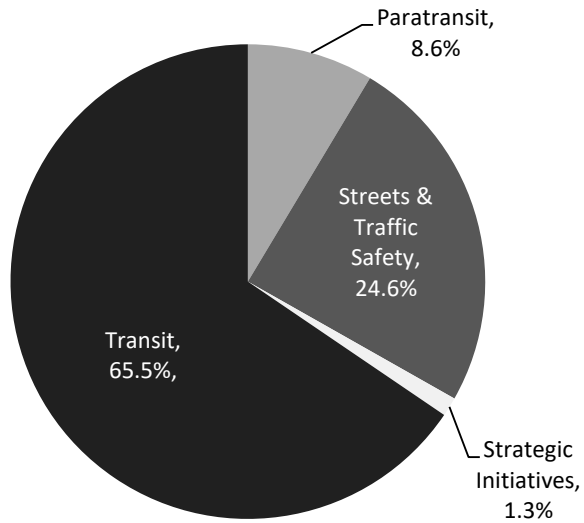
¹ See Attachment 1 for footnotes.

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

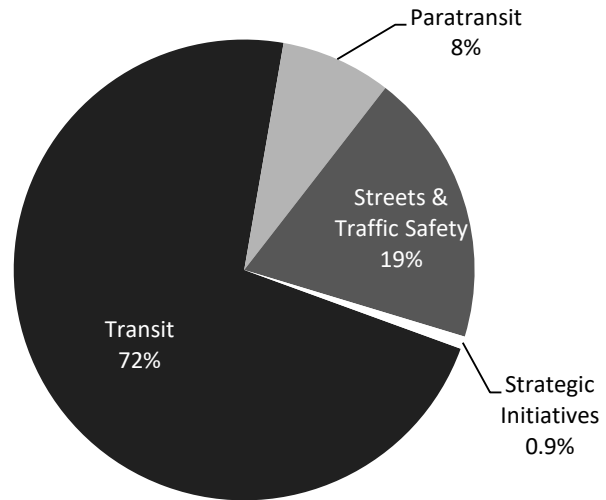
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 33,596,925	\$ 31,443,777	\$ 2,139,071	\$ 14,077		\$ -	\$ -
Current Request(s)	\$ 8,062,238	\$ 3,338,273	\$ 3,595,283	\$ 952,948	\$ 175,734	\$ -	\$ -
New Total Allocations	\$ 41,659,163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

The above table shows maximum annual cash flow for all FY 2018/19 allocations and appropriations approved to date, along with the current recommended allocation(s).

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



Prop K Investments To Date





Memorandum

Date: September 6, 2018
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 09/11/2018 Board Meeting: Allocation of \$8,062,238 in Prop K Sales Tax Funds for Six Requests, with Conditions

RECOMMENDATION ☐ Information ☒ Action

- Allocate \$6,630,146 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for four requests:
 1. Muni Forward (\$3,339,000)
 2. Local Bus Transit Signal Priority (\$1,189,972)
 3. Schools Engineering Program (\$1,087,775)
 4. Application-Based Traffic Calming Program (\$1,013,399)
- Allocate \$327,025 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request:
 5. Powell Station Modernization
- Allocate \$1,105,067 in Prop K funds for one request:
 6. Great Highway Reroute Project (Permanent Restoration)

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

SUMMARY

We are presenting six requests totaling \$8,062,238 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.

DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget and funding.

FINANCIAL IMPACT

The recommended action would allocate \$8,062,238 in Fiscal Year (FY) 2018/19 Prop K sales tax

Agenda Item 6

funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved FY 2018/19 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the proposed FY 2018/19 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its September 5, 2018 meeting and severed the request for BART Powell Station Modernization at the request of one CAC member to avoid a conflict of interest. The underlying requests were approved without objection. The severed request was approved by a vote of 7 ayes and 1 abstention.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2018/19

Enclosure – Prop K/AA Allocation Request Forms (6)



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RESOLUTION ADOPTING THE PENNSYLVANIA ALIGNMENT AS THE PRELIMINARY PREFERRED ALTERNATIVE FOR ACHIEVING GRADE SEPARATIONS AT THE INTERSECTIONS OF 16TH STREET/7TH STREET AND MISSION BAY DRIVE/7TH STREET ON THE SOUTHERN APPROACH TO THE DOWNTOWN RAIL EXTENSION (DTX) CONNECTING THE CALTRAIN ALIGNMENT TO THE SALESFORCE TRANSIT CENTER

WHEREAS, The Downtown Rail Extension (DTX) to a Rebuilt Transbay Transit Center is the largest project in the voter-approved Expenditure Plan for the Prop K half-cent transportation sales tax and will transform downtown San Francisco and regional transportation well into the future; and

WHEREAS, The project consists of three elements:

- Building a new transit terminal building;
- Extending commuter rail service 1.3 miles from its current terminus at Fourth and King streets to the new terminal, with accommodations for future high-speed rail; and
- Creating a transit-friendly neighborhood with 3,000 new homes (35 percent affordable) and mixed-use commercial development; and

WHEREAS, The new Salesforce Transit Center (Phase 1) is now open for use and the Transbay Joint Powers Authority (TJPA) is shifting its focus to the Downtown Rail Extension (Phase 2, also known as the DTX) to connect Caltrain and future California High Speed Rail service to the Salesforce Transit Center; and

WHEREAS, In order to support advancement of the DTX, the City needs to develop consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections at 16th Street/7th Street and Mission Bay Drive/7th Street that serve east/west traffic between Mission



Bay and the rest of the City; and

WHEREAS, In mid-2014, the San Francisco Planning Department initiated the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study, to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city; and

WHEREAS, One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area; and

WHEREAS, While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis; Future with Surface Rail, Pennsylvania Avenue Alignment and Mission Bay Alignment; and

WHEREAS, Based on considerable analysis of trade-offs including, but not limited to: cost, schedule, ridership, urban design, land use and value capture considerations, the RAB study recommends the Pennsylvania Avenue rail alignment as the preliminary preferred alignment alternative to achieve grade separation at 16th Street; and

WHEREAS, Transportation Authority staff concurs that the Pennsylvania Avenue rail alignment solves the significant traffic operation conflicts that currently exist at the 16th Street/7th Street at-grade intersection and the 7th Street/Mission Bay Drive at-grade intersection, provides for opportunity to reknit over 1 mile of the city east/west, provides for potential need for increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain, maximizes options for phasing the project and could be built an estimated 4 years sooner and at a significantly lower net cost than the 3rd Street alignment, pending a full funding plan; and

WHEREAS, the RAB Citizens Working Group also concurred with this recommendation;

and

WHEREAS, Establishing the Pennsylvania alignment as city policy is intended to provide clear guidance to the TJPA, city agencies, regional agencies, funders and other stakeholders for planning and project development purposes, and to enable the project to be more competitive for discretionary funding; and

WHEREAS, At its September 5, 2018 meeting, the Citizens Advisory Committee was briefed on the subject request and after substantial discussion unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority expresses its strong support for connecting the Caltrain/future High Speed Rail alignment to the Transbay Transit Center by 2027, subject to funding availability, when the California High Speed Rail Authority expects to complete the Central Valley to San Francisco segment; and be it further

RESOLVED, That after careful consideration the Transportation Authority adopts the Pennsylvania Alignment as the preliminary preferred alternative for achieving grade separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the approach to the Downtown Rail Extension connecting the Caltrain alignment to the Salesforce Transit Center; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the TJPA and other relevant parties.

Attachment: Map of Pennsylvania Alignment

RAIL ALIGNMENTS TO SALESFORCE TRANSIT CENTER

1





Memorandum

Date: September 6, 2018 (Revised September 18, 2018)
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 09/11/2018 Board Meeting: Adoption of the Pennsylvania Alignment as the Preliminary Preferred Alternative for Achieving Grade Separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the Approach to the Downtown Rail Extension (DTX) Connecting the Caltrain Alignment to the Salesforce Transit Center

RECOMMENDATION ☐ Information ☒ Action

Adopt the Pennsylvania Alignment as the preliminary preferred alternative for achieving grade separations at the intersections of 16th Street/7th Street and Mission Bay Drive/7th Street on the approach to the DTX connecting the Caltrain alignment to the Salesforce Transit Center.

SUMMARY

At the May 22 Board meeting, the Planning Department presented the staff recommendations stemming from the Rail Alignment and Benefits Study (RAB), previously known as the Railyard Alternatives and I-280 Boulevard Feasibility Study. RAB is a multi-agency program studying transportation and land use alternatives in the southeast quadrant of San Francisco. The RAB study is comprised of five components, one of which is evaluation of various rail alignment options for the DTX that would avoid two at-grade DTX intersections (16th Street/7th Street and Mission Bay Drive/7th Street) that serve east/west traffic between Mission Bay and the rest of the City. As we indicated at the May 22 Board meeting, San Francisco agency staff, including Transportation Authority staff, have identified the Pennsylvania alignment as the staff preliminary preferred rail alignment. We anticipate that in addition to the Transportation Authority, other city agencies will be asked to adopt separate or a joint resolution of support for the Pennsylvania alignment as the preliminary preferred alternative, establishing it as city policy, in Fall 2018. This will provide clear guidance for planning and project development purposes to the Transbay Joint Powers Authority (TJPA), city and regional agencies, funders, and other stakeholders, and will enable the project to be more competitive for discretionary funding.

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

Changes Since the September 11 Board Meeting: We have updated the list of attachments to include two public comment letters. In response to public comments, we have made a non-substantive, but clarifying change to the resolution by adding the following new resolved:

“RESOLVED, That the Transportation Authority expresses its strong support for connecting the Caltrain/future High Speed Rail alignment to the Transbay Transit Center by 2027, subject to funding availability, when the California High Speed Rail Authority expects to complete the Central Valley to San Francisco segment;...”

DISCUSSION

One of the main reasons for delays in advancing the DTX has been the need to develop City consensus on the best below-grade rail alignment alternative to avoid two at-grade DTX intersections (16th Street/7th Street and Mission Bay Drive/7th Street) that serve east/west traffic between Mission Bay and the rest of the City. One of the primary purposes of the RAB Study was to study alternative alignments and develop agreement on the City’s preferred below-grade alignment for the DTX.

Caltrain Yard Studies

It is important to note that it is still early in the planning/conceptual engineering process for the Pennsylvania alignment and much remains unknown. At its June 27 and September 5 meetings where it was briefed on the subject item, the CAC expressed concerns about one of these unknowns, namely the potential relocation of the Caltrain yard at 4th and King streets. At this time, no decision can be made about modifying or relocating (including undergrounding the yard at substantially the same location) the yard and/or its functions until a full analysis of the needs of Caltrain and California High Speed Rail are completed. This work is being done through the Caltrain Business Plan and the Blended Service Operations Plan. Both efforts are underway and anticipated to be completed in mid-2019. In the future, any proposed yard relocation would be required to have its own environmental process where all alternatives will be analyzed, and public input sought. The CAC strongly expressed its desire that there be a transparent and robust public engagement process as part of any studies or planning efforts related to potential railyard relocation.

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

The Planning Department, with input from the Transportation Authority and the TJPA, prepared the attached response to the questions raised by the CAC at the June meeting, which we have included for the Board’s reference as Attachment 1.

The remainder of this memo provides background on the RAB Study and on the Pennsylvania Alignment. The Planning Department is currently revising the RAB Study Executive Summary to reflect input and comments received. We will post the revised enclosure on our website (www.sfcta.org) as soon as it is available and will include it as an enclosure with the September 25 Board agenda packet. Staff from the Transportation Authority, the Planning Department, and the Office of Economic and Workforce Development will be present at the Board meeting to answer any questions that the Board may have.

RAB Study Background.

The Planning Department initiated the RAB study in mid-2014 to gain better understanding of the transportation and land use changes at the state, regional, city, and neighborhood level impacting the southeast quadrant of the city. One of the main purposes of the study was to address the need for the future Caltrain/High Speed Rail alignment to be below grade at 16th Street, a critical link for Muni's electric trolley line and the only continuous east-west arterial in the Mission Bay area.

The rail alignment component of the study sought to answer the most time-sensitive question of the RAB: how to bring both Caltrain and High-Speed Rail from the county line into the Salesforce Transit Center. There are currently two at-grade intersections (7th/Mission Bay Drive and 7th/16th Street) that serve east/west traffic between Mission Bay and the rest of the City.

As the impacts of the anticipated rail traffic were analyzed it became evident that in order to maintain east/west connections between Mission Bay and the rest of the city and avoid degradation of the intersections, a grade separation will be needed. While numerous possible alignments were reviewed and analyzed at some level, three alignments were finally selected for in-depth analysis:

- **Future with Surface Rail** - Composed of the DTX as currently cleared plus a grade separation at 16th Street that leaves the rail on the surface and depresses the streets
- **Pennsylvania Avenue Alignment** – Composed of the DTX as currently cleared plus a grade separation effected by a tunnel beneath Pennsylvania Avenue and 7th Street starting just north of the current 22nd Street Station
- **Mission Bay Alignment** – A brand new alignment starting in the neighborhood of the 22nd Street Station and veering east towards the Bay and proceeding northbound beneath 3rd Street until it meets up with the current DTX alignment on 2nd Street

After developing study-level designs and construction methodology, preliminary estimates of probable costs and estimated timing of the three rail alignment options were prepared as summarized in the table below.

	Preliminary Net Cost	Expected Completion Date²
Future with Surface Rail (DTX + Trenched Streets)	\$ 5.1 Billion	2026
Pennsylvania Avenue (DTX + Extended Tunnel)	\$ 6.0 Billion ¹	2027
Mission Bay/3 rd Street (Modified DTX + 3rd St Tunnel)	\$ 9.3 Billion ¹	2031

¹Includes costs of construction and moving railyard, as well as value capture and impact costs associated with each alignment. Note: relocation or resizing of the 4th/King Railyard are options that are subject to future policy decisions and will be informed by underway and anticipated follow up studies and efforts.

²Date for completion is based on the assumption that all money was available on January 1, 2017.

Recommended Alignment: Pennsylvania Avenue.

Based on a careful analysis of trade-offs (including, but not limited to cost, schedule, ridership, urban design and land use considerations), implementation considerations, and needs known in the study area, San Francisco agency staff, including Transportation Authority staff, recommends the

Pennsylvania Avenue rail alignment. The RAB Citizens Working Group also endorsed the Pennsylvania alignment. A summary of the primary benefits of the Pennsylvania Avenue alignment include the following:

- Solves the significant traffic operation conflicts that currently exist at the 16th Street at-grade intersection and the 7th/Mission Bay Drive at-grade intersection. This alignment unites Mission Bay with the City, removes the barrier of the Caltrain line as well as the anticipated 20+ minute closures of these two essential intersections during the peak hour, maintains access and mobility for critical life-saving services, and avoids a long, deep trenching of streets to maintain east/west connections.
- Provides for opportunity to reknit over 1 mile of the city east/west. This creates at least six additional east/west street connections with the removal of surface rail north of 22nd Street.
- Provides for potential need for increased operational capacity via underground expansion of the 4th/Townsend station to allow for additional storage or staging opportunities for Caltrain.
- Maximizes options for phasing the project (DTX first, Pennsylvania Avenue extension opening quickly thereafter subject to funding availability)
- Pennsylvania alignment could be built an estimated 4 years sooner and at a significantly lower cost than the 3rd Street alignment, pending a full funding plan

FINANCIAL IMPACT

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

CAC POSITION

The CAC was briefed on this item at its June 27 and September 5 meetings, and after substantial discussion unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Letter from the Planning Department to the CAC

[Attachment 2 – Public comment letters](#)

Enclosure 1 – RAB Study Executive Summary [Report \(pending\) \(September 2018\)](#)



SAN FRANCISCO PLANNING DEPARTMENT

MEMO

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

1650 Mission St.
 Suite 400
 San Francisco,
 CA 94103-2479

Reception:
415.558.6378

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415.558.6409

Planning
 Information:
415.558.6377

Introduction

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

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

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

This memorandum responds to those two items.

Response to Continued use of surface 4th/King Railyard

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

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

Response to Request for Locations under Consideration for a Southern Railyard

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

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

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

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

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

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

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

Adverse Impacts to Other Existing Buildings

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

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

Operational Constraints and Safety Risks

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

Design Requirements

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

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

Structural Compromise to the SFTC

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

Travel Times

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

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

Peer Review

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

Cost and Schedule Impacts

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

Conclusion

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

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

Sincerely

Susan Gygi, PE
Project Manager
SF Planning Department



RAB v DTX



Transportation Alliance of
San Francisco

September 4, 2018

September 4, 2018

SF Board of Supervisors

Dear Supervisors

Subject: RAB and DTX

It is our understanding that the SFBOS will shortly be called upon to approve the RAB Report. As you evaluate it, please consider the following:

The RAB planners have been planning the full build-out of Mission Bay for over four years. They have used up their \$1.7 million budget and are now looking for add-on work. Most of the RAB proposals, first revealed by the Chronicle's Matier and Ross on May 18, 2015 and first publicly presented by RAB on February 23, 2016, have since been dropped. Two remain:

- o The RAB planners still want to relocate Caltrain's existing train storage yard to a distant and undisclosed location, thereby significantly increasing Caltrain's operating costs and interfering with regular train service. This proposal is completely unworkable. To ensure an efficient and undisrupted flow of trains in and out of the new SF Terminal it is essential that a north end train staging and storage yard be linked to the new SF Terminal by a short three-track approach section. The best place for the yard is right where it is, either at grade enclosed in an attractive building, or depressed 30 feet to free up the current site for ground level use.

- o Second, the planners still want to shift the main line tracks from the environmentally cleared at-grade location under I-280 to RAB's proposed multi-billion dollar subway under Pennsylvania Avenue. This would greatly increase the costs of and further delay the already approved Downtown Extension of Caltrain (DTX). Although a tunnel under Pennsylvania may at some point offer benefits it should not be used as a reason for delaying DTX, a project long needed to efficiently connect the South Bay, Peninsula and downtown San Francisco. When trainloads of travelers finally begin arriving at the now empty train level of San Francisco's new SF Transit Center, they will bring new life to that vast structure and greatly increase Caltrain's usefulness and value to San Francisco and the Region. Unfortunately the RAB planners do not seem to recognize the overriding importance of creating a high class rail alternative to the continuous flooding San Francisco streets with northbound cars. This is not something that can wait. The Downtown Extension of Caltrain (Phase II of the TTC/DTX project) should proceed without further delay. If needed, a Phase III tunnel under Pennsylvania Avenue could be added at some future date.

Instead of pushing up the costs of and unnecessarily delaying DTX, the focus should be on looking for practical opportunities of cutting DTX costs and accelerating the DTX project. It is necessary that the City and County of San Francisco assume a leadership role in making certain that Caltrain is extended without further delay. If there are questions or a need for additional information we will strive to provide it.

Sincerely yours,

Angelo Figone, for the Transportation Alliance of San Francisco
 Bob Feinbaum, for SaveMuni
 George Wooding, for the Coalition for San Francisco Neighborhoods
 Gerald Cauthen, for the Bay Area Transportation Working Group
 Howard Wong, AIA
 Howard Strassner, PE
 Michael O'Rourke, for the Transportation Alliance of San Francisco
 Paul Dyson, for the Rail Passenger Association of California and Nevada

cc Mayor London Breed

From: **SAVE MUNI**
To: SFTA Board
Re:: Agenda Item 7 (BD0911118)
Date: September 10, 2018

Amendments to Suggested Resolution:

Resolution title: RESOLUTION REGARDING THE DOWNTOWN EXTENSION OF CALTRAIN
AND POTENTIAL GRADE SEPARATIONS ALONG THE ROUTE

Resolutions Clauses (substitute for current Resolved clauses):

Resolved that the Transportation Authority Board expresses its strong support for the Downtown Extension of Caltrain to be completed, as specified in the RAB report by the end of 2027

Resolved that the Board supports a phased approach to completion of this vital project.

Phase 1 would construct the Downtown Extension of Caltrain along the existing, environmentally cleared route from the 4th and King station to the Salesforce Transit Center

Phase 2 would separate the train tracks from automobile traffic through construction of a tunnel from roughly Caesar Chavez Street to the Caltrain station at 4th and King along Pennsylvania Avenue.

Resolved that the Board communicate this recommendation to the Transbay Joint Powers Authority and other governmental entities.

Roland Lebrun
ccss@msn.com
 September 10, 2018

SFCTA September 11th 2018 Full Board meeting
 Item #7 Pennsylvania Avenue Alignment

Dear Chair Peskin and members of the SFCTA Board of Directors

Further to my July 8th letter to the SFCTA Board and Ms. Gygi's August 14th 2018 response , I appreciate the opportunity to respond to some of the points raised by Ms. Gygi.

First, I apologize for any confusion the presentation may have caused. As stated in the last paragraph on page 2 of my July 8 letter (*The solution outlined in the attached "Rethinking DTX" (2012) presentation*), this presentation was prepared in 2012, approximately two years before the so-called "RAB study"

Most of the presentation stands today with the exception of the following items:

\$1.3B cost estimates. The 2012 estimates were based on two contracts awarded during the 2008 Great Recession:

- **Crossrail: 13 miles of twin-bore tunnels and two ¼ mile-long stations under existing buildings** awarded in 2009 for **under \$2B**.
<http://www.crossrail.co.uk/news/articles/crossrail-awards-major-tunnelling-contracts-worth-125bn>

- **Central Subway:** *"The Tunnels contract was awarded in June 2011, to the Joint Venture of Barnard/Impregilo/Healy. The **\$233.9 million contract** consisted of 1.5 miles of twin-bore tunnels"*
[https://www.sfcta.org/sites/default/files/content/CapitalProjects/images/Central Subway/CentralSubway factsheet 042017.pdf](https://www.sfcta.org/sites/default/files/content/CapitalProjects/images/Central%20Subway/CentralSubway_factsheet_042017.pdf)

The 2012 estimate for the tunnels and the 7th & King station was revised to \$2B on page 9 of the July 8 2018 letter and is followed by a table showing an **average of \$350M/mile** for recently awarded tunnel contracts.

Adverse impact to other buildings

As can be seen in the video and the 2012 presentation, the twin bores did not impact any buildings because **the 7th street alignment was the only alignment that made it possible to connect the Transit Center to the East Bay without requiring massive building condemnations.**

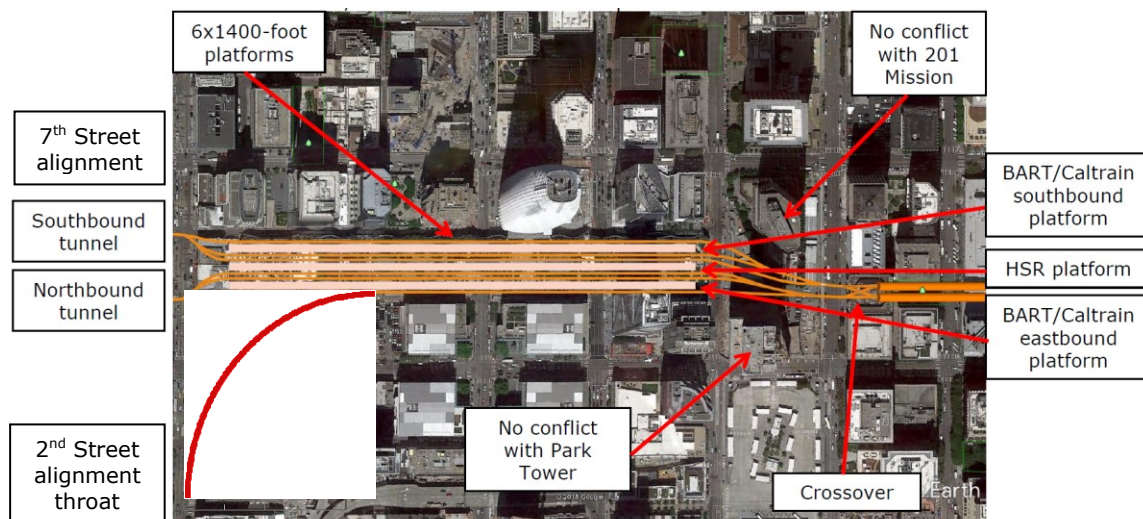


With regards to comments about the 2012 alignment impacting the foundations of the Park Tower building, it should be noted that Ms. Gygi informed Mayor Ed Lee's office in December 2014 that it was "OK to sell Transbay Block 5" because she had a "Spear Street solution" consisting of "Removing and reconstructing building structures and foundations"

including the entire Rincon Center

http://default.sfplanning.org/Citywide/railyard_bldv/RAB_TechReport_052118_DRAFT-AppendixB.pdf (page 4)

Here is a revised draft Transbay tunnel alignment which requires the condemnation of a single building on Main Street.



Relocation of 4th & King Railyard

As can be seen from the above snapshot, the 7th Street alignment makes it possible to fit 1,400-foot platforms (vs. 800 for the 2nd street alignment) within the existing train box, so (assuming double-stacking), the Transit Center could accommodate the same number of trains (12) as the 4th & King railyard and **there would be no need for train storage at any other location.**

Location of crossover

The 2013 refined alignment introduced two crossovers between the Minna (southbound) and Natoma (northbound) tunnels (11/17 2013 letter to Luis Zurinaga).



The location of the Yerba Buena Garden crossover is deliberate because it has the potential to use the Hall E&F slabs to support the face during excavation without additional support from a layer of grout.

The crossovers are discussed at length in the November 17th 2013 letter (attached) and closely follow Crossrail crossover designs (see engineering diagrams on page 7 and the Whitechapel Station crossover in particular).

Curves would not meet CHSRA standards

This comment is incomprehensible. The curve radii as the tunnels transition from 7th Street to Minna and Natoma are approximately 1,800 feet versus 600 feet for each of the three sharp curves in the current DTX alignment.

Assuming 100-foot piles, there should be no building impacts because the elevation of the tunnels through the curve drops to 130 feet below the surface rising to -110 feet before going under the Central Subway.

With regards to building impacts on Second Street between Minna and Natoma, I reached out to an engineering firm specializing in Sequential Excavation Mining (SEM) and they advised that the properties could be preserved if necessary. Here is their reference project:

"The tunnel passes diagonally under the 100 year old Russia Wharf complex, which comprises three seven-story buildings with steel frames and brick facades listed in the National Register of Historic Places"

<http://projects.dr-sauer.com/projects/mbta-russia-wharf-segment-section-cc03a>

Operational Constraints and Safety risks

The comment that *"The two single-track tunnels proposed by Mr. LeBrun would constrain operations, create severe safety risks, and pose maintenance challenges"* does not have any basis in fact, specifically that these tunnels follow best practices developed on the Channel Tunnel Rail Link, Crossrail, High Speed Two (HS2) and the Central Subway.

Please encourage Ms. Gygi to familiarize herself with basic twin bore tunnel ventilation principles:

<http://webarchive.nationalarchives.gov.uk/20110131084552/http://www.dft.gov.uk/pgr/rail/pi/highspeedrail/hs2ltd/routeengineering/pdf/appendixatok.pdf> (page 12: twin bore tunnels)

With regards to *"Constructing the passages would disrupt businesses and circulation on Second Street and would be difficult to locate, given the large number of existing buildings with deep foundations and below-grade parking.."*

Once again, this comment is incomprehensible. First, the 7th Street alignment does not need cross-passages on Second Street and second most of the cross-passages are located under existing streets between Minna and Natoma (no building impacts). Last but not least, Ms. Gygi does not appear to be familiar with recent developments in cross-passage construction:

<https://www.tunneltalk.com/New-Products-Oct2015-Cross-passage-excavation-made-easy.php>

Design Requirements

Ms. Gygi states that "The proposed alignment would eliminate the connection with the Central Subway."

Once again, this statement does not have any basis in fact. The Central Subway is one of the "Guiding principles" in the 2012 presentation which shows a MUNI station serving both the N and the T-Third via an extension of the 16th Street turnback loop integrated with the 7th Street underground Caltrain/HSR station (similar to Montgomery and Embarcadero stations). Furthermore, the 7th Street location provides an opportunity to integrate an additional level ready to provide a BART connection to Alameda.

"Additionally, relocating the 4th/Townsend Station would not eliminate the cut-and-cover construction techniques and the resultant impacts, as Mr. LeBrun contends. 7th/Townsend ground conditions still require cut-and-cover construction. The relocation would also lose the advantage of the adjacent 4th/King railyard as a potential staging area for construction materials of the DTX." Once again this statement does not have a basis in fact because the 2012 Guiding Principles clearly state **"No surface impacts north of Townsend."** The 7th Street location additionally eliminates all impacts on Townsend Street and has the advantage of using both the unused portion of the Caltrain railyard at the corner of 7th & Townsend as well as the Recology site for staging. Last but not least, unlike 4th & Townsend, the 7th Street location serves Mission Bay, including UCSF and the Arena as well as SOMA because it straddles China Creek.

Structural Compromise to the SFTC

Once again, had Ms. Gygi paid closer attention to the proposed alignment, she would have realized that there is no need to "demolish the west end of the brand new building" let alone "take the new bridge out of service" or "require the relocation of the already built columns".

3) Travel times

Ms. Gygi is questioning a travel time saving of 3 minutes between San Jose and San Francisco. This saving was achieved through a series of refinements in 2013 designed to sustain a minimum speed of 80 MPH until approaching Moscone Center.

As an example, a close examination of the video and slide 10 of the 2012 presentation will reveal **that the alignment is not under Pennsylvania Avenue per se** because this would result in a sharp bend at the junction of Pennsylvania and 7th (this sharp bend is most likely the reason behind the 2017 SMA study showing a speed of 40 MPH as far south as 22nd Street).

DTX South to Mission Bay station

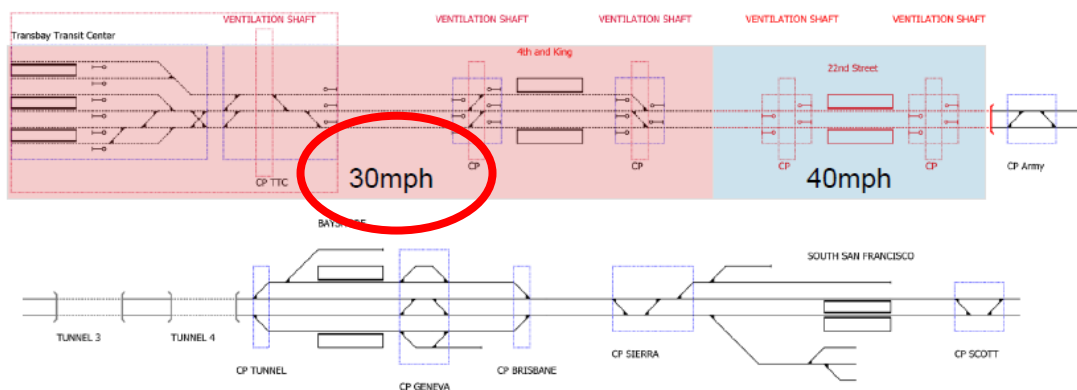


Ms. Gigy's assertion that "The curve speeds on the DTX alignment are 35 mph between 7th/Townsend and 2nd/Townsend." appears to contradict the 2015 SMA report

OPERATIONS

Current track layout was accepted as the starting point for initial analysis.

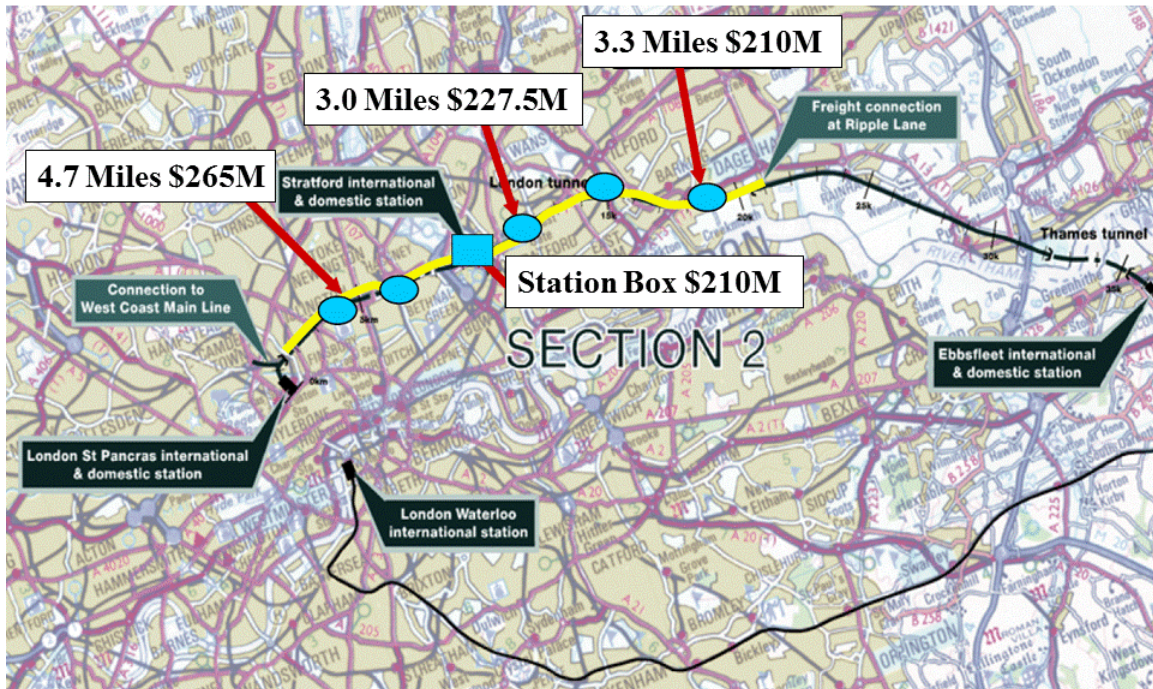
ALTERNATIVE 2A



Conclusions

- The 3-track requirement is a direct afterfact of the poorly designed 2nd Street throat structure
- The 3-track design results in a poorly ventilated tunnel design requiring multiple vent structures while London's twin bore high speed tunnels require a vent structure every 2 miles (see below)

2001 London tunnel contracts



- There has been no attempt to comply with Streets & Highways Codes section 2704.09(b)

"Maximum nonstop service travel times for each corridor that shall not exceed the following:

(3) San Francisco-San Jose: 30 minutes."

<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

- There has been no attempt to connect the Transit Center to the East Bay
- There has been no attempt to fit 1,400-foot platforms within the existing 1,543-foot train box

Sincerely,

Roland Lebrun

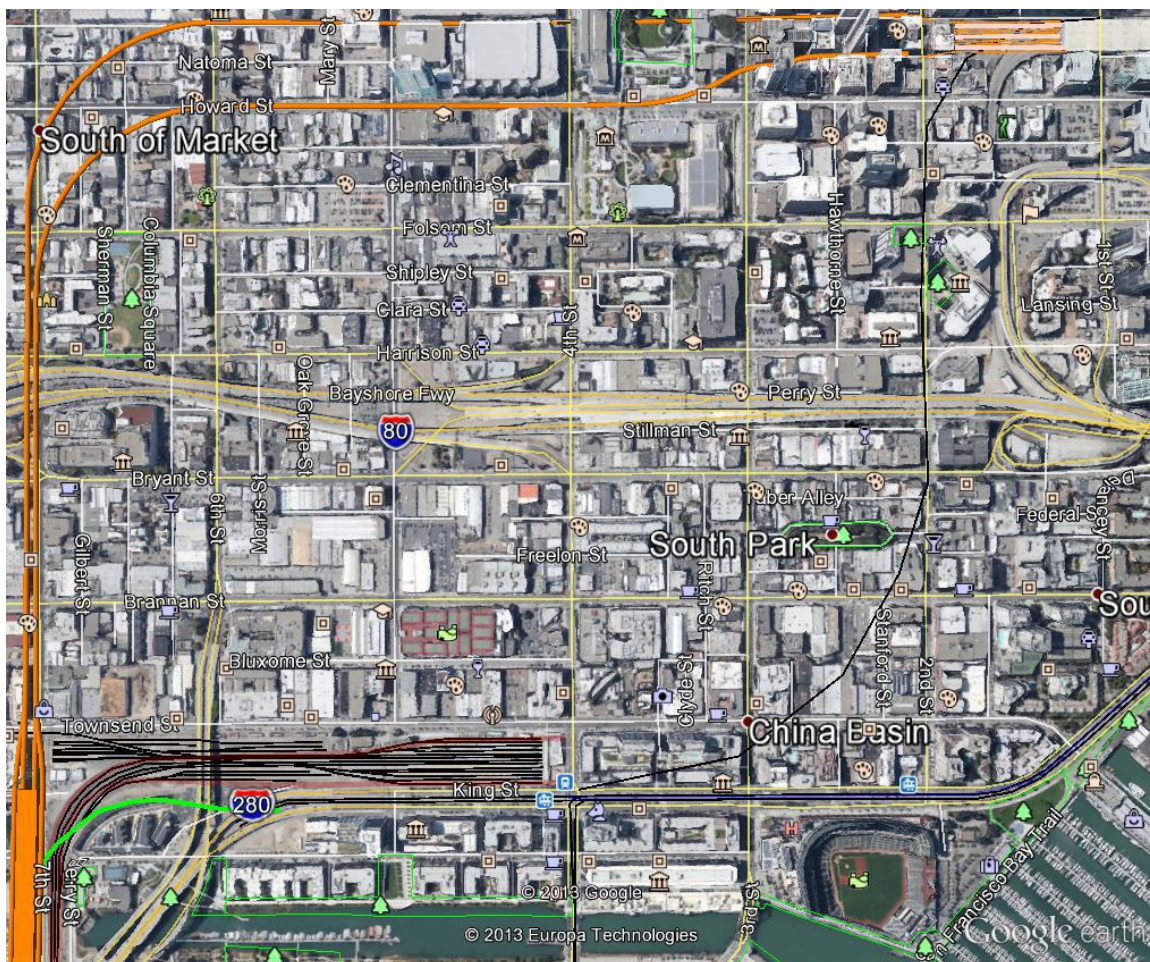
Roland Lebrun
CCSS@MSN.COM
17 November 2013

The purpose of this short paper is to outline a refined northbound DTX tunnel alignment capable of delivering substantially higher TTC capacity if the crossover under Main Street is not available.

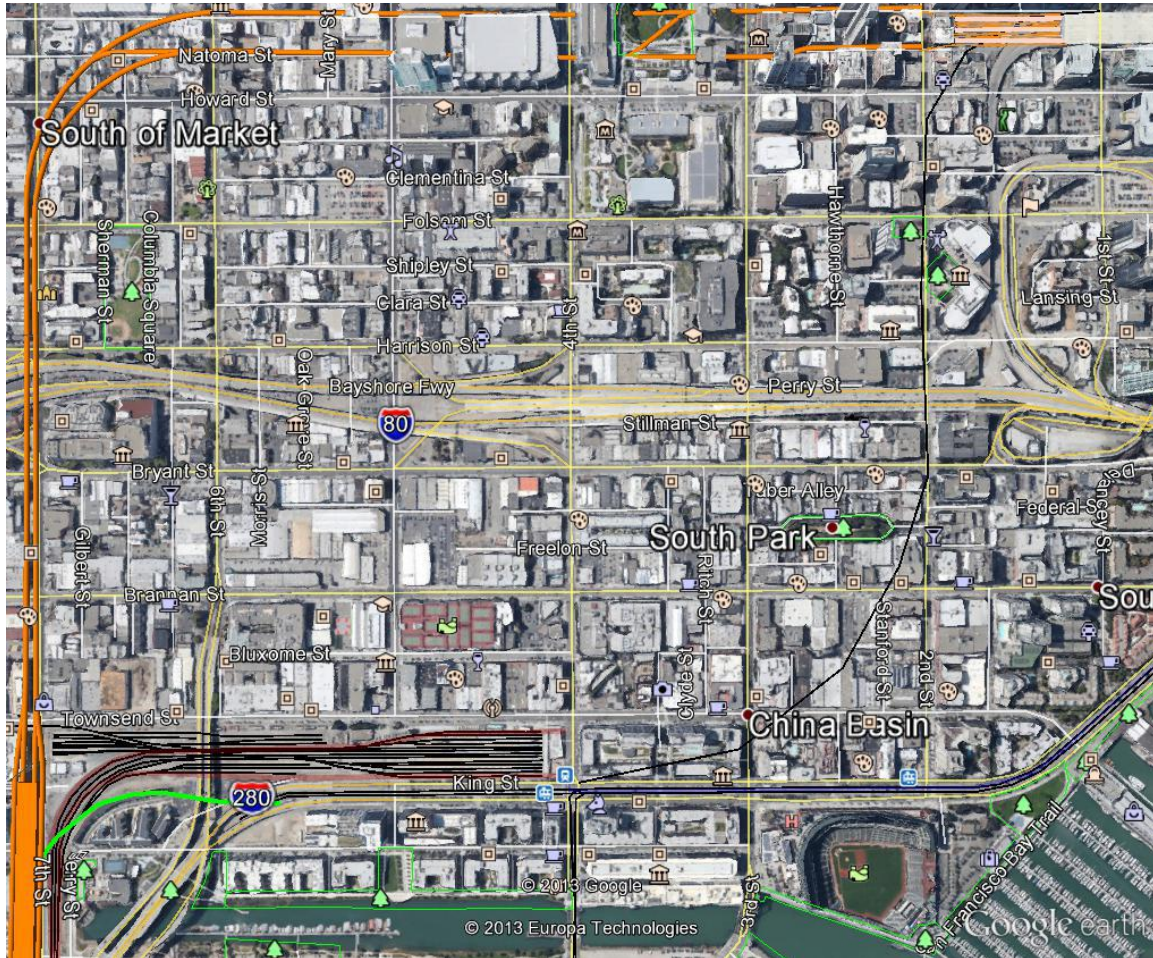
The refined alignment enables the implementation of Crossrail crossover designs and construction techniques to deliver a track layout with the same capacity as the connection between the HS1 tunnels and St Pancras platforms 11, 12 & 13.

Background:

The current northbound DTX tunnel proposal avoids existing building foundations by veering east off 7th Street under Howard before lining up with Natoma east of 3rd Street.



The refined northbound tunnel alignment lines up with Natoma east of 7th Street and runs deep enough to avoid any current or future building foundations between 7th and 3rd Street, including Moscone Center which is understood to have foundations supported by micropiles extending 100 feet below the surface.



Moving the northbound DTX tunnel alignment to Natoma makes it feasible to connect the two tunnels with additional crossovers as follows:

- 1) Crossover from Northbound to Southbound tunnel between 3rd and 4th Street. This crossover's purpose is to route northbound trains to TTC platforms 1, 2 & 3 (northern-most platforms closest to Mission Street) which should be reserved for high-volume traffic (12 trains/hour).



2) Crossover from Northbound to Southbound tunnel between 6th & 7th Street.

This crossover is for southbound traffic originating from TTC platforms 4, 5 & 6 which should be reserved for low-volume traffic (maximum 4 trains/hour) because southbound trains originating from these platforms can potentially interfere with northbound traffic between 7th street and the TTC.



Last but not least, the refined alignment is expected to deliver costs savings through shorter cross-passages between the northbound and southbound tunnels and these savings are expected to cover the construction costs of the two crossovers.

2012 Summer Olympics timetable (12 trains/hour)

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For guide to notes & symbols see page 2

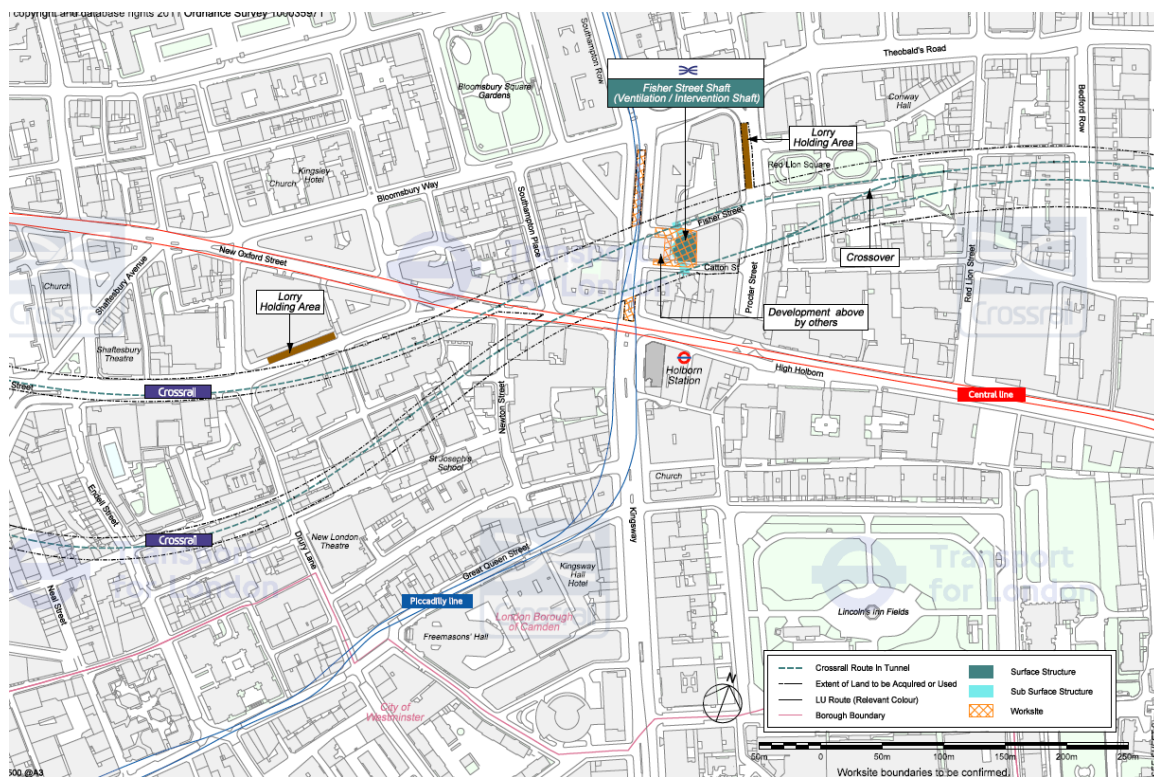
- Does not run in the early hours of Friday 27 July but WILL RUN in the early hours of Monday 13 August

High speed – London to Stratford International, Ebbsfleet International, Gravesend, the Medway towns, Sittingbourne, Faversham and Ashford International

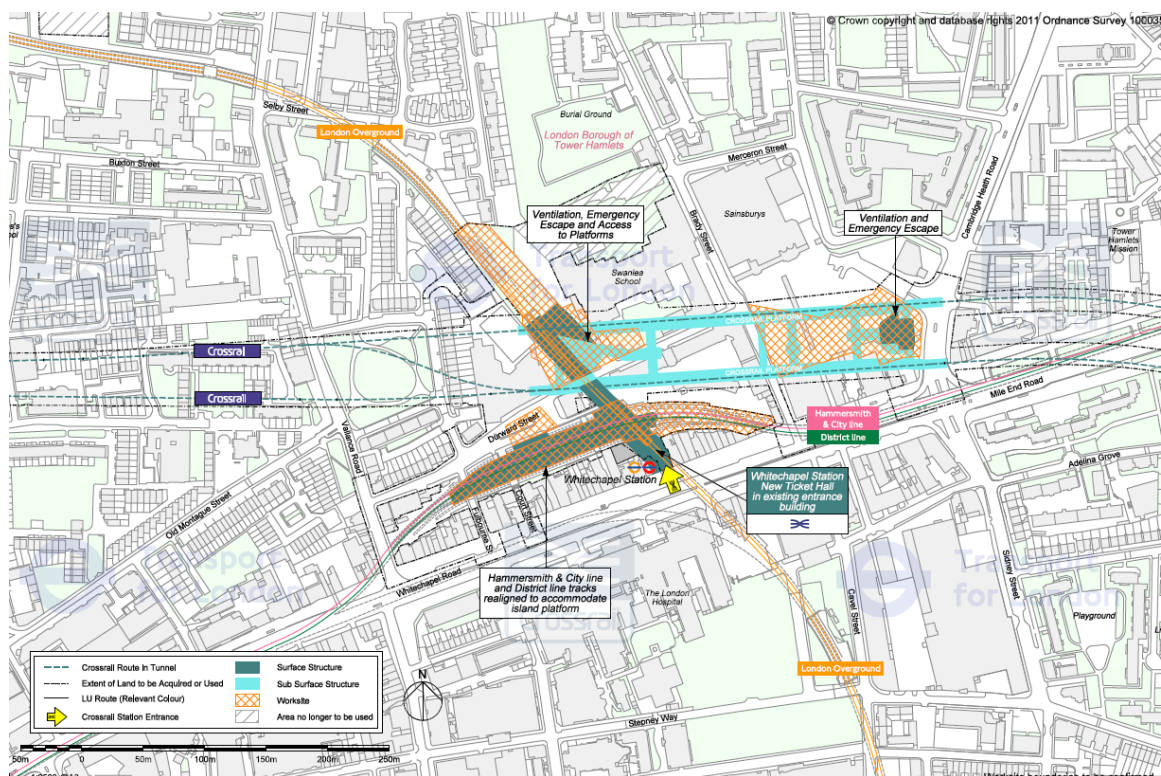
St Pancras domestic platforms 11, 12 & 13



Red Lion Square (London WC1) Crossrail crossover



Whitechapel Crossrail station (London E14) crossover





University of California
San Francisco

September 21, 2018

Sam Hawgood, MBBS

Chancellor
Arthur and Toni Rembe Rock
Distinguished Professor

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Board of Commissioners
San Francisco County Transportation Authority
1455 Market Street, 22nd Floor
San Francisco, CA 94103

Dear SFCTA Board of Commissioners:

On behalf of the University of California, San Francisco (UCSF), I am writing to support the Pennsylvania St. tunneling alignment for the downtown extension of the Caltrain and High Speed Rail (HSR) project. UCSF understands the importance and need for the proposed HSR into San Francisco.

UCSF's campus and UCSF Medical Center at Mission Bay, which includes children's, women's, and cancer hospitals, is located along 16th Street, just east of the existing Caltrain tracks that terminate at the Fourth and King Street Caltrain Station. Driven by its commitment to patient care and public safety, UCSF's primary goal is to ensure that patients, patient visitors, patient care workers, as well as emergency vehicles, have 24/7 unimpeded access to its Mission Bay hospitals.

UCSF believes the Pennsylvania alignment is the superior option compared to the at-grade alignment that was originally proposed. The Pennsylvania alignment would place Caltrain and HSR underground, avoiding further degradation of surface traffic flow into and out of Mission Bay at the 16th Street and Mission Bay Drive rail crossings, reducing surface street disruptions due to gate down times and train crossings, which would be an improvement over existing conditions. It would also improve access into and out of Mission Bay by reknitting some of the existing street network, and has the potential to reduce area congestion as the Mission Bay neighborhood and Southern Bayfront development projects reaches full buildout. The Pennsylvania alignment would also likely have less construction impacts on the street level.

For the reasons stated above, UCSF supports the Pennsylvania alignment and strongly encourages the SFCTA Board to adopt this proposal. If you have any questions, please contact Amiee Alden, Director, Local and State Government Relations at: amiee.alden@ucsf.edu, or (415) 476-8433.

Sincerely,

Barbara J. French
Vice Chancellor

Strategic Communications & University Relations

cc: Lori Yamauchi, Associate Vice Chancellor, Campus Planning



RESOLUTION OF APPRECIATION TO MICHAEL ROBERT PAINTER FOR HIS
OUTSTANDING CONTRIBUTIONS TO THE PRESIDIO PARKWAY DESIGN

WHEREAS, The Board of Commissioners of the San Francisco County Transportation Authority has learned that Michael Robert Painter, creator of the Presidio Parkway concept for the replacement of Doyle Drive, passed away on June 29, 2018 after a long life and distinguished career in landscape architecture; and

WHEREAS, Mr. Painter was a Distinguished Alumnus of the College of Environmental Design at UC Berkeley and Fellow of the American Society of Landscape Architects; and

WHEREAS, Mr. Painter owned Michael Painter & Associates since 1969, which was later named MPA Design in 1984, and in the course of his career completed over 850 projects winning over 60 awards; and

WHEREAS, As an interested citizen, Mr. Painter made the case in the early 1990s that the best way to replace Doyle Drive was to bring it mostly to ground level and cover part of it in landscaped tunnels, to allow the public to walk from the Presidio's historic Main Post down to Crissy Field; and

WHEREAS, Mr. Painter's parkway design became the preferred design for the Doyle Drive Replacement Project, helping to build a strong coalition of support for the project from a wide variety of interested stakeholders; and

WHEREAS, During the environmental review phase of the Doyle Drive Replacement Project, Mr. Painter collaborated with the Transportation Authority and SPUR to create a new standard for a state highway; a parkway design that was context sensitive and befitting of the setting within the Presidio National Park; and

WHEREAS, Mr. Painter's innovative parkway design was the first of its kind in California;



and

WHEREAS, Mr. Painter was credited on multiple awards for his work on Presidio Parkway including from SPUR and the Project of the Year award from the California Transportation Foundation; and

WHEREAS, The Transportation Authority desires to give public recognition and appreciation to Michael Robert Painter; now, therefore, be it

RESOLVED, That the San Francisco County Transportation Authority does hereby express their gratitude and admiration for Mr. Painter's visionary design, leadership skills and outstanding contributions to the Presidio Parkway design.

Memorandum

Date: September 19, 2018
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: September 25, 2018 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION ☒ **Information** ☐ **Action**

None. This is an information item.

SUMMARY

The Board required regular updates on the Better Market Street (BMS) project as a condition of approval of One Bay Area Grant (OBAG) funds. Led by the Department of Public Works (SFPW), the BMS project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, resurfacing, sidewalk improvements, way-finding, lighting, landscaping, transit boarding islands, transit connections, traffic signals, transportation circulation changes, and utility relocation and upgrade. The project is currently in the preliminary engineering and environmental review stage. SFPW anticipates release of the draft Environmental Impact Report in December 2018 and certification of state and federal environmental clearance by July 2019. The preliminary cost estimate for all phases of the project is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap (\$479 million). However, SFPW has developed a proposed phasing plan that could enable construction of Phase 1, the segment between 6th and 8th Streets, to start in July 2020, pending funding availability. Cristina Calderón Olea, SFPW's BMS Project Manager, will present this item and answer questions from the Board.

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

DISCUSSION

Background

OBAG Reporting Condition: The Transportation Authority Board programmed \$15.98 million in OBAG Cycle 2 funds to the BMS for the project's design phase. As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants Portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action required SFPW to provide quarterly reports

and semi-annual updates on the BMS to the Board, addressing any changes in project schedule and cost, in particular.

BMS: Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project will completely reconstruct 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, a new sidewalk-level cycle track, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the San Francisco County Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which is leading the environmental review.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW has identified Phase 1 as the segment between 6th and 8th streets, but is currently evaluating whether to extend the limits one block east to 5th Street. As discussed below, pending funding availability, SFPW is proposing a phasing plan for design and construction that could allow them to advertise Phase 1 construction by the end of 2019 and begin construction by July 2020. The estimated cost for Phase 1 is \$79 million, including the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place.

Status and Key Activities

Environmental Clearance and Preliminary Engineering: BMS is currently undergoing environmental review under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). SFPW anticipates public circulation of the draft Environmental Impact Report (EIR) in December 2018, and final certification of both CEQA (EIR) and NEPA (Environmental Assessment) documents in July 2019, pending public comment and input.

As part of the environmental review process, the project team is proceeding with preliminary engineering design of the full corridor. The design team has just completed 15% plans for the entire project corridor, with 30% design to be completed at the time of project environmental certification. Utility location and potholing has begun, providing information to designers about necessary utility relocations that must be included in the project design and coordinated with utility owners during construction.

According to SFPW, the environmental review and preliminary design processes are currently on schedule (Attachment 1), and the project team and consultants continue to meet interim milestone deadlines for interagency coordination and administrative draft documentation.

Project Phasing: Large projects such as Better Market Street often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize construction impacts and disruptions. While complete project phasing will be developed following the project's 30% design, the project team has identified Phase 1. At their August 2017 meeting, the Better Market Street Directors Group, composed of the directors of SFPW, SFMTA, Planning and SFPUC selected Market Street between 6th and 8th streets as Phase 1 of BMS implementation. This segment supports the Office of

Economic and Workforce Development's Mid-Market/Tenderloin Strategy and compliments completed and planned private development along the corridor.

In addition to the improvements on and adjacent to Market Street itself, Phase 1 also includes a new surface loop for use by SFMTA's F-Market historic streetcar service. This new loop (F-Loop) entails the construction streetcar tracks along McAllister and Charles J. Brenham streets, passing in front of the Hibernia Bank and new Proper Hotel. The F-Loop will allow SFMTA to increase service on the busiest portion of the existing F-Market route by turning some vehicles at the new loop, rather than continuing to the current route terminus at Market and Castro streets.

Outreach: Since May 2011, the project team has led four rounds of public outreach. The most recent community meetings were held in March 2018 to present the proposed design of the BMS project. The project team collected over 500 comments, primarily concerning cycle track design, streetscape, and safety improvements. As a result of this input, the project team is making modifications to the design and will include responses in future outreach. In addition to outreach meetings, the BMS Community Advisory Committee, made up of community members, advocates and representatives from the disabled community meets every other month to discuss the project.

SFPW anticipates additional public outreach in December 2018 with the release of the Draft EIR.

Current Issues and Risks

The Better Market Street Project team is actively considering potential risks to the project scope, schedule, budget, and funding as the current environmental clearance and preliminary design advance. As project engineers acquire more information about utility locations, sub-sidewalk basements, and designs of other planned or ongoing projects in the project area, there is the potential that additional coordination and relocation work will be necessary, representing an increase in cost. Meanwhile, though the environmental review under CEQA has been conducted in close coordination with sponsor and reviewing agencies, the potential for significant public comment and feedback, which must be addressed, remains. Feedback that requires a revised design or re-evaluation of the environmental clearance could have schedule impacts.

In order to support the SFMTA's Central Subway project, Transportation Authority staff has proposed a dollar-for-dollar fund exchange of \$15.98 million in BMS OBAG funds with Prop K funds from the discretionary guideways category. The Board approved the funds for the BMS project's final design phase as part of OBAG Cycle 2. The BMS project would be held harmless by the fund exchange and SFPW would be able to expend Prop K funds as soon as July 1, 2019, following Board allocation of the funds. The fund exchange will let us program the OBAG funds to the Central Subway project to help backfill the outstanding \$61 million in Regional Transportation Improvement Program funds that we owe the project. We plan to bring the proposed fund exchange to the Board for approval in November 2018 along with approval of the 2019 Prop K 5-Year Prioritization Program for the guideways category.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on all projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges, and will be using the most up-to-date bids when developing the 30% cost estimate that coincides with the completion of the environmental clearance. Additionally, estimates based on the 10% design show a significant funding shortfall as described in the next section. San Francisco's competitiveness for regional, state, and federal funds may also impact the ability to fill this gap. The

proposed phasing of final design and construction for the project is one strategy that the project team is using to address the uncertainty with the timing of availability of funds for the project.

Project Schedule

The current project schedule through Phase 1 is included as Attachment 1. Upcoming project milestones for environmental review include finalization of a second Administrative Draft EIR in October 2018, the release of a public Draft EIR in December 2018, and anticipated final CEQA and NEPA certification in July 2019.

Preliminary design is progressing concurrently with the environmental review, with 30% design of the full corridor scheduled to be completed in July 2019 and final design for Phase 1 to be completed in December 2019 to allow advertisement for construction services. Under this schedule, Phase 1 construction could start in July 2020.

This schedule represents a one-month delay from anticipated completion of environmental review submitted as part of the OBAG 2 funding request for this project. However, under current projections, the schedule also anticipates that Phase 1 will begin construction in July 2020, 18 months ahead of the project schedule submitted as part of the OBAG 2 funding request. This acceleration of construction, subject to funding availability, is made possible by the strategy of phased design and construction, where final design for later phases continues while earlier phases are under construction. As noted above, the schedule is contingent upon funding availability. SFPW will develop schedule milestones for construction of the remainder of the corridor as the funding plan is fleshed out.

Project Cost and Funding

The total project cost estimate, based on 10% design, is \$604 million. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project. Attachment 2 provides a project component summary of total project costs as shown in OBAG 2 request (rounded up). The current cost estimate is based on unit cost estimations of a typical design and will continue to be refined as engineering on the project progresses. Future cost estimates will also include a breakdown of project costs based on BMS streetscape, and transit costs; state of good repair work; and other infrastructure work that is being completed with the BMS project to maximize efficiency and minimize construction disruptions.

Attachment 3 shows the current funding plan for the BMS Project. The BMS project has secured \$125 million in funding from OBAG, Prop K and SFMTA's Prop A General Obligation bond, fully funding the project through the design phase. The overall project funding gap is \$479 million.

The BMS project has received \$27 million in programmed or allocated funding for the current planning and environmental clearance phases. So far, 65% of the environmental budget has been expended, and SFPW indicates that the project is on track to complete these phases within this budget.

An additional \$42 million in funding has been programmed for final design (enough to fully fund design) and \$67 million for construction which gets close to, but doesn't fully fund the project through Phase 1 construction estimated at \$72 million. The City applied for a federal BUILD grant in the amount of \$15 million for construction of Phase 1. Notification of awards are expected by the end of the calendar year. If this grant isn't awarded to BMS, the project team will need to secure other funds to fully fund Phase 1 construction.

Agenda Item 9

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed on this item at its September 26, 2018 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Better Market Street Project Schedule

Attachment 2 – Project Component Cost Breakdown

Attachment 3 – Better Market Street Funding Plan

Attachment 1: Better Market Street Project Schedule through Phase 1 Construction – As of September 19, 2018

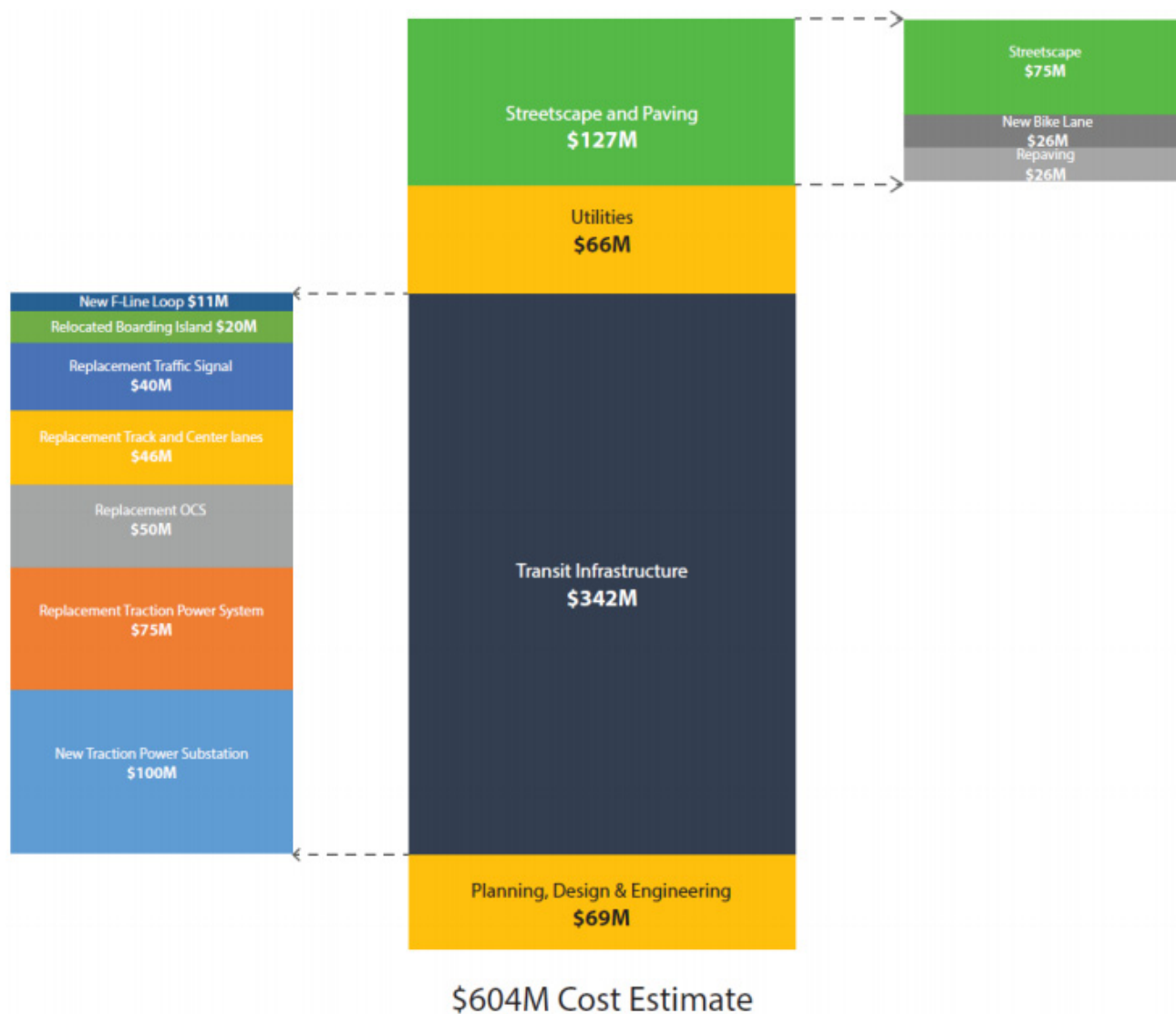
Activities	Calendar Year															
	2015				2016				2017				2018			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning + Environmental Review (current phases)																
CEQA (EIR) & NEPA (EA) Approval																
Preliminary Engineering (30% of design) - Full Corridor																
Preliminary Engineering + Final Design (100% of design) - Phase 1 (6 th to 8 th streets)																
Phase 1 Construction (6 th to 8 th streets) ¹																

* Anticipated public release of the Draft EIR (CEQA).

**CEQA (EIR) & NEPA (EA) Approval

¹Full corridor extends a 2.2 mile stretch of Market Street between Steuart Street and Octavia Boulevard. Phase 1 extends from 6th to 8th Streets.

Attachment 2: Project Component Cost Breakdown
Based on 10% design



Attachment 3: Better Market Street Project Funding Plan

All amounts in \$1,000’s of \$

2014 10% COST ESTIMATE ¹ (\$1000’s of \$)		Project Phases					Total by Segment
Phase		PLAN	ENV	PS&E	ROW	CON	
Planning/Conceptual Engineering		15,287					
Environmental Studies			11,355				
Design Engineering				42,039			
Phase 1 Construction (6 th to 8 th streets)						71,537	
Construction for Remainder of the Corridor						463,502	
Project Total		15,287	11,355	42,039	0	535,039	603,720

¹As shown in the OBAG 2 grant application.

SECURED FUNDING (\$1000’s of \$)		Project Phases					Total by Fund Source
Fund Source	Status	PLAN	ENV	PS&E	ROW	CON	
General Fund	Allocated	2,480	2,620				5,100
Octavia Land Sales	Allocated		3,050				3,050
Market Octavia Impact Fees	Allocated		1,000				1,000
Transit Center Impact Fees	Programmed			2,000			2,000
Prop A GO Bond	Programmed	12,807	4,685	22,809		66,665	96,746
OBAG 2 or Prop K Central Subway Fund Exchange ¹	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
Total Identified Funding by Phase		15,287	11,355	42,039	0	66,665	125,126
Total Unfunded							478,594
Project Total							603,720

¹ See text for details on proposed OBAG 2 Prop K fund exchange.

OTHER POTENTIAL FUND SOURCES (\$1000's of \$)		
Fund Source		Funding Requested
Federal	BUILD	15,000
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	OBAG 3 [FYs 2022/23-2026-27]	
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls)	
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Transit Center Impact Fees	60,000