



# AGENDA

**CITIZENS ADVISORY COMMITTEE**  
**Meeting Notice**

**Date:** Wednesday, September 26, 2018; 6:00 p.m.  
**Location:** Transportation Authority Hearing Room, 1455 Market Street, Floor 22  
**Members:** John Larson (Chair), Peter Sachs (Vice Chair), Myla Ablog, Kian Alavi, Robert Gower, Hala Hijazi, Becky Hogue, David Klein, Peter Tannen, Chris Waddling and Rachel Zack

**Page**

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|-------------|-----------|--|-----------|
| <b>6:00</b> | <b>1.</b> | Call to Order  |           |
| <b>6:05</b> | <b>2.</b> | Chair’s Report – <b>INFORMATION</b>  |           |
| <b>6:10</b> |           | <b><u>Consent Agenda</u></b>   |           |
|             | <b>3.</b> | Approve the Minutes of the September 5, 2018 Meeting – <b>ACTION*</b>  | <b>3</b>  |
|             | <b>4.</b> | State and Federal Legislation Update – <b>INFORMATION*</b>   | <b>15</b> |
|             |           | <b><u>End of Consent Agenda</u></b>  |           |
| <b>6:20</b> | <b>5.</b> | Adopt a Motion of Support to Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions – <b>ACTION*</b>   | <b>19</b> |
| <b>6:35</b> | <b>6.</b> | Adopt a Motion of Support to Permanently Honor and Recognize Michael Robert Painter's Visionary Design, Leadership Skills and Outstanding Contributions to the Presidio Parkway Design and to Urge the Transportation Authority Board to Work with Caltrans and the State Legislature to Explore Naming the Parkway After Him – <b>ACTION</b>  | <b>29</b> |
|             |           | At the September 5, 2018 Citizens Advisory Committee (CAC) meeting Peter Tannen requested that the CAC consider an action item to rename Presidio Parkway on behalf of Michael Robert Painter. Mr. 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. |           |
| <b>6:45</b> | <b>7.</b> | Adopt a Motion of Support for the Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests – <b>ACTION*</b>  | <b>31</b> |

## CAC Meeting Agenda

**Projects:** (SFMTA) 45<sup>th</sup> and Lincoln Bulb [NTIP Capital] (\$100,000), YBI Hillcrest Road/Treasure Island Road Bike Path (\$10,000), Bicycle Safety Education and Outreach (\$90,529), Youth Bicycle Safety Education (\$90,000), San Francisco Transit Corridors Study (320,000); (BART) BART Station Bicycle Parking and Access Improvements (\$550,000); (SF Planning) 22nd St. Station Relocation Study (\$160,000); (GGBHTD) Gangway and Piers - State of Good Repair (\$150,000); (SFCTA) YBI Hillcrest Road/Treasure Island Road Bike Path (\$240,000), Streets and Freeways Study (\$150,000), San Francisco Transit Corridors Study (\$100,000)

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|---------------------------|-----|--|----|
| 7:00                      | 8.  | Adopt a Motion of Support for the Adoption Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amendment of Eight 2014 5YPPs – <b>ACTION*</b>   | 41 |
| 7:15                      | 9.  | Major Capital Project Update - Better Market Street - <b>INFORMATION*</b>  | 47 |
| 7:25                      | 10. | SoMa Ramp Intersection Safety Study Phase 2 Update – <b>INFORMATION*</b>   | 55 |
| 7:35                      | 11. | Update on the Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments’ (ABAG) Horizon Planning Initiative – <b>INFORMATION*</b>   | 69 |
| <b><u>Other Items</u></b> |     |  |    |
| 7:45                      | 12. | Introduction of New Business – <b>INFORMATION</b><br><br>During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration. |    |
| 7:50                      | 13. | Public Comment   |    |
| 8:00                      | 14. | Adjournment  |    |

\*Additional Materials

**Next Meeting: October 24, 2018**

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# DRAFT MINUTES

## CITIZENS ADVISORY COMMITTEE

Wednesday, September 5, 2018

### 1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:03 p.m.

CAC members present: Kian Alavi, Hala Hijazi, Becky Hogue, John Larson, Peter Sachs, Peter Tannen, Chris Waddling, and Rachel Zack (8)

CAC Member Absent: Ablog (1)

Transportation Authority staff members present were Michelle Beaulieu, Eric Cordoba, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Mike Tan, and Luis Zurinaga (Consultant).

### 2. Chair’s Report – INFORMATION

Chair Larson reported that the Transportation Authority would be partnering with the Global Climate Action to host a clean transportation scavenger hunt on Monday, September 10. He said the scavenger hunt was social-media based and would showcase all of the ways San Francisco residents, workers, and visitors could get around in the city’s green, multimodal system. He noted that the public could visit sfcta.org to sign up for a scavenger hunt email notification and that prizes would be awarded.

Chair Larson thanked Edward Mason, member of the public, for raising the issue of sidewalk cracks on Nellie and 23<sup>rd</sup> streets during public comment at a prior meeting. He said Transportation Authority staff passed on his input to San Francisco Public Works (SFPW) and they expedited repairs at both locations. He mentioned SFPW was monitoring the repairs and would use the information to inform a plan of action with the contractor.

Chair Larson restated Peter Tannen’s request to the Transportation Authority to have the San Francisco Municipal Transportation Agency (SFMTA) attend a future CAC meeting to provide an update on Muni operational issues. He said Supervisor Brown had requested a hearing on the issues and the hearing was expected to be held at the Board of Supervisors Land Use and Transportation Committee. He said the hearing date was not yet known, but that the SFMTA was currently preparing for the hearing and had agreed to share any materials with the CAC at the same time they are made available to the Board of Supervisors.

Chair Larson announced that the next CAC meeting would be held September 26, 2018.

During public comment Edward Mason said the sidewalk cracks highlighted a bigger systemic issue with SFPW regarding structural problems, quality assurance and contract administration. He thanked the Transportation Authority for fast tracking his request. He urged the CAC to do their due diligence and monitor newly constructed sidewalks and curbs.

### Consent Agenda

### 3. Approve the Minutes of the July 25, 2018 Meeting – ACTION

#### 4. Citizens Advisory Committee Appointment – INFORMATION

#### 5. Progress Report for Van Ness Bus Rapid Transit Project – INFORMATION

Peter Tannen asked why the project had not progressed in terms of percent complete since the July CAC progress report. He noted that both the July and September progress reports stated that the project had progressed 1% from 26% to 27%.

Mike Tan, Administrative Engineer, said the project had been progressing about 1% per month and said there was typo in the September report that did not reflect the 1% percent increase from the previous month. He said the contractor and subcontractor were moving along with the project at a slow pace given the nature of the underground work.

Chair Larson said he understood that the delays were due to utilities and potholing and asked if there was a work plan to deal with those specific issues. He also asked if there would a jump in percentage complete once the utility work was completed.

Mr. Tan said the utility work would take about 2 years to complete. He said there was a lot of surface area to cover and that the contractor was only doing a few blocks at a time in order to keep the street open. He said the utility work made it difficult for the Bus Rapid Transit (BRT) portion of the project, in the median, to be worked on and that the median was currently being used as staging for materials or to divert traffic. Mr. Tan also confirmed that the percent complete measure would increase much more rapidly after the underground work is completed.

Peter Sachs said airport runways like roads similarly faced pothole issues which sometimes would require the airport to close the runway for a few days to fill severe potholes. He asked if an analysis had been done to close Van Ness Avenue for a few weeks to allow the work to get done a lot faster, noting that a short closure that accelerates work maybe better than 2 years of inconvenience.

Mr. Tan said the traffic management plan discussed diverting traffic to Franklin and Gough Streets but that there were currently no plans to shut down Van Ness. He said he understood that closing Van Ness would accelerate progress, but that it would affect businesses that are on the street.

Maria Lombardo, Chief Deputy Director, said Peter Gabancho, Van Ness BRT Project Manager, was unable to attend the CAC meeting but she would request that he address the question at the next CAC meeting.

Mr. Tan said the BRT would be phased throughout the project and said contractor were currently working on the northeastern portion of Van Ness. He said construction would shift to the other side of the street once that area was reopened to traffic.

Kian Avian asked what was being done to get the project back on track and asked what was happening with the affected citizens who relied on Van Ness.

Mr. Tan said the SFMTA had community advisory and business advisory committees specific to the Van Ness BRT project that were performing public outreach.

Chris Waddling asked if the pace of the project would accelerate after utility and underground work was completed.

Mr. Tan replied in the affirmative.

Chris Waddling asked if the proposed finish date on the underground work was known.

Mr. Tan estimated that the utility and underground work would be completed by the end of 2019. He noted that the BRT would be phased in during construction and the project would be

completed by the end of 2020.

During public comment Roland Lebrun asked why potholing was necessary, when performing underground work, when ground penetrating radar (GPR) was available. He asked if SFPW used GPR.

Mr. Tan said SFMTA was using GPR but noted that it had limitations depending on the types of soils and did not always fully reveal structures and utility lines. He said potholing gave visual confirmation.

Becky Hogue moved to approve the Consent Agenda, seconded by Kian Alavi.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

### **End of Consent Agenda**

#### **6. Adopt a Motion of Support for the Allocation of \$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.

Chris Waddling asked about the Powell BART station modernization project, asking if BART's wayfinding had considered visually impaired passengers and what type of signage was provided to visually impaired passengers.

Michael Wong, project manager at BART, said in terms of what was done for the visually impaired, it was best to speak with the agency's access department and community relations. He said spaces were being opened at the station as part of the modernization project.

Chris Waddling asked what signage was made available for visually impaired passengers.

Mr. Wong said that some of the signage had braille but that the subject project was geared towards modernization with global wayfinding signage.

Rachel Zack requested that BART provide a memo to the CAC on what BART normally has done in regard to wayfinding for the visually impaired. She also asked what the riding public experience would be while the Powell Modernization Project was underway and asked if the construction would cause the station to shut down or if there would be rerouting.

Mr. Wong said the station would remain open during construction and there would be barriers set up to block portions of work being done. He said the fare gate banks could be closed off for a certain amount of time, when being worked on, but that access would continue.

Peter Tannen noted that the project description referenced the BART Powell station ceiling and lighting project that had been taking years to complete. He asked if there was a progress update.

Mr. Wong acknowledged that BART had some challenges with that project and cited the following: challenges due to internal BART process getting authorization to do the work; the need to receive approval from the San Francisco Fire Department for sprinklers which triggered the need for additional equipment requests, and required more time and more interagency coordination; and lighting design. He said BART was working towards getting the project completed as fast as they can.

Peter Tannen asked what the estimated completion date was for the ceiling and lighting project.

Mr. Wong said the estimated completion date would be Spring 2019.

Peter Tannen mentioned that funds for the Powell BART project were requested to be redirected from the 24<sup>th</sup> Street BART Station and asked why there was a lack of community support for the project at 24<sup>th</sup> Street BART Station.

Michael Wong said he was not involved in that project but would follow up with the CAC.

Kian Alavi asked how traffic calming was evaluated and monitored by the SFMTA. He referenced a block on Shotwell Street that worked well and another with calming via raised crosswalks at ends that slowed vehicles down at the entrance, but not effectively mid-block.

Casey Hildreth, Project Manager at the SFMTA, said the mentioned section on Shotwell Street was part of a home zone project and not part of the subject traffic calming program. He said the traffic calming program focused on mid-block speeding and occasionally installed raised crosswalks. He said the program looked at speed humps which were effective, cost effective and did not take away parking. He said various departments also review the program proposals like the San Francisco Fire Department.

John Larson asked about the Great Highway Permanent Restoration Project and about a recommendation from the SPUR plan that had called for the conversion of the lower portion to no vehicular traffic and turning it a bike and pedestrian trail. He asked if it was a long-term plan.

David Frohlich, Project Manager at SFPW, said the long-term plan was to close the Great Highway between Sloat and Skyline Boulevards. He said the California Public Utilities Commission (PUC) had a project that would rebuild a tunnel that held sewer lines along the Great Highway and would divert traffic up Skyline and Sloat Boulevard to access the remaining segments of the Great Highway. He said PUC construction was estimated to start in 2023 and said there was also a trail and parking lot project being led by the Recreation and Parks Department which was estimated to start between 2019 - 2020. He said when the Great Highway closes, there would be an access road for PUC access and that the trail would remain open.

Peter Tannen asked if there were provisions for bicycles and pedestrians as part of the interim Great Highway Permanent Restoration Project.

Mr. Frohlich replied there were not provisions for bicycles and pedestrians and that the project was to restore the roadway from a previous storm.

Chris Waddling asked if there were plans for the eastern section of Sloat and Skyline Boulevard

Mr. Frohlich replied in the affirmative and said SFMTA and SFPW were working with a consultant on preliminary engineering. He said they hoped to have project completed before PUC closed the roadway in 2023.

Ms. LaForte said the improvements to Sloat and Skyline intersection were proposed in the 2019 5YPP item later on the agenda.

Mr. Frohlich said Caltrans had a project for the Sloat and Great Highway intersection which would happen after the road restoration project.

Kian Alavi asked if SFPW could follow up could on questions raised during Item 2's public comment regarding quality of installation of sidewalks and curbs.

Mr. Frohlich said SFPW had specs with all contractors and tested materials in a testing lab. He said SFPW was working on revising their standards plans around tree wells and curb ramps and

was considering adding rebar to the specs to help prevent cracking.

During public comment Jackie Sachs asked how the remodeling of the BART Powell Station would impact Third Street Light Rail that was coming into Union Square and if there would be any conflict.

Mr. Wong said there would be an opening at the east end of the Powell Station once Central Subway opens. He said he did not have the exact plans but did not believe there would be any conflict.

Mr. Mason asked about the Muni Forward and schools projects that would include sidewalk and curb work and mentioned that he recently saw new ramps that were marked up with paint to be dug up as part of an upcoming signal project. He asked if the projects were being done in a coordinated effort and being fiscally responsible.

Chris Waddling asked that the request for Powell Station Modernization be severed.

Peter Sachs moved to sever the request for Powell Station Modernization, seconded Hala Hijazi.

The motion was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

Peter Sachs moved to approve the severed request for Powell Station Modernization, seconded by Becky Hogue.

The severed item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen and Zack (7)

Abstain: CAC Member Waddling (1)

Absent: CAC Member Ablog (1)

Chris Waddling moved to approve the underlying item, seconded by Peter Sachs.

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

**7. Adopt a Motion of Support for the Adoption of the Pennsylvania Alignment as the Preferred Alternative for Grade Separations at 16<sup>th</sup> Street and Mission Bay Drive on the Approach to the Caltrain Downtown Extension – ACTION**

Luis Zurinaga, Consultant, presented the item per the staff memorandum.

Chair Larson noted the decision to carry this item over was a unanimous decision of the CAC, stating that the members all had concerns to varying degrees and wanted more time to think about the item.

Peter Sachs appreciated the chair's remarks. He thanked staff for the additional information and explanations which he found helpful but noted that he still had concerns. For example, he asked why the city didn't just wait until Caltrain and California High Speed Rail Authority (CHSRA) know what their needs are and then take an action on a comprehensive alternative. Mr. Sachs continued by saying if the alignment alternatives don't include the cost of yard relocation on top

of their already big price tags, it would not be good to find out several years from now that the cost must be increased even more to accommodate relocation of the yard.

Susan Gygi project manager for the RAB said that there are opportunities related to conversations that can be had about how to get Caltrain to the transit center and how to deliver service. She noted that a robust conversation can be had on what to do on the right-of-way after a preferred alternative is adopted. Ms. Gygi said that the RAB Study looked at worst case (relocation of the railyard) and that is what the report reflected. She stated that the yard might be able to stay where it is and a more robust conversation could happen once we know the needs from Caltrain and CHSRA. She acknowledged that this is a little like the cart before the horse, but San Francisco wanted to be out in front helping to steer the conversation. With respect to the cost of the yard relocation, Ms. Gygi confirmed that those costs were reflected in the cost estimate for the Pennsylvania and Third Street alignments.

Chris Waddling said that the original name of the study had I-280 Boulevard in its name and he knew that that part of the name was jettisoned fairly early in the process. However, he said railyard alternatives remained in the title and as such, it was disappointing to have no definitive recommendation on the railyard. Mr. Waddling commented that Caltrain has known about the need to do an operational assessment for years and it was a bit disconcerting to still be waiting for that information, as well.

Mr. Waddling noted that even if the yard does not have to move due to the alignment, it will eventually be moved because the current railyard is a very large and valuable piece of land given its location. He commented that the City of Brisbane doesn't want the yard and that means it could end up in the Bayview. Mr. Waddling said the city should be talking to people in the community and letting them know that this is being talked about even if it is just a possibility.

Adam Van Der Water, with the Office of Economic and Workforce Development, provided an overview of the city's perspective. He mentioned the concerns with at grade crossings that would impair access to Mission Bay, an area that is growing and will have a significant portion of the city's affordable housing. He noted that depressing the city streets beneath the rail was akin to creating more "hairballs" in the City, which no one wanted. Mr. Van Der Water said that depressing the rail makes the most sense. With respect to the yard issue, he referenced Mr. Zurinaga's description of some of the options. He continued by acknowledging that the city would be very interested in transit-oriented development on the yard, but stressed that at only 5% design, no decisions are being made on the yard. With respect to rail alignments, he noted Pennsylvania looks much better, but there are many more questions to answer and that the city would move forward publicly to address those questions.

Chair Larson opined that most people would likely not support at grade crossings but would support grade separations. He said that the way the study information has been presented has raised concerns citing alternatives presented that factor in having to move the railyard, and then references that indicate maybe something else could be done with the railyard, but without fully studying other options like undergrounding. He said there ought to have been a better way to conceptually show the yard options without giving the locations away to the public. Chair Larson said that the Pennsylvania alignment in concept seems fine. He asked if RAB did public input on the yard issue and what was presented to the RAB community advisory group.



Mr. Zurinaga suggested that the difficulty may be that CAC members are assuming that the Pennsylvania alignment and railyard are tied at the hip. He said they are not, that the yard will most likely be moved sometime in the future – date unknown, and it needs to be further studied, and that the Pennsylvania alignment did not require yard relocation. He clarified that the issue of potential yard relocation also applied to the other alignments.

Mr. Van Der Water said that once the project team confirmed that I-280 element was independent of the rail alignment decision, the team tabled the I-280/boulevard scope to address later as part of a separate effort with the community and Caltrans. He said that potentially, the yard could remain where it is now on the surface or underground, be relocated south within or outside of San Francisco, or in some combination of all of the above.

Ms. Gygi acknowledged that the project name was not great. She said that the original scope had five elements, with the first being the alignment. She said they changed the name at the end to better reflect the final scope.

Mr. Waddling thanked Mr. Zurinaga for saying that regardless of the alignment, the railyard would probably move. He said that this hadn't been plainly stated before and that it cleared up his main sticking point in terms of the alignment decision.

Peter Tannen asked what the cost of relocating the railyard was assumed to be in the cost table shown in page 3 of the memo.

Ms. Gygi said she could provide that information after the meeting, but generally the estimates included programmatic costs based on examples from around the world, land costs, location considerations, and contingency.

Peter Tannen referenced the minutes from the last CAC meeting where Mr. Sachs had pointed to the RAB report where it said that the Pennsylvania alignment required relocation of the yard. He asked how this would be reconciled.

Ms. Gygi replied that yard relocation was assumed in the RAB Study for both the Pennsylvania and Third Street alignments to show the biggest impacts. She said the language in the report would be modified to reflect the CAC discussion and to be more in line with the memo in the agenda packet.

Chair Larson reported that he had received a phone call from Bob Feinbaum of Save Muni who could not attend but wanted the CAC to continue to table this item, noting he felt that the item as presented didn't fully illustrate that it was a two-part process between the tunnel, which he supported, and the alignment which he felt was a separate issue. Chair Larson apologized if he hadn't correctly conveyed the message.

Peter Straus, representing the Transit Riders Union and Friends of DTX, said they encourage this project to be built as soon as possible as it is next priority after Central Subway. He said choosing the preferred alignment is on the critical path and urged moving quickly rather than delaying the project further. Mr. Straus said the yard issue is not on the critical path and that like the CAC, he has urged the project team to be more public about yard relocation. He concluded by saying for various reasons, the Pennsylvania alignment is cheaper, faster to build and more cost effective and he urged the CAC to endorse it.

Roland Lebrun said that the major problem with all the alignments is that the train box (1543') and platforms (800') are not the same length. He spoke in favor of the 7<sup>th</sup> Street alignment. He said the focus should be on ensuring six 1400-foot platforms that will have the capacity of the current railyard and will connect the transit center to the East Bay. When that happens, Mr. Lebrun said the yard will move to the East Bay. He said Appendix B of the RAB report shows that six high rises will need to be demolished. He asked the CAC to review his response to the Pennsylvania alignment, that was forwarded to them before the start of the CAC meeting.

Jim Patrick, said the alignment was solid until 4<sup>th</sup> Street. He suggested 4<sup>th</sup> Street should be rethought along with the 7<sup>th</sup> Street tunnel that Mr. Lebrun mentioned, citing proximity to Giants and Warriors stadium and the ability to integrate with the T-line and bus terminals.

Ron Miguel said that he had the pleasure of chairing the RAB community working group. He said that he had questioned the title of the study at the very beginning and that by the second meeting, the group had eliminated the I-280 freeway as it had nothing to do with the alignment question. Mr. Miguel emphasized that what was important in this report is to get a concept alignment on the books. He ended by noting that he agreed that most likely the yard will move in the future.

There was no further public comment.

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

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

## 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.

Peter Sachs said that he loved that there was funding proposed for the 19<sup>th</sup> Avenue/M Ocean View Subway. He asked if there was a way to make the funds available earlier, as it was important get the project started because it will inform other nearby projects on the West Side, including Park Merced. He also asked if the F-line extension proposal would include rehabilitating the Fort Mason tunnel. He said he had heard cost estimates of \$60 million for rehabilitating the tunnel and he was not convinced that was a good use of funds.

Peter Tannen asked where more detail could be found on the project proposals. Ms. LaForte said that Project Information Forms for all project proposals were available on the Transportation Authority website as an attachment to the CAC meeting materials by following the agenda link for the September 5, 2018 meeting.

Chris Waddling asked which districts had used their Neighborhood Transportation Improvement Program (NTIP) funds and which had not. He asked what the Transportation Authority had learned regarding how to help Supervisors and the public use the funds. He asked whether the amount programmed to NTIP should increase in the 2019 5YPPs.

Ms. LaForte said that District 7, for example, had not used its NTIP Capital funds, but that the district had a robust participatory budgeting process that resulted in allocation of General Fund

funds to many of the small safety improvement projects that NTIP might otherwise have funded. She said there was always a need to do more, but NTIP seemed to be the right size. She pointed out that SFMTA's new Community Response Team program would make \$100,000 available per year similar to those funded by NTIP.

During public comment, Ed Mason asked whether street trees were only planted as part of capital projects. He said that capital funds should not be used to replace trees that had not been properly maintained by the City. He said that maintenance should be the responsibility of the operator, but the planting trees as part of a capital project like Masonic was okay.

Jackie Sachs said that she had worked on 5YPP updates when she was on the CAC. She reminded the CAC that Prop K would have to go before the voters for reauthorization. She said that while Prop K included funds for Geary Bus Rapid Transit (BRT), Geary Light Rail was not funded despite the fact that it was grandfathered into Prop K from Prop B. She said that Geary BRT was supposed to be light rail ready.

Chair Larson reiterated that CAC members should direct additional comments and questions to Transportation Authority staff.

**9. Adopt a Motion of Support for the Adoption of a Support Position on Assembly Bill 1184 (Ting) – ACTION**

Michele Beaulieu, Senior Transportation Planner, presented the item staff memorandum.

Chair Larson said he was surprised that Uber, Lyft and the ride-hail companies were in support of the bill.

Ms. Beaulieu said the bill came out of negotiations between Supervisor Peskin and the Transportation Network Companies (TNCs). She said the bill was a compromise, which involved Supervisor Peskin removing his business gross receipts tax on TNCs from the November ballot.

Rachel Zack said that she understood that there was a conversation regarding not wanting to disincentive shared rides, but she asked why there was a reduction in the tax rate for shared rides given that their pricing is already discounted on the apps.

Ms. Beaulieu said reports on TNC congestion demonstrated the need to continue to incentivize shared rides but did not know how the specific tax percentages were reached.

Kian Alavi asked if taxing rides originating in San Francisco versus trips beginning and ending in San Francisco could be further explained.

Ms. Beaulieu said she was not part of the negotiations for the construction of the bill, but thought it was one of the most straightforward ways to collect this tax.

Kian Alavi asked if the revenue projections were known.

Ms. Beaulieu said she did not have that information.

Kian Alavi asked if there were provision to see where TNCs would be coming from or data to know how much to tax TNCs.

Ms. Beaulieu said most of the details had been left out of the bill and would be part of the work done by the City and County of San Francisco to develop the details of what would be placed on the ballot.

Kian Alavi asked why the Transportation Authority was seeking the CAC's support when the agency director had already sent out a letter of support on the bill.

Ms. Beaulieu said the Governor was looking at the bill and had 30 days to sign or veto the bill so

all support was helpful, especially since there was vocal opposition. She said the item would go in front of the Transportation Authority Board on September 11, 2018.

Chris Waddling asked who was the vocal opposition.

Ms. Beaulieu said the Silicon Valley Leadership Group and the Alliance of Automobile Manufacturers had opposed the bill. She said there was a long list of supporters of the bill online.

Ms. Lombardo said Waymo was the most vocal opposition.

Chris Waddling said given that the bill was on the Governor's desk and had passed both houses that it was a good first step. He said he would like to see rides originating from other parts of the state also being taxed.

Rachel Zack asked if the Transportation Authority was preparing to study the congestion impacts before and after the possible implementation of a ride-hailing tax.

Ms. Lombardo said the Transportation Authority would track the effects and noted that the TNC tax was not structured to be a pricing tax, but rather intended to tax TNCs for their "fair share" of funding transportation improvements. She said the Transportation Authority would have an update on congestion pricing thinking at a future CAC and Board meeting.

Rachel Zack said she would like to see data to show why shared rides should be taxed at a lower percentage.

Kian Alavi asked if the revenue generated from the tax would be given to the Transportation Authority.

Ms. Lombardo said getting the bill through the legislature once it was amended was tremendous work and that part of the way that it got approved was by drafting a simple bill that allows the details to be figured out at the local level. She said it was not known if the Transportation Authority would receive a portion of the revenues.

Chair Larson asked if the plan was to place the measure on the November 2018 ballot.

Ms. Beaulieu said the bill would be effective as of January 2019, if signed by the Governor, and so it would not be able to place a measure on the November 2018 ballot.

There was no public comment.

Chris Waddling moved to approve the item, seconded by Kian Alavi

The item was approved by the following vote:

Ayes: CAC Members Alavi, Hijazi, Hogue, Larson, Sachs, Tannen, Waddling and Zack (8)

Absent: CAC Member Ablog (1)

## 10. Introduction of New Business - INFORMATION

Peter Sachs requested that when the item of Muni operational issues is calendared that the CAC concurrently calendar an action item to discuss whether to endorse SFMTA leadership or not.

Peter Tannen requested that the CAC consider an action item to rename Presidio Parkway on behalf of Michael Painter, who developed the parkway concept and recently passed away.

Rachel Zack requested an update on SFMTA's dockless bikeshare pilot program that had begun in April 2018.

Chair Larson requested an update on the Muni M Line given that it was on the 2019 Prop K strategic plan 5-year prioritization list of programs.

**11. Public Comment**

During general public comment Jackie Sachs stated that former CAC member Brian Larkin helped author Prop B and asked that he be recognized for his time on the CAC. She requested an update on the Other Nine to Five project and mentioned that Supervisor Tang had talked about bringing back public-school buses.

Ed Mason showed photos of idling commuter shuttle buses, buses with no license plates or no permits and additional violations. He stated that the 2017 status report would be presented at Muni CAC tomorrow night.

Peter Tanned reiterated the request to recognize former CAC member Brian Larkin.

There was no public comment.

**12. Adjournment**

The meeting was adjourned at 8:18 p.m.



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State Legislation – September 2018 (Table 3 updated September 21, 2018)

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

The last day for each house to pass bills was August 31. The last day for the Governor to sign or veto bills is September 30. The information in the tables below is up-to-date as of September 4 to the best of our knowledge. Mark Watts, the Transportation Authority’s state legislative advocate, will provide an up-to-date overview at the September 11 Board meeting.

Staff is recommending adoption on the first read of a new support position on Assembly Bill (AB) 1184 (Ting) as a time sensitive action shown in **Table 1**. **Table 2** provides an update on AB 2865 (Chiu) which the Transportation Authority is sponsoring, as well as on four other bills of interest. **Table 3** indicates the status of all bills on which the Board has already taken a position this session.

**Table 1. Recommendations for New Positions**

Recommended Position	Bill # Author	Title and Description
Support	AB 1184 Ting D	<p><b>City and County of San Francisco: local tax: transportation network companies: autonomous vehicles.</b></p> <p>This bill would authorize the City and County of San Francisco to levy a local tax on the net rider fares charged by TNC contracted drivers and autonomous vehicles. The tax would be capped at 3.25% of the net rider fare, or 1.5% of the net rider fare for shared rides. The City and County of San Francisco would also be authorized to lower the tax rate for zero-emission vehicles. This tax would be subject to meeting a 2/3 vote threshold at the City and County level.</p> <p>Chair Peskin collaborated with Assemblymember Ting to draft AB 1184. The bill was amended into its current form in mid-August, and passed by both houses on August 31. As of September 4<sup>th</sup>, the bill was on its way to the Governor. <b>We are recommending adoption of a support position on the first read to help advocate for Governor Brown to approve AB 1184.</b></p> <p>Due to the timing of the end of this legislative session, Executive Director Tilly Chang has submitted a letter of support on behalf of the Transportation Authority, given that the bill is consistent with the Transportation Authority’s legislative program, and that the bill is consistent with the recommendations from the San Francisco Transportation 2045 Task Force from 2017.</p>

Table 2. Notable Updates on Bills in the 2017-2018 Session

Adopted Position	Bill # Author	Title and Update
Support / Sponsor	<a href="#">AB 2865</a> <a href="#">Chiu</a> D	<p><b>High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA) – amended bill enrolled and presented to Governor</b></p> <p>If the Board votes to approve a managed lanes (e.g. carpool/transit lane) project on US-101 and I-280 north of the divide in San Francisco, this bill would give the Transportation Authority the option of asking the Santa Clara Valley Transportation Authority (VTA) to operate the lanes on San Francisco’s behalf. Revenues would be spent according to a Board-approved expenditure plan on transportation projects that benefit transit riders, carpoolers, and drivers in the corridor.</p> <p>At Caltrans’s request, Assemblymember Chiu amended the bill in August to specify that in order to implement the lanes, San Francisco and VTA would have to use the state process established in 2015 through AB 194, the same process through which the Transportation Authority could ask the Bay Area Toll Authority to operate managed lanes in San Francisco. The AB 194 process requires California Transportation Commission approval and mandates that Caltrans has a collaborative role in identifying how revenues are spent. The bill has been enrolled with these amendments.</p>
Support	<a href="#">AB 87</a> <a href="#">Ting</a> D	<p><b>Autonomous Vehicles – amended bill enrolled and presented to Governor</b></p> <p>When the Board approved a support position on this bill in January 2017, it had been authored in direct response to the public safety hazard facing San Francisco when Transportation Network Companies (TNCs) began operating autonomous vehicles in San Francisco without permits or notification to local government. It would have codified the Department of Motor Vehicles’ ability to revoke the vehicle registration for autonomous vehicles that violated its Autonomous Vehicle Tester Program and fine the TNCs that operate the vehicles as well as giving local law enforcement jurisdiction to impound them.</p> <p>The bill was subsequently amended several times. As enrolled, it would allow a peace officer or public employee to impound an autonomous vehicle if it does not have a valid permit for operations on public roads.</p>
	<a href="#">AB 2363</a> <a href="#">Friedman</a> D	<p><b>Vision Zero Task Force – bill enrolled and presented to Governor</b></p> <p>This bill establishes a state Vision Zero Task Force, including the Department of Highway Patrol, the University of California, local governments, and representatives from bicycle safety, transportation advocacy, motorist service, and labor organizations. The Task Force would be required to report back to the Legislature by January 1, 2020 with a detailed analysis of issues and a recommendation as to whether an alternate method for determining speed limits should be considered.</p> <p>Vision Zero has been a San Francisco priority since 2014, and we are pleased to see the State stepping up and taking on this issue. We will work with the San Francisco Municipal Transportation Agency and City staff to ensure San Francisco is engaged in the Task Force process.</p>



Oppose	<a href="#">AB 2989</a> <a href="#">Flora R</a>	<p><b>Motorized scooter: use of helmet: maximum speed – amended bill enrolled and presented to Governor</b></p> <p>When the Board approved an oppose position on this bill, it would have made substantial changes to how these vehicles were governed, including broad permission for parking in the public realm and allowing their use on public sidewalks unless expressly prohibited by local jurisdictions.</p> <p>Recent amendments would remove most of the changes to current statute and limit the scope of the legislation to 1) require helmets only for riders under the age of 18 and 2) authorize the operation of the vehicles on roads with a speed limit up to 35 miles per hour.</p>
Watch	<a href="#">AB 2578</a> <a href="#">Chiu D</a>	<p><b>Infrastructure Financing Districts – bill dead</b></p> <p>This bill would have allowed San Francisco to set up an infrastructure financing district that would contribute an anticipated total of \$250 million to the City’s Seawall Earthquake Safety Program.</p> <p>The bill was held at the Senate Appropriations Committee and therefore failed passage due to opposition from the Department of Finance because of the amount of property taxes that would be diverted from the state.</p>

**Table 3. Proposition or Bill Status for Active Positions Taken in the 2017-2018 Session<sup>1</sup>**

Greyed out rows indicate that the bills died or were chaptered or vetoed prior to this month’s report.

Adopted Positions	Proposition or Bill # Author	Proposition or Bill Title	Status and Changes Since Last Report <sup>1</sup> <b>(UPDATED of 9/21/18)</b>
	<a href="#">AB 1</a> <a href="#">Frazier D</a>	Transportation funding	Assembly Dead
	<a href="#">AB 17</a> <a href="#">Holden D</a>	Transit Pass Program: free or reduced-fare transit passes	Vetoed
	<a href="#">AB 87</a> <a href="#">Ting D</a>	Autonomous vehicles	Enrolled and presented to the Governor
	<a href="#">AB 342</a> <a href="#">Chiu D</a>	Vehicles: automated speed enforcement: five-year pilot program	Assembly Dead
Support	<a href="#">AB 2304</a> <a href="#">Holden D</a>	Reduced fare transit pass programs: report.	Senate Dead – did not pass out of Committee by deadline
	<a href="#">AB 2363</a> <a href="#">Friedman D</a>	Vision Zero Task Force.	Enrolled and presented to the Governor
	<a href="#">AB 2865</a> <a href="#">Chiu D</a>	High-occupancy toll lanes: Santa Clara Valley Transportation Authority (VTA).	<b>Chaptered 9/18/18</b>
	<a href="#">AB 3059</a> <a href="#">Bloom D</a>	Go Zone demonstration projects.	Assembly Dead
	<a href="#">AB 3124</a> <a href="#">Bloom D</a>	Vehicles: length limitations: buses: bicycle transportation devices	Chaptered
	<a href="#">SB 422</a> <a href="#">Wilk R</a>	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead

	<a href="#">SB 760</a> <a href="#">Wiener</a> D	Bikeways: design guides	Assembly Dead - did not pass out of Committee by deadline
	<a href="#">SB 768</a> <a href="#">Allen,</a> <a href="#">Wiener</a> D	Transportation projects: comprehensive development lease agreements: Public Private Partnerships	Senate Dead
	<a href="#">SB 1119</a> <a href="#">Beall</a> D	Low Carbon Transit Operations Program.	<b><a href="#">Chaptered 9/20/18</a></b>
	<a href="#">SB 1328</a> <a href="#">Beall</a> D	Mileage-based road usage fee.	Enrolled and presented to the Governor
	<a href="#">SB 1376</a> <a href="#">Hill</a> D	Transportation network companies: accessibility plans	Enrolled and presented to the Governor
	<a href="#">Prop 69</a>	Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment. Legislative Constitutional Amendment on California's June 5, 2018 ballot	Passed by California voters on June 5, 2018
Support if Amended	<a href="#">SB 936</a> <a href="#">Allen, Ben</a> D	Office of Planning and Research: Autonomous Vehicles Smart Planning Task Force.	Senate Dead
	<a href="#">SB 1014</a> <a href="#">Skinner</a> D	Zero-emission vehicles.	<b><a href="#">Chaptered 9/13/18</a></b>
Oppose	<a href="#">AB 65</a> <a href="#">Patterson</a> R	Transportation bond debt service	Assembly Dead
	<a href="#">AB 1756</a> <a href="#">Brough</a> R	Transportation Funding	Assembly Dead
	<a href="#">AB 2530</a> <a href="#">Melendez</a> R	Bonds: Transportation	Assembly Dead
	<a href="#">AB 2712</a> <a href="#">Allen,</a> <a href="#">Travis</a> R	Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century	Assembly Dead
	<a href="#">AB 2989</a> <a href="#">Flora</a> R	Standup electric scooters.	<b><a href="#">Chaptered 9/19/18</a></b>
	<a href="#">SB 182</a> <a href="#">Bradford</a> D	Transportation network company: participating drivers: single business license	Chaptered
	<a href="#">SB 423</a> <a href="#">Cannella</a> R	Indemnity: design professionals	Senate Dead
	<a href="#">SB 493</a> <a href="#">Hill</a> D	Vehicles: right-turn violations	Assembly Dead – did not pass out of Committee by deadline
	<a href="#">SB 1132</a> <a href="#">Hill</a> D	Vehicles: right turn violations.	Assembly Dead – did not pass out of Committee by deadline

<sup>1</sup>Under this column, “Chaptered” means the bill is now law, “Dead” means the bill is no longer viable this session, and “Enrolled” means it has passed both Houses of the Legislature.



# Memorandum

**Date:** September 19, 2018  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 10/16/18 Board Meeting: Approve Part 2 of the Fiscal Year 2018/19 Transportation Fund for Clean Air Program of Projects, with Conditions

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Approve Part 2 of the Fiscal Year (FY) 2018/19 Transportation Fund for Clean Air (TFCA) Program of Projects, Programming \$503,440 to Five Projects, with Conditions:             <ul style="list-style-type: none"> <li>○ Bike Racks on Buses (\$182,140 to Golden Gate Bridge Highway and Transit District)</li> <li>○ Ford GoBike Memberships for San Francisco State University (SFSU) Students (\$56,500 to SFSU, with conditions)</li> <li>○ Off-Street Car Share Electrification (\$4,800 to EVgo/SF Environment (SFE))</li> <li>○ Mixed Use Building Fast Charging in San Francisco (\$150,000 to EVgo/SFE)</li> <li>○ EV Chargers at Faith Institutions (\$110,000 to Interfaith Power and Light)</li> </ul> </li> </ul> <p><b>SUMMARY</b></p> <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the program of projects for San Francisco’s share of TFCA funds. Funds come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. In June 2018, the Board approved Part 1 of the FY 2018/19 Program of Projects, providing \$388,003 to four projects and delaying consideration of \$56,500 recommended for SFSU’s Ford GoBike Memberships for SFSU Students after a discussion about whether Lyft, which was in the process of acquiring Motivate (the operator of Ford GoBike) should be asked to contribute to the project at some level. Because we did not receive enough eligible requests to fully program the \$764,243 in available funds, we conducted a supplemental call for projects over the summer. We are now recommending approval of Part 2, with full funding of four requests (including Ford GoBike Memberships for SFSU Students) and partial funding for one request (Bike Racks on Buses) as shown in Attachments 2 and 3. The Board must approve these funds by the Air District’s November 2, 2018 deadline to avoid loss of funds to the city.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contracts</li> <li><input type="checkbox"/> Procurement</li> <li><input type="checkbox"/> Other:</li> </ul>
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**DISCUSSION****Background.**

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles on motor vehicles registered in the nine Bay Area counties. Forty percent of the revenues are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The remaining sixty percent of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

**Available Funds.**

As shown in Table 1 below, the amount of available funds is comprised of estimated Fiscal Year (FY) 2018/19 TFCA revenues, interest income, and de-obligated funds from completed and canceled prior-year TFCA projects.

<b>Table 1. Estimated TFCA Funds Available for Projects FY 2018/19</b>	
Estimated TFCA Revenues (FY 2018/19)	\$759,899
Interest Income	\$1,549
De-obligated Funds from Prior Cycles	\$50,289
Total Funds	\$811,737
6.25% Administrative Expense	(\$47,494)
<b>Total Available for Projects</b>	<b>\$764,243</b>

After netting out 6.25% for Transportation Authority staff administrative expenses as allowed by the Air District, the estimated amount available to program to projects is \$764,243.

**Fiscal Year 2018/19 TFCA Call for Projects - Part 1**

In June 2018, the Board approved Part 1 of the FY 2018/19 TFCA Program of Projects, with \$388,003 for four projects (Resolution 2019-04). Subsequently, EVgo/SFE cancelled one of the approved projects – the EVgo's Off Street Car Share Electrification, and re-submitted it as a new project with a revised scope in response to our supplemental call for project. EVgo is proposing to use level 2 car charging technology instead of DC Fast Charger technology as originally proposed. Level 2 technology is not as fast as DC Fast Chargers, but it's fast enough for the intended use by Maven carshare electric vehicles. The different technology significantly lowers the cost of the project and the need for TFCA funds from \$127,200 to \$4,800. This, in turn, significantly improves its cost effectiveness (CE) under Air District guidelines.

After subtracting out the Off Street Car Share Electrification project from Part 1, the total amount of funds programmed is \$260,803, leaving a balance of \$503,440 as shown in Table 2 below.

<b>Table 2. Estimated Remaining FY 2018/19 TFCF Funds Available for Projects</b>	
Total Available for Projects in FY2018/19	\$764,243
Total Approved in Part 1 TFCF Program of Projects	\$260,803
<b>Total Available for Projects in Part 2</b>	<b>\$503,440</b>

Attachment 3 shows the projects that have already been approved for funding in Part 1, with the Off-Street Car Share Electrification project now zeroed out.

### **Fiscal Year 2018/19 TFCF Call for Projects - Part 2**

On July 11, 2018 we issued the FY 2018/19 TFCF San Francisco County Program Manager supplemental call for projects. We received five project applications by the August 24, 2018 deadline, requesting \$589,300 in TFCF funds compared to \$503,440 available.

#### **Prioritization Process.**

We evaluated the TFCF project applications following the Board adopted prioritization process for developing the TFCF Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCF guidelines. One of the most important aspects of this screening was ensuring a project's CE ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCF sources. CE ratio limits vary by project type: for 2018/19 the limit for Ridesharing Projects, which encompasses transit and transportation demand management projects, is \$150,000 per ton of emissions reduced, the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), CE ratio, program diversity, project delivery (i.e., readiness), and other considerations (e.g., a sponsor's track record for delivering prior TFCF projects). Our prioritization process also considered carbon dioxide (CO<sub>2</sub>) emissions reduced by each project. CO<sub>2</sub> emissions are estimated in the Air District's CE worksheets, but are not a factor in the CE calculations.

#### **Staff Recommendation.**

We are recommending programming a total of \$503,440 to the five candidate projects. Attachment 2 contains two tables with funding recommendations: A). Projects recommended for Part 2 funding including a brief project description, total project cost, the amount of TFCF funds requested, the CE ratio, and other information, and B). Recommended contingency list if a project in Table A is canceled. Table C shows the list of projects funded through Part 1. Of the five projects recommended for

funding, two are zero emissions non-vehicle projects, which is the top priority project type in the Board-adopted prioritization criteria, and three are electric vehicle infrastructure projects.

The Off-Street Car Share Electrification project, recommended for \$4,800, requires a policy waiver from the Air District to allow the chargers to be dedicated for carshare vehicles rather than publicly available to any electric vehicle. As previously reported to the Board, we are optimistic that we will receive the waiver from the Air District in October 2018. If the waiver is not approved by the Air District, we will add the funds to the partially funded Bike Racks on Buses project, which is the only project on the recommended contingency list (See Attachment 2, Table B).

The Ford GoBike Memberships for SF State Students is recommended for funding with the following condition:

Conditional Approval: Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.

SFSU is fine with the proposed condition. We have been in periodic contact with Lyft representatives since the July Board meeting. Lyft is aware of the discussion had by the Board in July, but is awaiting the finalization of its acquisition of Motivate before weighing in on this proposal.

#### **Schedule for Funds Availability.**

We entered into a master funding agreement with the Air District in August 2018 and have issued grant agreements for the previously approved FY 2018/19 TFCA funds. We will issue grant agreements for the additional funds that are the subject of this item following Board approval. Funds will be available immediately upon review and execution of the grant agreements by project sponsors.

#### **FINANCIAL IMPACT**

The estimated total budget for the FY 2018/19 TFCA program is \$811,737. This includes \$764,243 for projects and \$47,494 for administrative expenses. Revenues and expenditures for the TFCA program are included in the Transportation Authority's FY 2018/19 budget, as adopted.

#### **CAC POSITION**

The CAC will be briefed on this item at its September 26, 2018 meeting.

#### **SUPPLEMENTAL MATERIALS**

Attachment 1 – FY 2018/19 TFCA Local Expenditure Criteria

Attachment 2 – FY 2018/19 TFCA Program of Projects, Detailed Staff Recommendations

Attachment 3 – FY 2018/19 TFCA Program of Projects, Summary of Staff Recommendations



## Attachment 1

### Fiscal Year 2018/19 Transportation Fund for Clean Air (TFCA)

#### LOCAL EXPENDITURE CRITERIA (Adopted 2/27/2018)

The following are the Fiscal Year 2018/19 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

#### ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year 2018/19. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations, and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2018/19 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NO<sub>x</sub>, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

#### PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

**Step 1** - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

**Step 2** – If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2018/19 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in June 2018, funds can be redirected (potentially to non-San Francisco projects) at the Air

District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

### Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

**Project Type** – In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**Emissions Reduced and Cost Effectiveness** – Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District's CE worksheet predicts the amount of reductions each project will achieve in ROG, NO<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District's calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District's CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco's 2013 *Climate Action Strategy*.

**Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2019 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

**Other Considerations** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during Fiscal Years 2016/17 or 2017/18:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.



San Francisco County Transportation Authority  
Fiscal Year 2018/19 TFCA Program of Projects – Detailed Staff Recommendations

TABLE A. PROJECTS RECOMMENDED FOR TFCA FUNDS - PART 2 [sorted by cost-effectiveness (CE) ratio]											
No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed	
1	GGBHTD	<b>Bike Racks on Buses:</b> This project will purchase and install 3-bike capacity bike racks and related equipment on 45 Golden Gate Transit (GGT) commuter buses. This project will support linked bike and bus travel, increasing the attractiveness of non-car transportation in GGT's 60-mile service corridor between Santa Rosa/Novato/San Rafael and San Francisco. TFCA funded bike racks would be installed on buses that travel to and from San Francisco.	1,3,5,6	1	Yes	\$37,415	4404.0 as submitted 2994.7 as recommended	\$482,400	\$268,000	\$182,140	
2	SFSU	<b>Ford GoBike Memberships for SF State Students</b> - SFSU is requesting funds for a 2-year pilot program that will provide free "Bike Share for All" memberships to Ford GoBike for up to 400 Pell Grant-eligible students at SFSU. It will also provide up to 150 free yearly passes for students and 300 single month passes for students who are not Pell-Grant eligible. <b>Conditional Approval:</b> Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.	7	1	No	\$73,416	311.5	\$56,500	\$56,500	\$56,500	
3	EVgo/SFE	<b>Off-Street Car Share Electrification</b> - EVgo is collaborating with SFE to provide two Level 2 chargers at a to be determined location in central San Francisco. Both chargers will be dedicated for Maven carshare vehicles, providing the first electric vehicle option to residents and visitors that utilize carshare vehicles. EVgo will work with the SFE and the Planning Department to identify two designated car share spaces. <b>Requires TFCA Policy Waiver</b> - Funding this project requires a waiver from the Bay Area Air Quality Management District to allow the chargers to be installed in a parking spot dedicated for a carshare vehicle instead of publicly available. Electric carshare vehicles require that the charger be available once the user returns the car to the designated carshare parking spot. A decision on the waiver is expected in October 2018.	TBD	3	No	\$129,237	38.1	\$9,300	\$4,800	\$4,800	
4	EVgo/SFE	<b>Mixed Use Building Fast Charging in San Francisco:</b> EVgo will install one Direct Current Fast Charging (DCFC) station at two separate garages in to be determined mixed use buildings, for a total of two DCFCs. Locations will be identified based on data from SF Planning and would be sited in publicly accessible garages.	TBD	3	No	\$245,832	625.7	\$206,910	\$150,000	\$150,000	
5	California Interfaith Power and Light	<b>EV Chargers at Faith Institutions:</b> This project would install 20 Level 2 charging stations for public use (2 chargers at each of 10 locations) at congregations enrolled in the low carbon congregation program (or other California Interfaith Power and Light member congregations). Includes Grace Tabernacle Community Church, other locations are TBD.	10, additional locations TBD	3	No	\$248,102	454.7	\$110,000	\$110,000	\$110,000	
							<b>TOTAL</b>	<b>\$865,110</b>	<b>\$589,300</b>	<b>\$503,440</b>	
							Total Previously Approved:		\$260,803		
							Total TFCA Funding Available for Projects:		\$764,243		

Attachment 2  
San Francisco County Transportation Authority  
Fiscal Year 2018/19 TFCA Program of Projects – Detailed Staff Recommendations

**TABLE B. CONTINGENCY LIST OF PROJECTS RECOMMENDED FOR TFCA FUNDS**

No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	GGBHTD	Bike Racks on Buses (Additional Funds) - Fund installation of up to 21 additional bike racks on buses (see Table A above).	1,3,5,6	1	Yes	\$37,415	1409.3	\$482,400	\$268,000	\$85,860

**TABLE C. PROJECTS PREVIOUSLY APPROVED FOR TFCA FUNDS - PART 1**

No.	Sponsor <sup>1</sup>	Project Description	District	Project Type <sup>2</sup>	Prop K Eligible	CE Ratio <sup>3</sup>	CO <sub>2</sub> Tons Reduced <sup>4</sup>	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	<b>Emergency Ride Home</b> - Provides a free or low cost ride home in cases of emergency for employees who use alternative modes to get to work. The ride comes in the form of taxi, carshare or rental car reimbursement to employees of businesses participating in the program when a supervisor-approved unscheduled overtime or an emergency situation occurs. This program provides one year of funding for processing employer registrations and reimbursements.	Citywide	1	Yes	\$15,064	1,814.2	\$50,734	\$50,734	\$50,734
2	SFSU	<b>Bike Cage at SF State Thornton Hall</b> - The Thornton Hall bicycle storage cage will provide secure storage for 118 bicycles. The cage will use an automated door with card access to provide 24-hour access. SF State affiliates will gain access using their campus ID cards and members of the public will be able to request a card for access. The locker will contain racks, basic repair tools and an air pump.	7	1	Yes	\$225,521	71.9	\$40,069	\$40,069	\$40,069
3	ABM Parking Service	<b>Grace Cathedral DC Fast Chargers</b> - The Grace Cathedral parking garage has 120 self park spaces. The garage is used by monthly parkers, tourists, church members, employees of the Cathedral and neighboring businesses. Grace Cathedral would install two DC Fast chargers for electric vehicles, taking up three parking spaces. These spaces are near power panels (1200 AMPS). The chargers would be available seven days a week.	3	3	No	\$246,203	708.1	\$170,000	\$170,000	\$170,000
4	EVgo/SFE	<b>Off-Street Car Share Electrification</b> - Project canceled and re-submitted as a new project with Level 2 chargers instead of DC Fast Chargers. See Table A above.	TBD	3	No	n/a	n/a	\$0	\$0	\$0
<b>TOTAL</b>									\$260,803	

<sup>1</sup> Sponsor acronyms include Department of Environment (SFE), Golden Gate Bridge Highway and Transportation District (GGBHTD), San Francisco State University (SFSU).

<sup>2</sup> Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

<sup>3</sup> The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. CE ratio limits vary by project type: for FY 18/19 the limit for Ridesharing/Trip Reduction Projects, which encompasses Emergency Ride Home and Ford GoBike Memberships for SFSU Students is \$150,000 per ton of emissions reduced, and the limit for the Bicycle Projects and Alternative Fuel Infrastructure categories is \$250,000 per ton of emissions reduced.

<sup>4</sup> CO<sub>2</sub> Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3

San Francisco County Transportation Authority  
 Fiscal Year 2018/19 Transportation Fund for Clean Air County Program Manager Fund  
 Summary of Staff Recommendations

RECOMMENDED PROJECTS (sorted by cost-effectiveness (CE) ratio)				
Sponsor <sup>1</sup>	Project	Total Project Cost	TFCA Requested	TFCA Recommended
GGBHTD	Bike Racks on Buses	\$482,400	\$268,000	\$182,140
SFSU	Ford GoBike memberships for SF State Students (with conditions) <sup>2</sup>	\$56,500	\$56,500	\$56,500
EVgo/SFE	Off-Street Car Share Electrification	\$9,300	\$4,800	\$4,800
EVgo/SFE	Mixed Use Building Fast Charging in San Francisco	\$206,910	\$150,000	\$150,000
California Interfaith Power and Light	EV Chargers at Faith Institutions	\$110,000	\$110,000	\$110,000
	<b>Totals:</b>	<b>\$865,110</b>	<b>\$589,300</b>	<b>\$503,440</b>

PREVIOUSLY APPROVED (sorted by CE ratio)				
Sponsor <sup>1</sup>	Project	Total Project Cost	TFCA Approved	TFCA Recommended
SFE	Emergency Ride Home	\$50,734	\$50,734	
SFSU	Bike Cage at SF State Thornton Hall	\$40,069	\$40,069	
EVgo/SFE	Grace Cathedral DC Fast Chargers	\$170,000	\$170,000	
EVgo/SFE	Off-Street Car Share Electrification (Originally approved for \$388,003 in Part 1, sponsor subsequently canceled and re-submitted as a new project with Level 2 chargers instead of DC Fast Chargers. See Table A on Attachment 2 for details)	\$0	\$0	\$0
	<b>Totals:</b>	<b>\$260,803</b>	<b>\$260,803</b>	

<b>Total TFCA Funding Available for Projects:</b>	<b>\$764,243</b>
<b>Total TFCA Funding Approved and Recommended:</b>	<b>\$764,243</b>
<b>Remaining Funds:</b>	<b>\$0</b>

<sup>1</sup>See Attachment 2 for acronyms and other notes.

<sup>2</sup>Assuming that Lyft's acquisition of Motivate is finalized, recommended funds are contingent upon Lyft committing to provide a financial contribution commensurate to the TFCA grant of \$56,500 to continue SFSU's subsidized bike share memberships beyond the initial two-year period. This condition must be met by June, 1 2019, to enable SFSU to roll out the program for the 2019/20 school year.



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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:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 10/16/2018 Board Meeting: Allocation of \$1,470,529 in Prop K Sales Tax Funds for Eight Requests, with Conditions, and Appropriation of \$490,000 in Prop K Sales Tax Funds for Three Requests

**RECOMMENDATION**     Information     Action

- Allocate \$610,529 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for five requests:
  1. 45th and Lincoln Intersection Improvements [NTIP Capital] (\$100,000)
  2. Yerba Buena Island (YBI) Hillcrest Road/Treasure Island Road Bike Path (\$10,000)
  3. Bicycle Safety Education and Outreach (\$90,529)
  4. Youth Bicycle Safety Education (\$90,000)
  5. San Francisco Transit Corridors Study (\$320,000)
- Allocate \$550,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for one request:
  6. BART Station Bicycle Parking and Access Improvements
- Allocate \$160,000 in Prop K funds to the San Francisco Planning Department for one request:
  7. 22nd St. Station Relocation Study
- Allocate \$150,000 in Prop K funds to the Golden Gate Bridge Highway and Transportation District for one request:
  8. Gangway and Piers - State of Good Repair
- Appropriate \$490,000 in Prop K funds for three requests:
  9. YBI Hillcrest Road/Treasure Island Road Bike Path (\$240,000)
  10. Streets and Freeways Study (\$150,000)
  11. San Francisco Transit Corridors Study (\$100,000)

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

**SUMMARY**

We are presenting eleven requests totaling \$1,960,529 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. As part of this item, the ConnectSF project team will provide an overview of the Phase 2

efforts, including the San Francisco Transit Corridors Study and the Streets and Freeways Study which are seeking allocation of funds.	
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### **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 \$1,470,529 and appropriate \$490,000 in Prop K funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year (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 adopted 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 will be briefed on this item at its September 26, 2018 meeting.

### **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 (9)



Attachment 1: Summary of Applications Received

Source	EP Line No./Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Prop K Cash Flow (hide for printing)							Leveraging		Phase(s) Requested	District(s)			
					Prop K 2018/19	Prop K 2019/20	Prop K 2020/21	Prop K 2021/22	Prop K 2022/23	Prop K 2023/24	Prop K 2024/25	Prop K 2025/26	Total Cost for Requested Phase(s)			Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	
Prop K	9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	\$ 100,000									\$ 1,440,000	95%	90%	Construction	3
Prop K	30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000										\$ 213,938	83%	53%	Construction	4
Prop K	39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	\$ 60,000									\$ 250,000	28%	0%	Planning	6
Prop K	39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	\$ 500,000									\$ 1,080,820	28%	49%	Construction	3, 6, 8, 9
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	\$ 45,000									\$ 90,529	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Youth Bicycle Safety Education	\$ 90,000										\$ 90,000	28%	0%	Construction	Citywide
Prop K	43	SFCTA	Streets and Freeways Study	\$ 150,000	\$ 75,000									\$ 901,432	54%	83%	Planning	Citywide
Prop K	44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	\$ 250,000	\$ 80,000								\$ 1,290,500	40%	67%	Planning	Citywide
Prop K	44	SF Planning	22nd St. Station Relocation Study	\$ 160,000	\$ 80,000									\$ 544,975	40%	71%	Planning	10
<b>TOTAL</b>				<b>\$ 1,960,529</b>	<b>\$ 1,110,000</b>	<b>\$ 80,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,902,194</b>	<b>54%</b>	<b>67%</b>		

Footnotes

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

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit District); GGBHTD (Golden Gate Bridge Highway and Transportation District); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SF Planning (San Francisco Planning Department).

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
9	GGBHTD	Gangway and Piers - State of Good Repair	\$150,000	Project will replace the hydraulic ramps and repair the floats at the San Francisco Ferry Terminal. Improvements will replace failing components and extend the service life of the docking/boarding facilities until they are reconstructed in 2024.
30	SFMTA	45th and Lincoln Intersection Improvements [NITIP Capital]	\$100,000	Improve pedestrian safety and accessibility into Golden Gate Park by converting a painted safety zone on the north side of the intersection of 45th Avenue and Lincoln Way into a raised concrete bulbout, which would also involve constructing 3 new curb ramps and relocating 1 catch basin. Once these features are in place (anticipated by March 2019), a new crosswalk could also be opened for the east leg of the intersection, increasing access to the Golden Gate Park Boat Playground.
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$250,000	Requested funds would be used for the planning phase for a new bicycle/pedestrian facility that would extend from the existing Bay Bridge East Span bicycle/pedestrian landing on Yerba Buena Island to the proposed new ferry terminal on the west side of Treasure Island. Transportation Authority staff would work with a consultant prepare a Project Concept Plan, which will enable the project to advance to environmental review and approval. This request includes funding (\$10,000) for SFMTA staff to review and assess the conceptual plans. Project Concept Plan will be done by fall 2019.
39	BART	BART Station Bicycle Parking and Access Improvements	\$550,000	Improve bicycle parking and access at the 16th St Mission, 24th St Mission, Civic Center, and Embarcadero BART stations. Improvements include: 1) additional bicycle parking at the 16th St Mission and 24th St Mission BART stations, 2) stair channels at the 24th St Mission, Civic Center and Embarcadero BART stations, and 3) bike station modernization and reconfiguration at the Embarcadero and Civic Center BART stations. All locations will be open for use by March 2020.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Bicycle Safety Education and Outreach	\$90,529	Requested funds would support a 12-month contract (January 2019 - December 2019) for the SFMTA's bicycle safety education and outreach program with the goal of encouraging more people to bicycle and to do so safely. The scope includes participation at outreach events such as farmer's markets and open streets events to introduce bicycling and bicycle safety to various communities. The contractor will also conduct over 40 bicycle safety education classes for adults and youth. Materials will be translated into Spanish, Chinese, and Filipino.
39	SFMTA	Youth Bicycle Safety Education	\$90,000	Between January 2019 and June 2019, conduct a series of two-week in-school bicycle safety physical education classes at 6 middle schools and high schools and at 3 elementary schools in the San Francisco Unified School District (SFUSD). SFMTA estimates that classes will reach approximately 430 students in sixth and ninth grade, and 210 students in second grade. SFMTA will work with SFUSD to identify school sites based on factors including but not limited to high rates of free/reduced lunch and availability of on-site teaching staff that would continue the program in future years.
43	SFCTA	Streets and Freeways Study	\$150,000	The Streets and Freeways Study (SFS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. It will identify projects and policies to help meet the current and future travel needs on San Francisco's streets and freeways. The SFS will consider freeway redesign, pricing, HOV (carpool)/HOT lanes and goods movement. The SFS will also develop street typologies to help inform modal priorities (e.g. bike street). The recommendations will feed into the next countywide transportation plan. Work will be completed by March 2020.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$420,000	The Transit Corridors Study (TCS) is part of Phase 2 of the ConnectSF citywide long-range transportation planning program. The study will identify and prioritize the next generation of transit investments for San Francisco that will feed into the next countywide transportation plan. The TCS will develop local project concepts to a conceptual level of detail, including operational concepts, service plans and cross-sections. It will also identify and develop alignments most appropriate for regional corridors to a level that allows City staff to inform and actively shape regional studies and transportation modeling. Prop K funds will match a Priority Development Area grant, with \$320,000 for the TCS technical consultant, managed by the SFMTA, and \$100,000 for the ConnectSF Phase 2 public engagement consultant, managed by SFCTA . The TCS is scheduled to be completed by March 2020.
44	SF Planning	22nd St. Station Relocation Study	\$160,000	Analyze and make recommendations regarding the relocation or substantial reconstruction of the Caltrain 22nd Street Station. The station will serve the proposed Pennsylvania Avenue alignment connecting the Caltrain/future high speed rail alignment with the new Transbay Transit Center. Project benefits include improving multi-modal access, pedestrian safety, and station design and access. Prop K funds will leverage a Priority Development Area grant from the MTC. Work will begin in early 2019 and be complete by December 2020.
<b>TOTAL</b>			<b>\$1,960,529</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
9	GGBHTD	Gangway and Piers - State of Good Repair	\$ 150,000	<b>5-Year Prioritization Program (5YPP) Amendment:</b> The recommended allocation is contingency on a concurrent 5YPP amendment to the Ferry category to reprogram \$150,000 in FY2014/15 funds from the GGBHTD Gangways and Piers Project (full reconstruction) to the subject project. Full reconstruction will advance in the 2019 5YPP.
30	SFMTA	45th and Lincoln Intersection Improvements [NTIP Capital]	\$ 100,000	
39	SFCTA, SFMTA	Yerba Buena Island Hillcrest Road/Treasure Island Road Bike Path	\$ 250,000	
39	BART	BART Station Bicycle Parking and Access Improvements	\$ 550,000	<b>5YPP Amendment:</b> Recommendation is contingent upon an amendment to the Bicycle Circulation and Safety 5YPP to reprogram FY 2014/15 funds to the subject project: \$151,000 from the 16th/Mission Bike Station, \$151,000 from the 24th/Mission Bike Station, and \$248,000 from the Glen Park Bike Station. BART determined during the conceptual planning phase that the bike station projects were unfeasible in the space-constrained 16th/Mission and 24th/Mission stations, and that the anticipated demand for a bike station at Glen Park station has not materialized.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 90,529	
39	SFMTA	Youth Bicycle Safety Education	\$ 90,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
43	SFCTA	Streets and Freeways Study	\$ 150,000	<b>5YPP Amendment:</b> Recommendation is contingent upon a concurrent amendment to the Transportation Demand Management/ Parking Management 5YPP to reprogram \$150,000 from the WalkFirst Data Refresh project to the subject project. See attached 5YPP amendment for details.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
44	SFMTA, SFCTA	San Francisco Transit Corridors Study	\$ 420,000	Deliverables include providing updates to the CAC and Board at key milestones prior to finalizing associated deliverables.
44	SF Planning	22nd St. Station Relocation Study	\$ 160,000	<p><b>Special Conditions:</b> 1) Reimbursement is conditioned upon execution of a project charter with the project partners that specifies roles and responsibilities that shall include but is not limited to Transportation Authority participation on a project technical advisory committee or equivalent that reviews and comments on deliverables prior to their being finalized.</p> <p>2) The project team will cooperate with the Transportation Authority's project oversight team and provide open-door access, including participation in consultant progress meetings and technical advisory committee meetings.</p> <p>3) SF Planning shall provide presentations to the Transportation Authority's Citizens Advisory Committee and Board concurrent with the three planned public meetings.</p>
<b>TOTAL</b>			<b>\$1,960,529</b>	

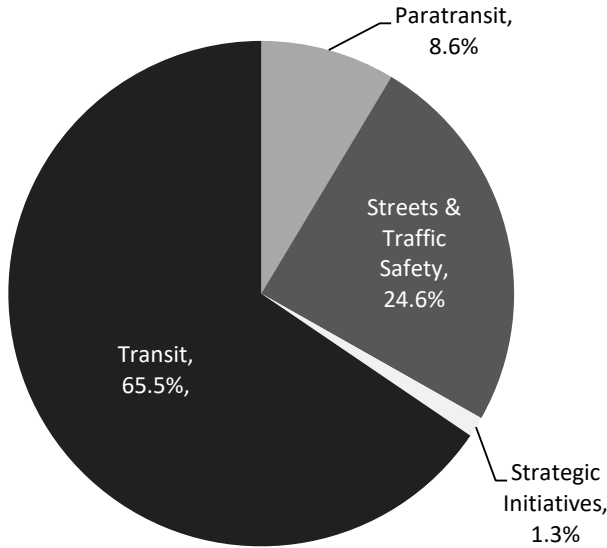
<sup>1</sup> See Attachment 1 for footnotes.

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

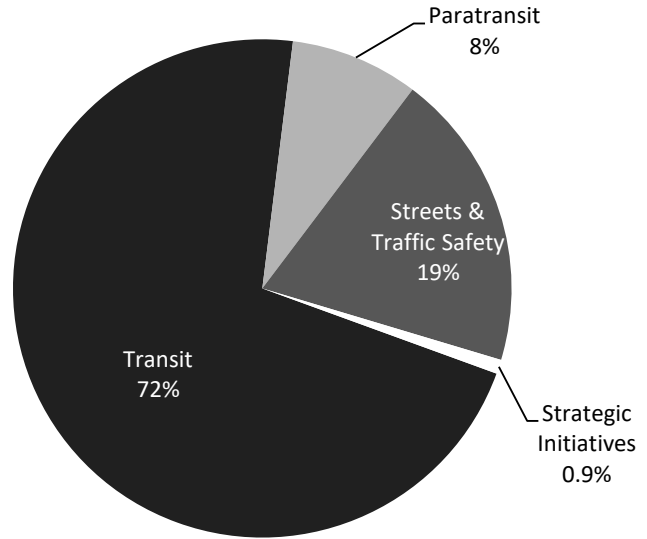
<b>PROP K SALES TAX</b>							
	<b>Total</b>	<b>FY 2018/19</b>	<b>FY 2019/20</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>
Prior Allocations	\$ 41,659,163	\$ 34,782,060	\$ 5,734,344	\$ 967,025	\$ 175,734	\$ -	\$ -
Current Request(s)	\$ 1,960,529	\$ 770,529	\$ 1,110,000	\$ 80,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 43,619,692	\$ 35,552,589	\$ 6,844,344	\$ 1,047,025	\$ 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**





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# Memorandum

**Date:** September 21, 2018  
**To:** Citizens Advisory Committee  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 10/16/2018 Board Meeting: Adoption of Ten 2019 Prop K 5-Year Prioritization Programs (5YPPs) and Amendment of Eight 2014 5YPPs

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Adopt Ten 2019 Prop K 5YPPs (shown below)  Amend Eight 2014 5YPPs (shown with an * below)</p> <ul style="list-style-type: none"> <li>• BART Station Access, Safety and Capacity</li> <li>• Ferry*</li> <li>• BART Facilities*</li> <li>• BART Guideways</li> <li>• New Signals and Signs*</li> <li>• Advanced Technology and Information Systems (SFgo)</li> <li>• Signals and Signs Maintenance and Renovation*</li> <li>• Street Resurfacing, Rehabilitation and Maintenance*</li> <li>• Pedestrian and Bicycle Facility Maintenance*</li> <li>• Tree Planting and Maintenance</li> </ul> <p><b>SUMMARY</b></p> <p>Transportation Authority staff and project sponsors have worked closely to refine project proposals and programming recommendations for the 2019 5YPP Update. We are presenting the first ten 5YPPs for adoption, and anticipate presenting the remaining 5YPPs for adoption next month. Eight of the 5YPPs require concurrent 2014 5YPP amendments to better reflect the planned allocations for the remainder of this fiscal year. As a reminder, Transportation Authority Board adoption of the 5YPPs is a prerequisite for allocation of funds from the 21 Prop K programmatic categories. Attachment 1 shows the list of 5YPPs we are recommending for adoption this month and next month. The 5YPP documents are included as an enclosure. At the meeting we will present highlights of each 5YPP and sponsors will be available to answer questions.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other:</li> </ul> <hr/>
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**DISCUSSION****Background.**

The voter approved Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability. The Board approved the overall approach for updating the Strategic Plan and 5YPPs in April 2018, including the proposed schedule and outreach approach.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public.

The Board adopted the 2019 Strategic Plan Baseline in May 2018, which established how much unallocated Prop K funds are available for each of the Expenditure Plan categories by fiscal year through the end of the 30-year Expenditure Plan in 2034. Adoption of the Strategic Plan Baseline allowed us to initiate the 5YPP updates. The 5YPPs identify the specific projects that will be funded with Prop K over the next five-year period starting July 1, 2019 through June 30, 2024.

The 5YPPs are intended to provide transparency in how sponsors prioritize projects for Prop K funding, to establish a pipeline of projects that are ready to advance as soon as Prop K and other funds are available, and to encourage coordination across Prop K programs. As established in the Expenditure Plan, each 5YPP is developed by the lead agency designated by the Transportation Authority Board, working closely with the Transportation Authority and other project sponsors eligible for Prop K funds in each category, as well as any other interested agencies. The Board has designated the lead agencies for the 2019 5YPPs as shown in Attachment 1.

In early May, we released guidance to project sponsors on the process for updating the 5YPPs. By the end of July, sponsors had submitted 115 applications (known as Project Information Forms) for projects across the 21 Prop K programmatic categories.

**Adoption of the 2019 5YPPs – Group 1.**

We are recommending approval of 10 5YPPs listed in Attachment 1 and included in the enclosure. We consider several factors as we evaluate the proposed programming and prepare draft recommendations. For example, we consider the past delivery track record for the category by reviewing the percent of funds allocated versus programmed in past 5YPPs, and the percent complete of previously funded projects. We consider project readiness (e.g. is the prior phase complete, are matching funds likely to be available), leveraging of non-Prop K funds, and whether the requested expenditure rates seem reasonable. In addition, we look at the percent of funds that would be spent on financing for the category and whether the category will run out of Prop K funds. We are also looking across the 5YPPs for cross-cutting themes such as geographic equity and ensuring consistency with Strategic Plan policies.

### What's in Each 5YPP.

In compliance with Expenditure Plan requirements, each 5YPP includes: a prioritization methodology to rank projects within a category; a 5-year program or list of projects; Project Information Forms; and performance measures. The 5YPPs also include a summary of project delivery accomplishments for the prior 5YPP period and proposed leveraging of non-Prop K funds that can be compared to Expenditure Plan assumptions.

The sections that we anticipate being of most interest to the CAC include:

- **Table 2 - Project Delivery Snapshot.** This table shows completed projects and the percent complete for active projects.
- **Table 3 - Prioritization Criteria and Scoring Table.** This table includes scores for proposed projects using both program-wide and category specific criteria. These are largely the same as the criteria used in the 2014 5YPPs.
- **Table 4 - 5-Year Project List.** This table shows the amount of Prop K funds requested for each project by fiscal year. It also shows the amount of funds available by fiscal year as approved in the Strategic Plan Baseline, making it easy to see which categories are requesting to advance funds from future years.
- **Project Information Forms.** Each project is briefly described in a Project Information Form, containing scope, schedule, budget and funding plan information to help justify programming of Prop K funds to the projects.

### Amendments to 2014 5YPPs.

Concurrent with the 2019 5YPP update process, we have been working closely with sponsors to update Prop K funding needs for Fiscal Year 2018/19, the final fiscal year of the 2014 5YPP period. This effort has resulted in the need for comprehensive amendments to 2014 5YPPs for several categories. We have identified any programmed, but unallocated funds and worked with sponsors to confirm which projects should remain programmed in Fiscal Year 2018/19 and what funds should be reprogrammed in the 2019 5YPP period. Through this process, we identified four potential scenarios requiring an amendment to the 2014 5YPP for a given category:

1. Projects are not advancing and the sponsor is requesting to reprogram funds to new projects in the 2019 5YPP period.
2. Projects are delayed and the sponsor is requesting to delay programming for the same projects into the 2019 5YPP period.
3. Projects are not advancing and sponsor is requesting to reprogram funds to new projects for allocation during Fiscal Year 2018/19.
4. Sponsor is requesting to advance funds into Fiscal Year 2018/19.

Each 2019 5YPP document contains the proposed 2014 5YPP amendment, if needed.

### Next Steps.

Over the next month, we will continue to seek feedback from the Board, CAC, and public as we continue to evaluate and refine the proposed projects and remaining 5YPPs. Development of the Strategic Plan and 5YPPs is an iterative process. As we get closer to making recommendations for Prop K programming for each category, we are making corresponding changes to the Strategic Plan Baseline expenditures and financing assumptions to confirm that the Expenditure Plan category and Prop K program as a whole can accommodate the requests within the funding available.

We are planning to present the second and final group of 5YPPs along with the Draft 2019 Strategic Plan for approval at the October 24 CAC meeting. We are targeting completion of the update process by the end of the calendar year 2018 to allow project sponsors to include programmed Prop K funds in their Fiscal Year 2019/20 annual budgets.

### **FINANCIAL IMPACT**

There is no impact on the Transportation Authority's annual budget associated with the recommendation action. However, the 5YPPs are an important financial planning document for the Transportation Authority as the 5YPPs - along with the Strategic Plan that will be presented for approval next month – establish the expected annual sales tax allocations and set maximum annual reimbursements. The 2019 5YPPs and the 2019 Strategic Plan will provide an updated baseline for forecasting when and how much debt the Transportation Authority may need to issue to support delivery of the projects. Actual allocation of funds is subject to separate approval action by the Transportation Authority.

### **CAC POSITION**

The CAC will be briefed on this item at its September 26, 2018 meeting.

### **SUPPLEMENTAL MATERIALS**

Attachment 1 – List of 5YPPs Recommended for Adoption and Lead Agencies for Each 5YPP

Enclosures (10):

- A. Draft 2019 Prop K BART Station Access, Safety and Capacity 5YPP
- B. Draft 2019 Prop K Ferry 5YPP
- C. Draft 2019 Prop K BART Facilities 5YPP
- D. Draft 2019 Prop K BART Guideways 5YPP
- E. Draft 2019 Prop K New Signals and Signs 5YPP
- F. Draft 2019 Prop K Advanced Technology and Information Systems (SFgo) 5YPP
- G. Draft 2019 Prop K Signals and Signs Maintenance and Renovation 5YPP
- H. Draft 2019 Prop K Street Resurfacing, Rehabilitation and Maintenance 5YPP
- I. Draft 2019 Prop K Pedestrian and Bicycle Maintenance 5YPP
- J. Draft 2019 Prop K Tree Planting and Maintenance 5YPP

**Attachment 1.**  
**2019 Prop K Strategic Plan/5YPP Update**  
**List of 5YPPs Recommended for Adoption and Lead Agency**



Group 1 - To Be Considered at the October 2018 Board meetings

<b>EP No.<sup>1</sup></b>	<b>Category</b>	<b>5YPP Lead Agency<sup>2</sup></b>
8	BART Station Access, Safety and Capacity	BART
9*	Ferry	PORT
20B*	Rehabilitate/Upgrade Existing Facilities - BART	BART
22B	Guideways - BART	BART
31*	New Signals and Signs	SFMTA
32	Advanced Technology and Information Systems (SFgo)	SFMTA
33*	Signals and Signs	SFMTA
34* - 35	Street Resurfacing, Rehabilitation, and Maintenance	SFPW
37*	Pedestrian and Bicycle Facility Maintenance	SFPW
42	Tree Planting and Maintenance	SFPW

\* indicates that a concurrent amendment to the 2014 5YPP is recommended.

Group 2 - To Be Considered at the November 2018 Board meetings

<b>EP No.<sup>1</sup></b>	<b>Category</b>	<b>5YPP Lead Agency<sup>2</sup></b>
1	Bus Rapid Transit/Transit Preferential Streets/MUNI Metro Network	SFMTA
7	Caltrain Capital Improvement Program	PCJPB
10-16	Transit Enhancements	SFMTA
17M	New and Renovated Vehicles - Muni	SFMTA
17P	New and Renovated Vehicles - PCJPB	PCJPB
17U	New and Renovated Vehicles - Discretionary	SFCTA
20M	Rehabilitate/Upgrade Existing Facilities - Muni	SFMTA
20P	Rehabilitate/Upgrade Existing Facilities - PCJPB	PCJPB
20U	Rehabilitate/Upgrade Existing Facilities - Discretionary	SFCTA
22M	Guideways - Muni	SFMTA
22P	Guideways - PCJPB	PCJPB
22U	Guideways - Discretionary	SFCTA
26-30	New and Upgraded Streets	SFCTA
38	Traffic Calming	SFMTA
39	Bicycle Circulation/Safety	SFMTA
40	Pedestrian Circulation/Safety	SFMTA
41	Curb Ramps	SFPW
43	Transportation Demand Management/Parking Management	SFCTA
44	Transportation/Land Use Coordination	SFCTA

\*Categories marked with an asterisk require a concurrent amendment to the 2014 5YPP with the adoption of the 2019 5YPP.

<sup>1</sup> EP No. stands for Expenditure Plan category number.

**Attachment 1.**  
**2019 Prop K Strategic Plan/5YPP Update**  
**List of 5YPPs Recommended for Adoption and Lead Agency**



<sup>2</sup> The lead agency role is a coordinator or convener role among eligible project sponsors for that category and other interested agencies and stakeholders. It does not confer veto power. Agency acronyms include: BART (Bay Area Rapid Transit District), SFPW (Department of Public Works), PCJPB (Peninsula Corridor Joint Powers Board or Caltrain), PORT (Port of San Francisco), SFCTA (San Francisco County Transportation Authority), and SFMTA (San Francisco Municipal Transportation Agency).

# 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

<p><b>RECOMMENDATION</b>   <input checked="" type="checkbox"/> <b>Information</b>   <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>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 6<sup>th</sup> and 8<sup>th</sup> 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.</p>	<p><input type="checkbox"/> Fund Allocation  <input type="checkbox"/> Fund Programming  <input type="checkbox"/> Policy/Legislation  <input type="checkbox"/> Plan/Study  <input checked="" type="checkbox"/> Capital Project Oversight/Delivery  <input type="checkbox"/> Budget/Finance  <input type="checkbox"/> Contract/Agreement  <input type="checkbox"/> Other:</p> <hr/>
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## 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 6<sup>th</sup> and 8<sup>th</sup> streets, but is currently evaluating whether to extend the limits one block east to 5<sup>th</sup> 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 6<sup>th</sup> and 8<sup>th</sup> streets as Phase 1 of BMS implementation. This segment supports the Office of



## Agenda Item 9

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

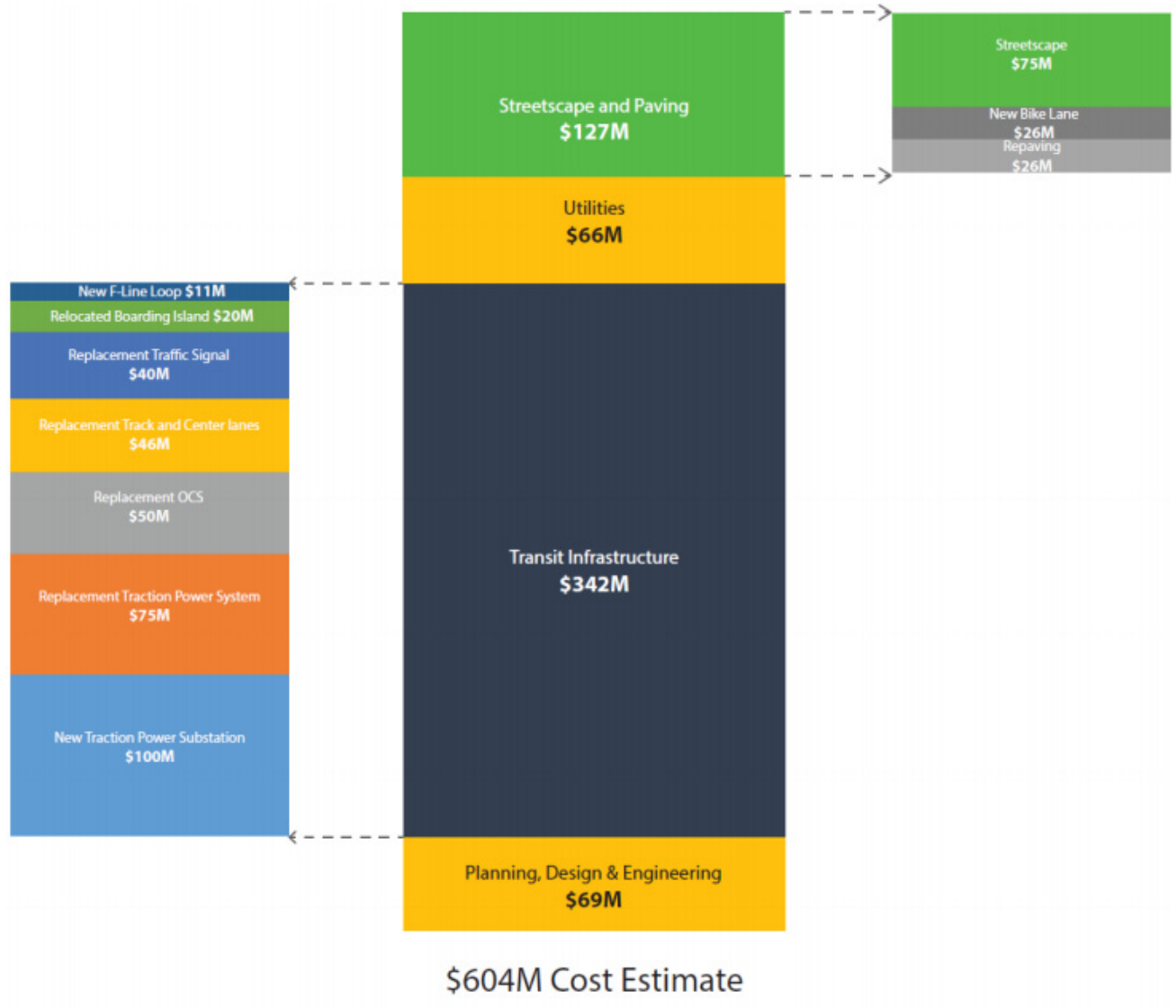
Activities	Calendar Year																																			
	2015				2016				2017				2018				2019				2020				2021				2022							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
Planning + Environmental Review (current phases)																																				
CEQA (EIR) & NEPA (EA) Approval																																				
Preliminary Engineering (30% of design) - Full Corridor																																				
Preliminary Engineering + Final Design (100% of design) - Phase 1 (6 <sup>th</sup> to 8 <sup>th</sup> streets)																																				
Phase 1 Construction (6 <sup>th</sup> to 8 <sup>th</sup> streets) <sup>1</sup>																																				

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

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

<sup>1</sup>Full corridor extends a 2.2 mile stretch of Market Street between Steuart Street and Octavia Boulevard. Phase 1 extends from 6<sup>th</sup> to 8<sup>th</sup> 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 <sup>1</sup> (\$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 <sup>th</sup> to 8 <sup>th</sup> streets)					71,537		
Construction for Remainder of the Corridor					463,502		
<b>Project Total</b>	<b>15,287</b>	<b>11,355</b>	<b>42,039</b>	<b>0</b>	<b>535,039</b>	<b>603,720</b>	

<sup>1</sup>As 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 <sup>1</sup>	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
<b>Total Identified Funding by Phase</b>		<b>15,287</b>	<b>11,355</b>	<b>42,039</b>	<b>0</b>	<b>66,665</b>	<b>125,126</b>
<b>Total Unfunded</b>							<b>478,594</b>
<b>Project Total</b>							<b>603,720</b>

<sup>1</sup>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



# Memorandum

**Date:** September 20, 2018  
**To:** Transportation Authority Board  
**From:** Jeff Hobson – Deputy Director for Planning  
**Subject:** 10/23/18 Board Meeting: SoMa Ramp Intersection Safety Study Phase 2 Update

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> <b>Information</b>    <input type="checkbox"/> <b>Action</b></p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The second phase of the SoMa Ramp Intersection Safety Study addresses safety issues at ten intersections in the South of Market (SoMa) neighborhood where freeway ramps intersect city streets. The study, led by the Transportation Authority, is funded through a Caltrans Planning Grant and Prop K sales tax. The project team has completed a collision analysis and is now incorporating public feedback on draft design concepts. The proposals include pedestrian bulb-outs, signal upgrades, reopened crosswalks, bicycle lanes, traffic lane reductions, improved lighting, new wayfinding signage, and other safety upgrades. The team is refining and analyzing the draft proposals before developing cost estimates and funding and implementation plans.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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## DISCUSSION

### Background.

To improve safety at intersections in the SoMa neighborhood where freeway ramps meet city streets, the Transportation Authority is working closely with SFMTA to recommend improvements at these intersections that would help meet the city’s Vision Zero traffic safety goal. The first phase of this effort, funded by the Prop K Neighborhood Transportation Improvement Program (NTIP) and completed in early 2018, recommended upgrades to five study intersections. We are pleased to report that the San Francisco Municipal Transportation Agency (SFMTA) has included implementation of those improvements in its Capital Improvement Program for Fiscal Years 2019 to 2023. This second phase aims to recommend safety and accessibility improvements at ten additional freeway ramp intersections in SoMa.

### Study Goals and Methodology.

The primary goals of this study are to improve safety and access for all users, especially for the most vulnerable users, including pedestrians, bicyclists, and people with disabilities. Secondary goals include improving transportation circulation, accommodating planned neighborhood growth, supporting

other planned transportation projects, and developing recommendations that are feasible to implement within as short a timeframe as possible.

The project team, comprised of Transportation Authority and SFMTA staff, selected ten freeway ramp intersections in SoMa to study based on the following factors:

1. Traffic collisions: The project team compared the number of traffic collisions at SoMa ramp intersections from 2012 to 2016, including those with and without fatalities and injuries;
2. Planned and future projects: The project team selected intersections that are not already part of other safety projects or studies; and
3. Proactive approach: The project team assessed each ramp intersection to determine if the intersection can be improved.

The selected ten intersections are shown below.



● STUDY INTERSECTION

— FREEWAY RAMP

1. Mission, Otis, Duboce, & 13th streets (U.S. 101 NB off-ramp)
2. South Van Ness Avenue & 13th Street (U.S. 101 SB on-ramp)
3. 8th Street between Bryant & Harrison streets (I-80 WB off-ramp)
4. 8th Street & Bryant Street (I-80 WB off-ramp)
5. 7th Street & Harrison Street (I-80 WB on-ramp)
6. 7th Street between Bryant & Harrison streets (I-80 EB off-ramp)
7. 7th Street & Bryant Street (I-80 EB off-ramp)
8. 6th Street & Brannan Street (I-280 NB off-ramp, I-280 SB on-ramp)
9. Fremont Street between Howard & Folsom streets (I-80 WB off-ramp)
10. Essex Street and Harrison Street (I-80 EB on-ramp)

At each selected intersection, the project team analyzed collision reports to identify collision causes and patterns, and to inform potential design treatments.

### Proposed Improvements.

The project team developed a set of proposed improvements at each intersection based on the collision analysis, identification of opportunities to improve accessibility for all users, and two rounds



## Agenda Item 10

of public outreach. The proposed improvement concepts, shown for each intersection in Attachment 1, include:

- Sidewalk extensions (bulb-outs) to reduce turning speeds and shorten pedestrian crossings;
- Signal upgrades to improve visibility, add exclusive turn phases where needed, add pedestrian beacon signs where applicable, and add leading pedestrian intervals;
- New crosswalks where they are currently missing;
- New wayfinding signage to reduce confusion and weaving;
- Improved lighting, particularly under freeway viaducts;
- New protected bicycle lanes on key routes; and
- Reductions in the number of traffic lanes in some locations to calm traffic and provide space for other safety treatments.

### **Public Outreach.**

The project team has conducted two rounds of outreach to learn about different transportation users' experiences and solicit feedback about the draft improvement recommendations. The first round of outreach was conducted in spring 2018, before proposals were developed, in order to learn about users' experience at the study intersections and their ideas to improve those intersections. The project team contacted over 70 neighborhood groups, advocacy organizations, partner agencies, and employers. In addition, notification included a mailer to addresses near the intersections, tabling on the street, emails, and a social media campaign. The project team solicited input through individual stakeholder meetings and a survey, which received over 800 responses. The survey, mailer, and social media ads were provided in English, Chinese, Filipino, and Spanish. During this round of outreach, stakeholders identified issues including traffic signal visibility, pedestrian and bicycle visibility and infrastructure, vehicle weaving, high-speed turning movements, and a lack of pedestrian crosswalks at some intersections. The project team incorporated this feedback into draft improvement recommendations.

The second round of outreach, conducted this summer, included an open house to present and to solicit feedback on the draft design proposals. The open house was advertised via multilingual posters, tabling on the street with multilingual handouts, email, and social media. Translation services were provided at the open house. The project team also presented the designs and gathered feedback at SoMa Sunday Streets and met with interested stakeholder groups. To date, the draft proposals have received generally positive feedback, but stakeholders also suggested a number of ideas to further refine the designs.

### **Next Steps.**

The project team is now refining the improvement plans based on stakeholder feedback and conducting traffic analysis at specific intersections to evaluate potential impacts of the proposed improvement ideas. Next steps also include working with partner agencies and stakeholders to develop cost estimates, identify funding sources, and develop implementation plan for the improvements. The project team plans to share the refined set of improvement recommendations and analysis results later this year.

### **FINANCIAL IMPACT**

None. This is an information item.

Agenda Item 10

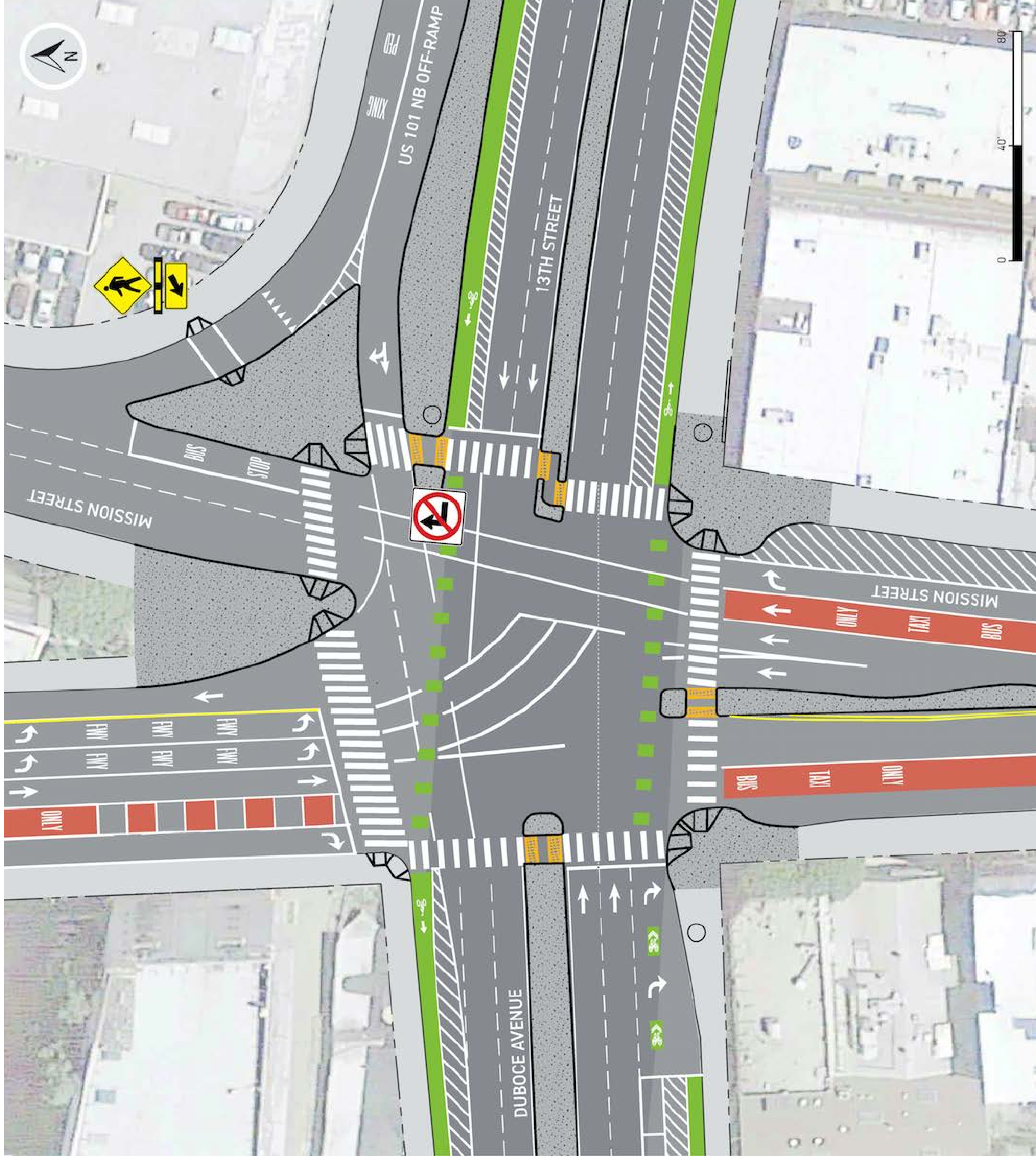
**CAC POSITION**

None. This is an information item.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – SoMa Ramp Intersection Safety Study Phase 2 - Proposed Improvements

# Mission, Otis, Duboce, & 13th streets



2012-2016  
**35**  
collisions

## Notes –

### Market Street Hub Project Improvements

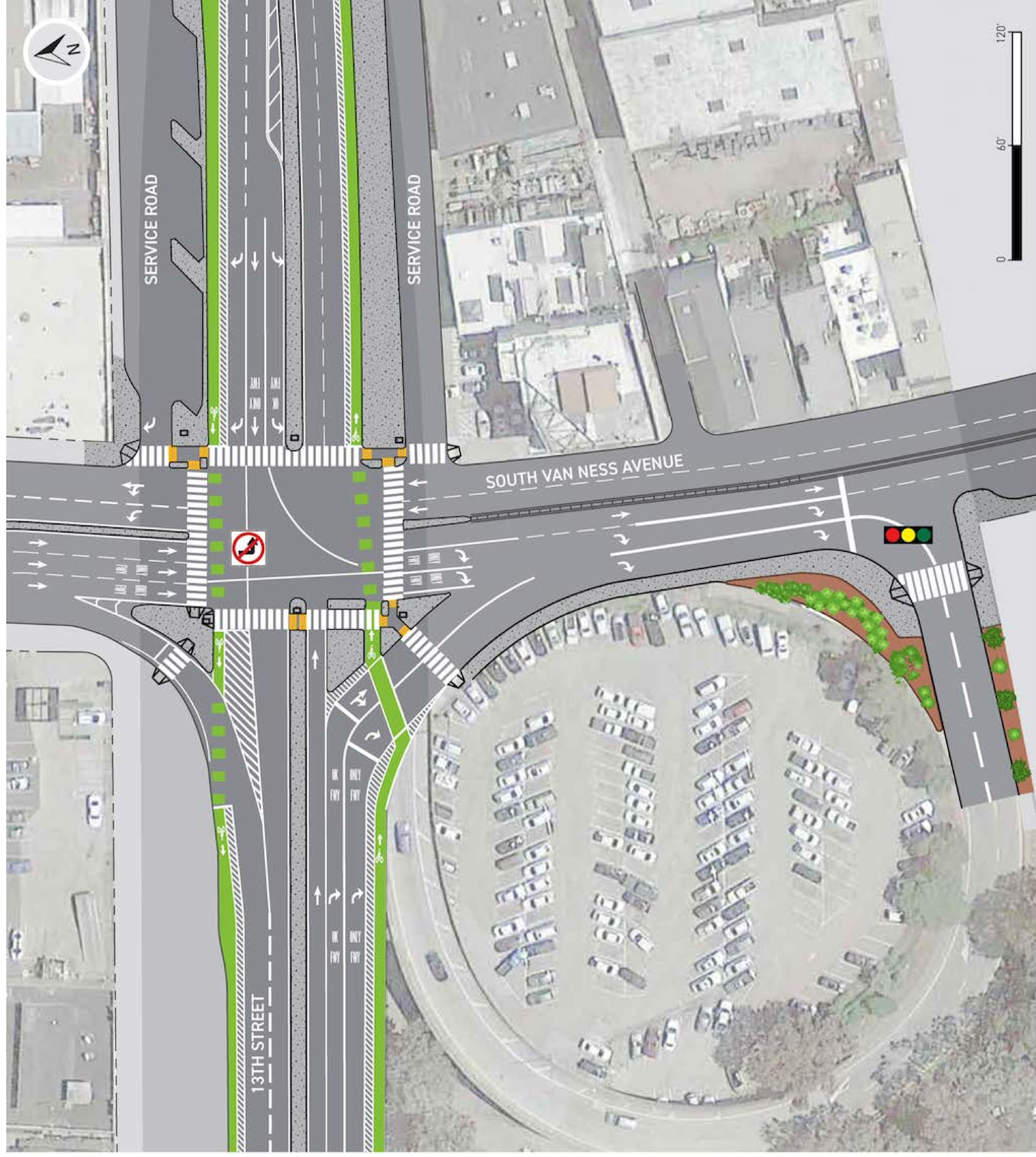
- Protected cycle track on 13th Street
- Two-way Otis Street. Modify Mission St. medians to accommodate traffic to Otis St.

### Vision Zero Ramps Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands for people crossing Duboce and 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Crosswalk flashing beacons and signage on unsignalized off-ramp to Mission Street
- New crosswalk striping
- Bus-only lanes on Mission St. approaching the intersection



# South Van Ness Avenue & 13th Street



2012-2016

**32**  
collisions

## Notes –

### Market Street Hub Project Improvements

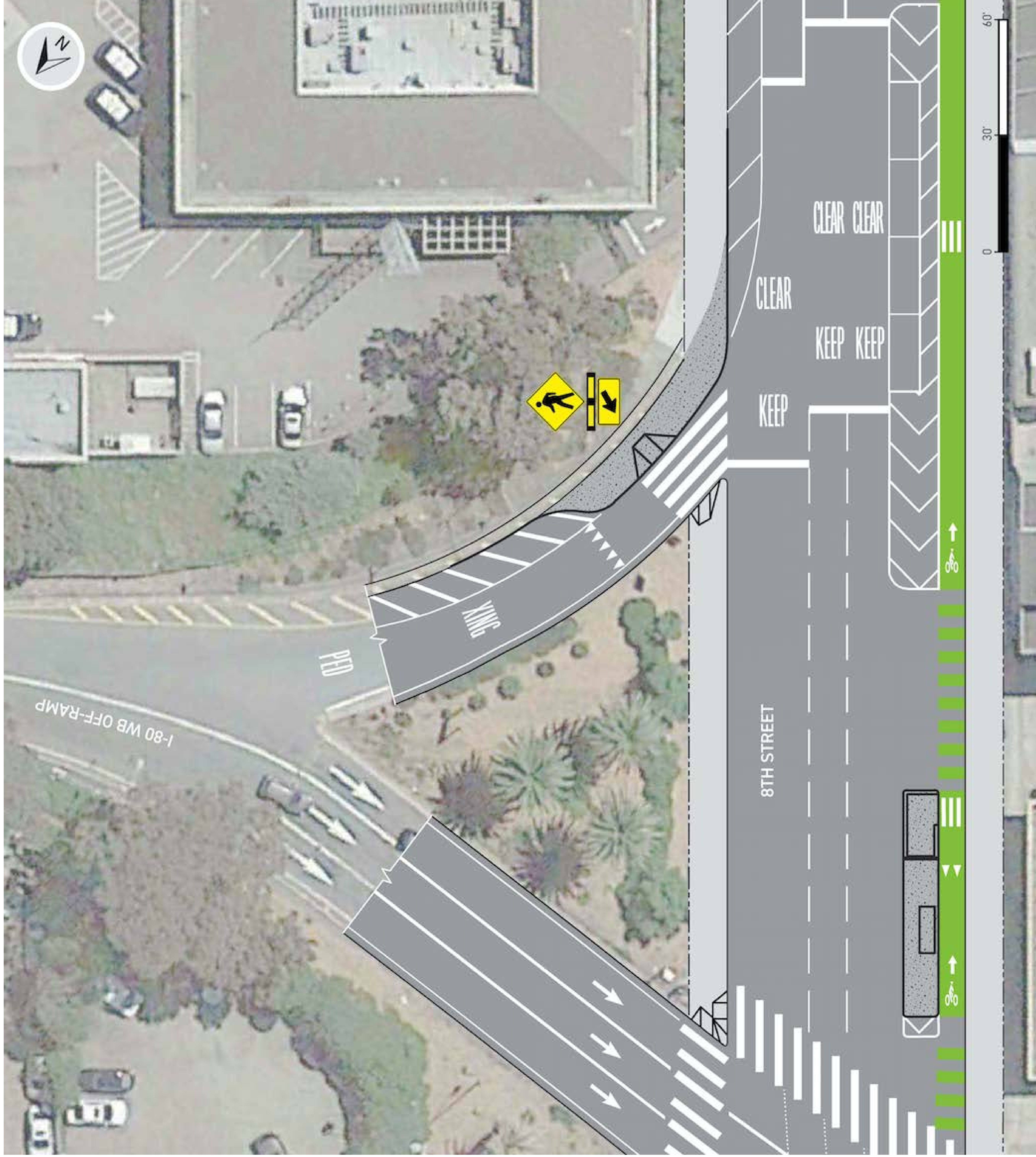
- Protected cycle track on 13th Street

### Vision Zero Ramps Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands across 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- New sidewalk on west side of S Van Ness Ave.
- Realign the US -101 SB freeway on-ramp and construct a new pedestrian crossing with a new traffic signal.



# 8th Street between Bryant & Harrison



2012-2016  
**0**  
 collisions

**Notes—**

**SFMTA 8th Street Safety Project Improvements**

- Transit boarding island
- Protected bike lane

**Vision Zero Ramps Study Proposals**

- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades



# 8th Street & Bryant Street



2012-2016  
**19**  
 collisions

**Notes—**

**SFMTA 8th Street Safety Project Phase 2**

**Project Improvements**

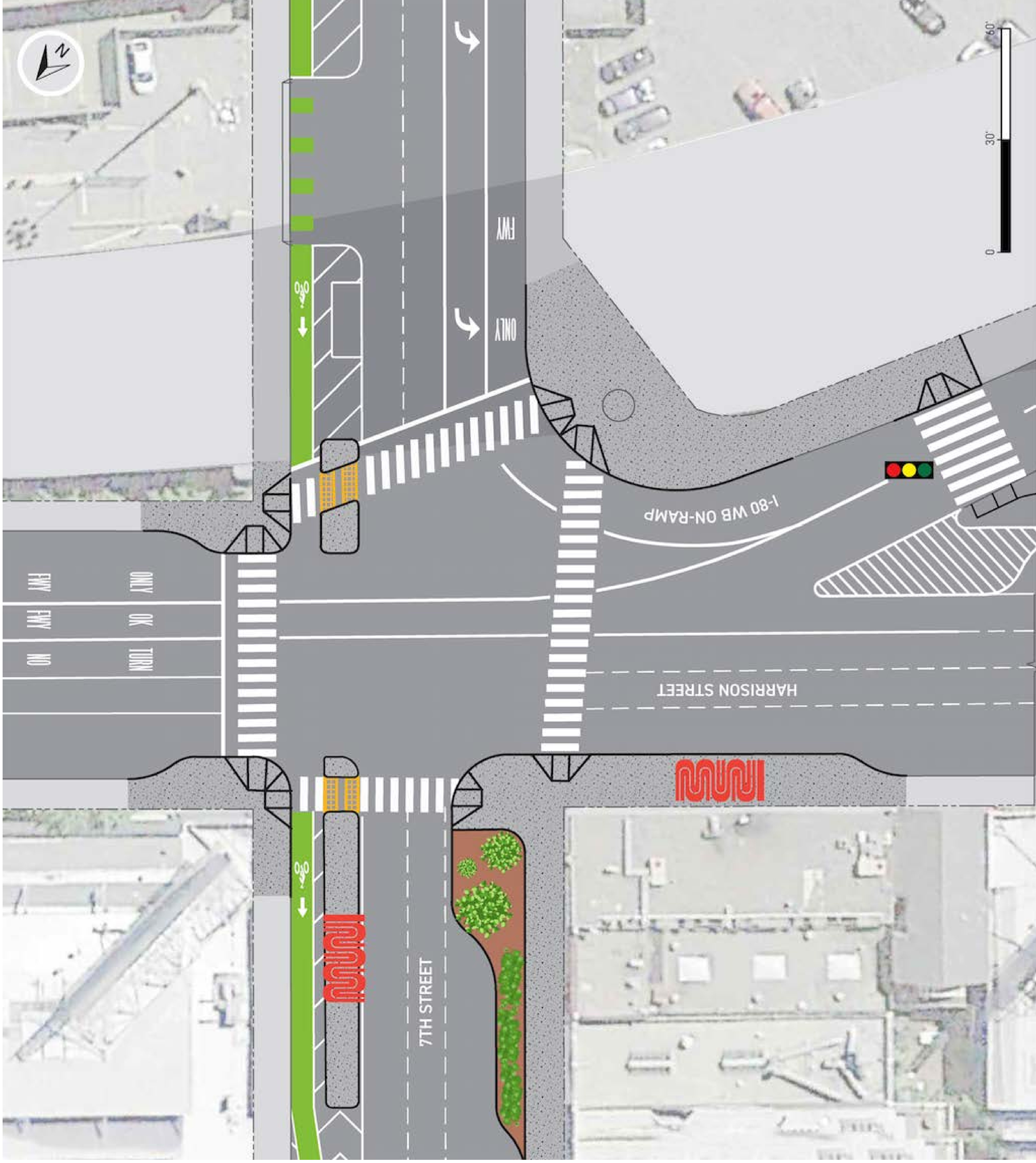
- Protected bike lane on 8th Street (partially constructed)
- Transit boarding island

**Vision Zero Ramps Study Proposals**

- New crosswalk across Bryant Street with protected signal phase
- New sidewalk along north side of Bryant St., new crosswalk across on-ramp with new traffic signal
- Bulb-outs and curb ramps
- Median refuge island
- Crosswalk striping upgrades
- Overhead lane assignment signs



# 7th Street & Harrison Street



2012-2016  
**14**  
 collisions

**Notes –**

**Caltrans I-80 On-Ramp Project Improvements**

- New pedestrian signal at crosswalk across the I-80 on-ramp
- Upgraded traffic signals

**SFMTA 7th Street Bikeway Project Improvements**

- Protected bike lane on 7th Street
- Transit boarding island

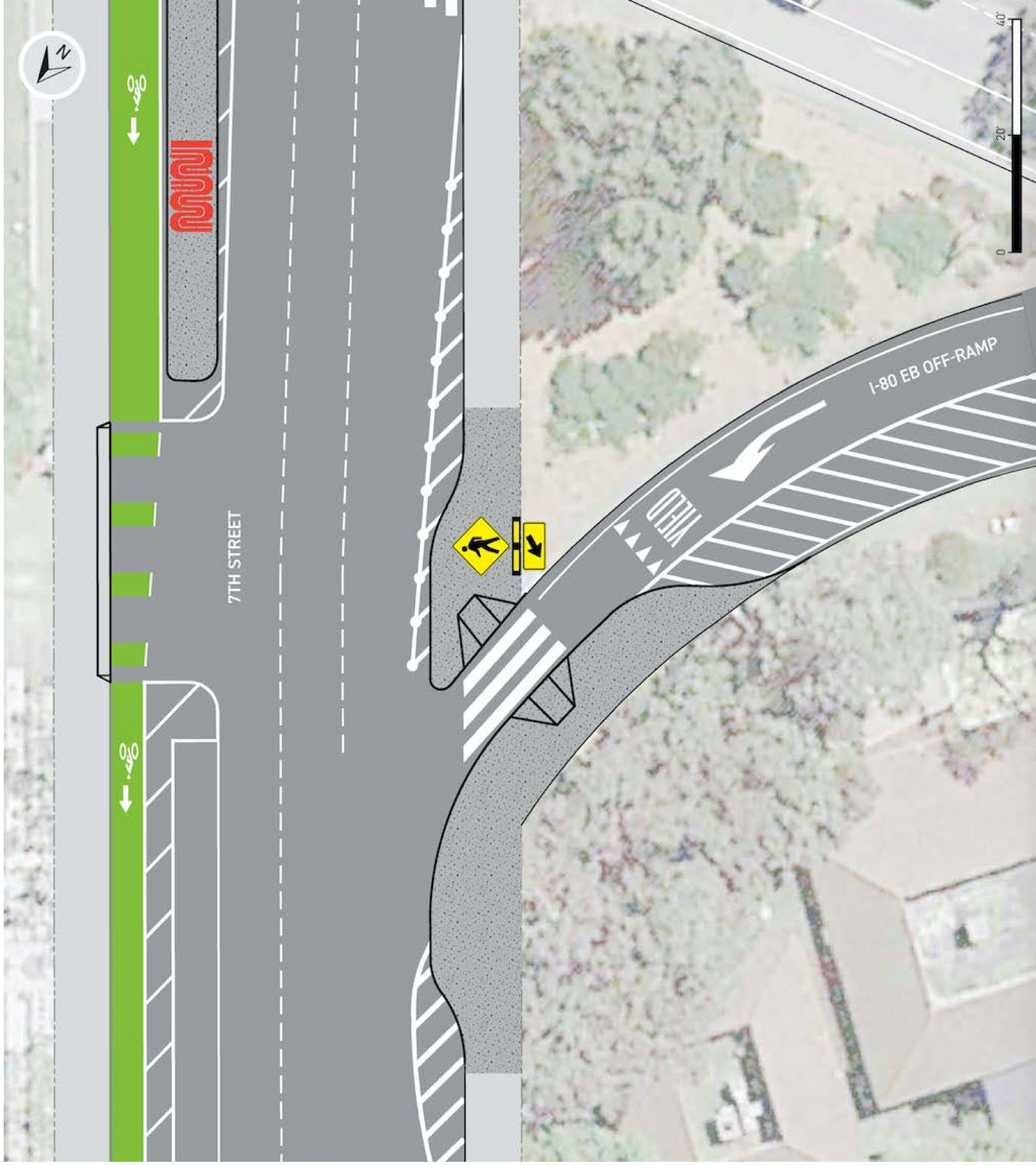
**Vision Zero Ramps Study Proposals**

- New crosswalk across Harrison Street
- Median refuge islands across 7th Street
- Bulb-outs and curb ramps
- Bus bulb
- Realigned crosswalk striping
- Additional traffic signal upgrades





# 7th Street between Bryant & Harrison



2012-2016  
**5**  
collisions

**Notes—**

**SFMTA 7th Street Bike Lane Project Improvements**

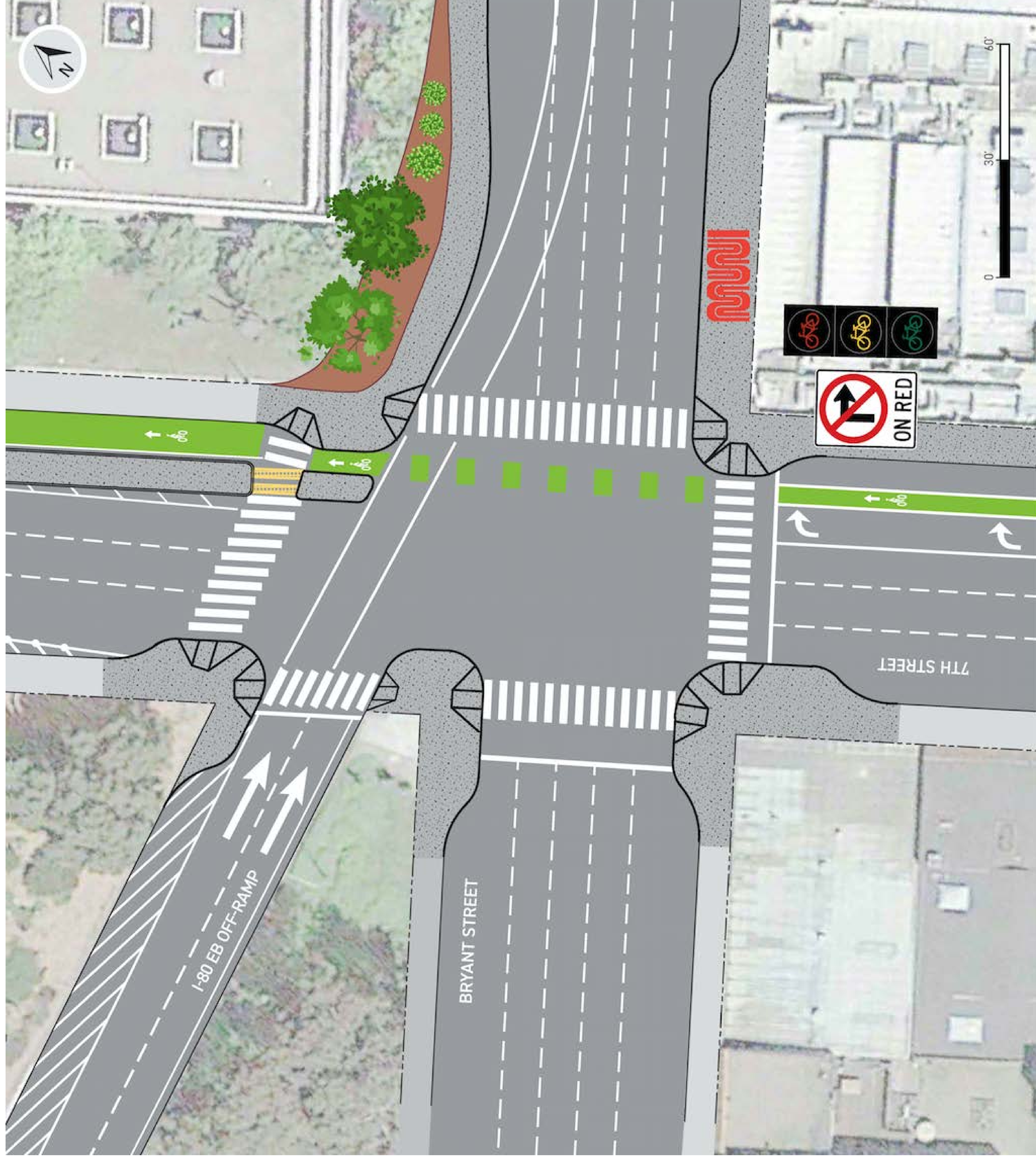
- Protected bike lane on 7th Street
- Transit boarding island

**Vision Zero Ramps Study Proposals**

- Lane reduction at the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades



# 7th Street & Bryant Street



2012-2016  
**8**  
collisions

## Notes—

### SFMTA 7th Street Bike Lane Project Improvements

- Protected bike lane on 7th Street

### Vision Zero Ramps Study Proposals

- Lane reduction from three to two on the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk striping upgrades
- Bus bulb
- Traffic signal upgrades

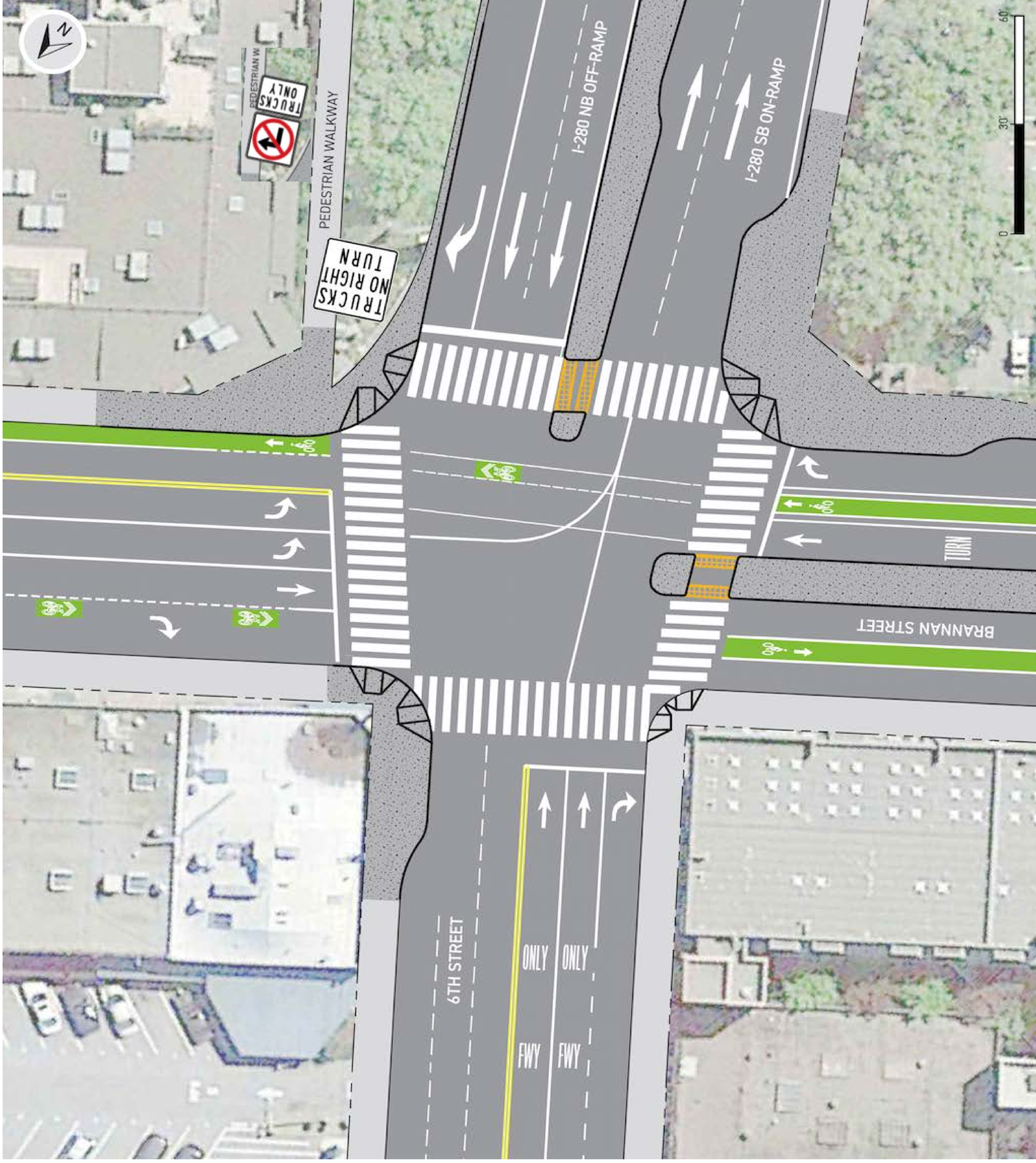


# 6th Street & Brannan Street



2012-2016

# 13 collisions



## Notes—

### SFMTA 6th and Brannan Road Diet Project Improvements

- Road diet and bike lanes on Brannan Street

### SF Flower Mart Improvements

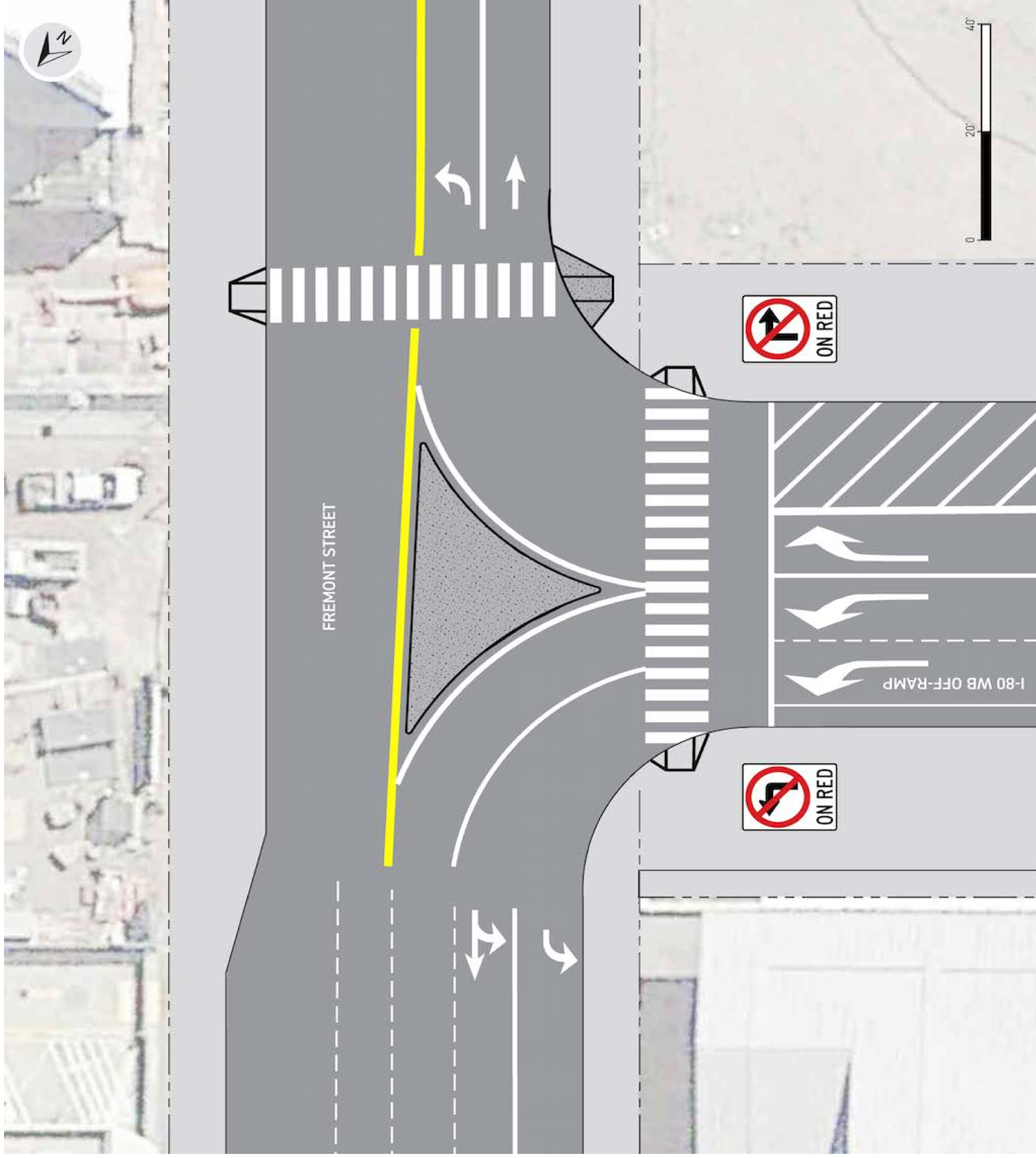
- Potential sidewalk widening on 6th Street
- Potential bike lane or cycle track on westbound Brannan Street

### Vision Zero Ramps Study Proposals

- Bulb-outs, curb ramps and median refuge islands
- New crosswalk and median refuge island across the I-280 approach
- Protected signal phase for Brannan crosswalk on east side of intersection
- Crosswalk striping upgrades
- Traffic signal upgrades



# Fremont between Howard & Folsom



New intersection;  
collision data N/A

### Notes—

#### Vision Zero Ramps Study Proposals

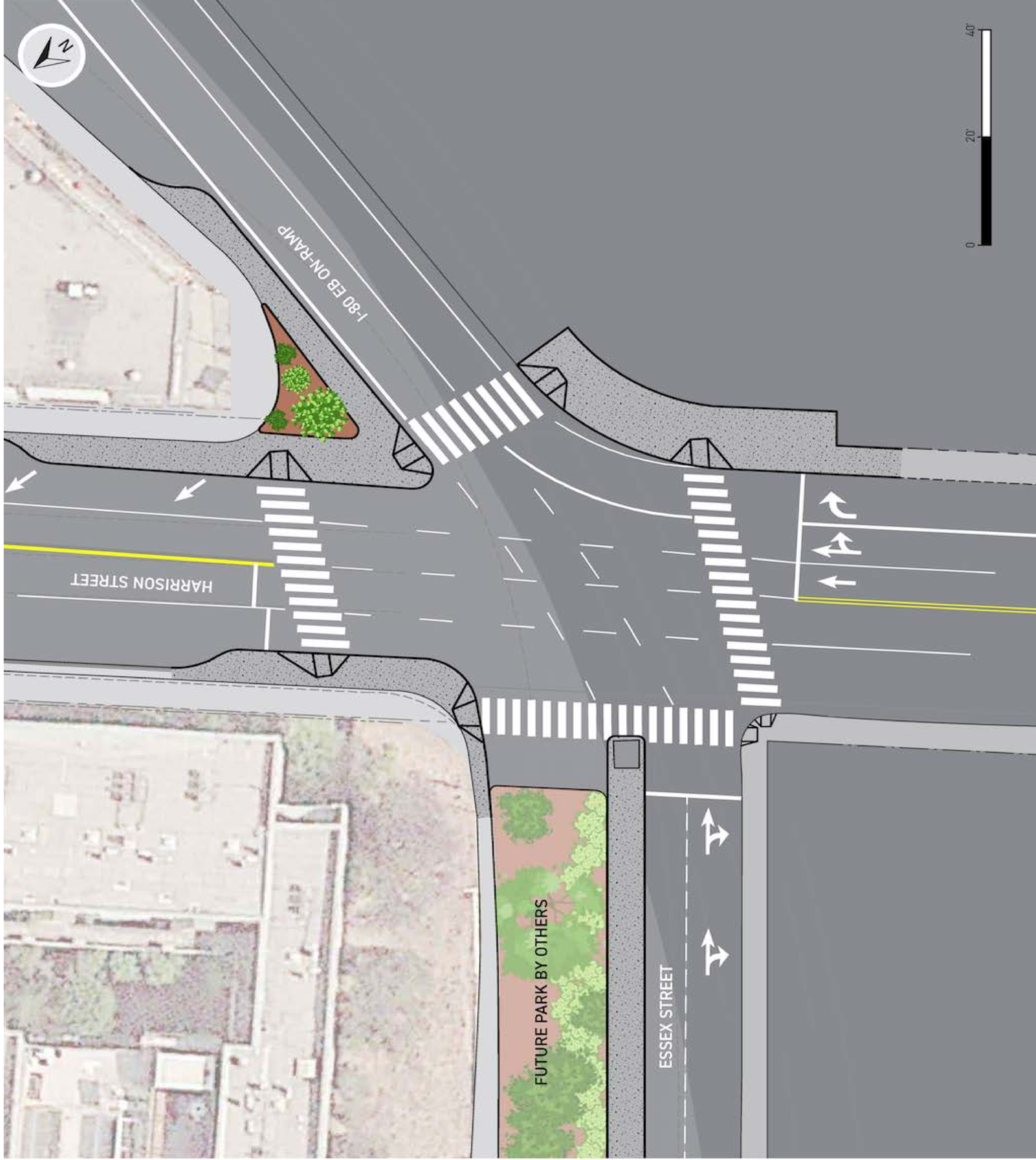
- New crosswalk across Fremont Street
- Crosswalk striping and curb ramp upgrades
- Raised traffic splitter island







# Harrison Street & Essex Street



2012-2016  
**10**  
collisions

**Notes—**

**Improvements by Others**

- Ramp Park project
- Bulb-outs on Harrison Street by adjacent developments

**Vision Zero Ramps Study Proposals**

- New crosswalks across Harrison Street and I-80 On-Ramp
- Bulb-outs and curb ramps
- Additional traffic signal upgrades

MTC and ABAG's  
*Horizon*  
Planning Initiative

Citizen Advisory Committee  
Agenda Item 11



**SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY**

**September 26, 2018**

# MTC and ABAG's *Horizon*



- ▶ **What is *Horizon***
- ▶ **Update on process**
- ▶ **Transportation Authority engagement**
- ▶ **Next steps**
- ▶ **Overall project timeline**





# What is *Horizon*?

*Horizon* is exploring how **economic, environmental, technological, and political uncertainties** may create new challenges - or exacerbate existing ones - for the Bay Area over the coming decades.

H O R I Z O N

Futures Planning

Perspective Papers

Project Performance

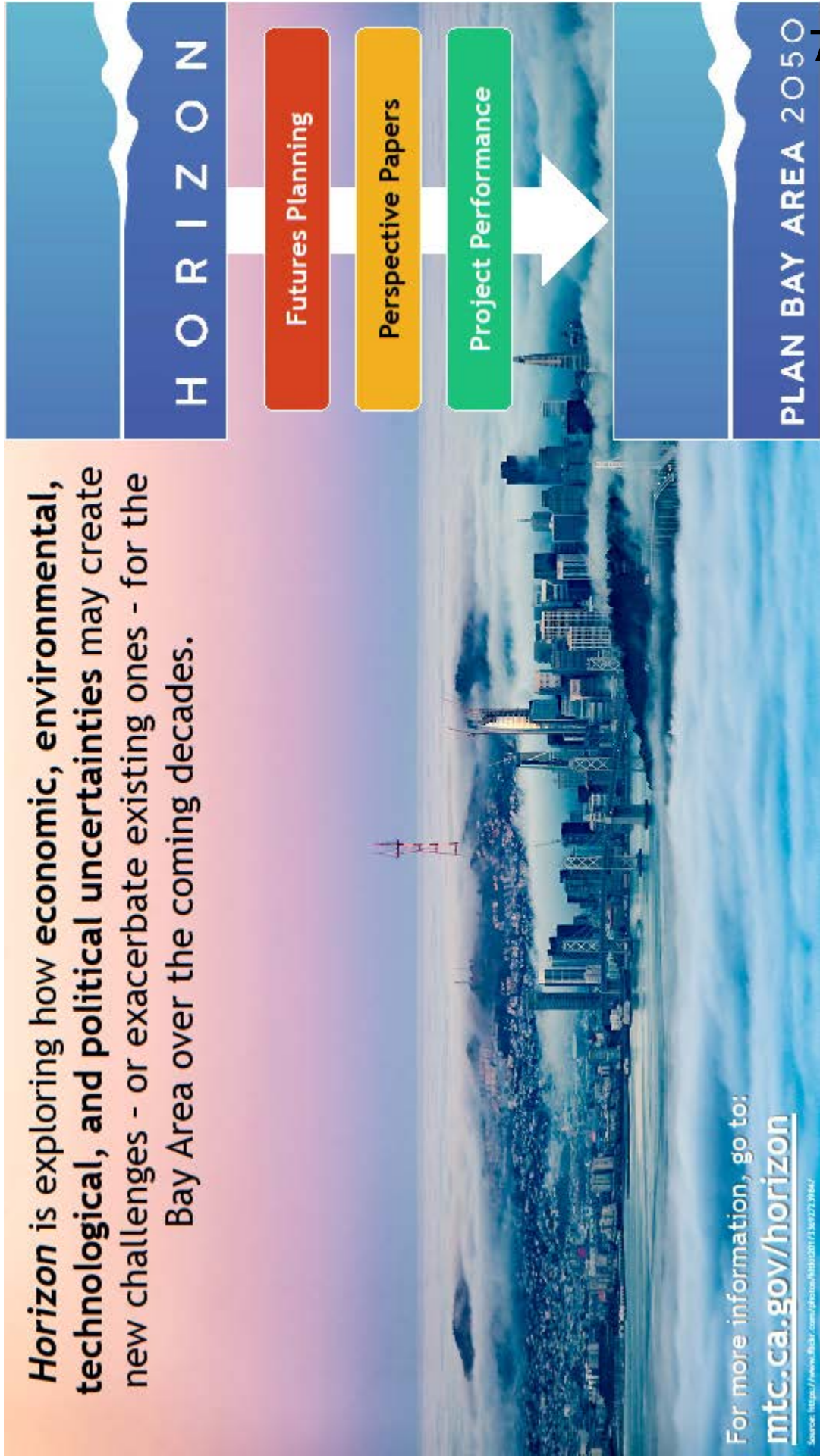


For more information, go to:

[mtc.ca.gov/horizon](https://www.mta.ca.gov/horizon)

Source: <https://www.mta.ca.gov/horizon>

PLAN BAY AREA 2050



# Horizon Guiding Principles

The San Francisco Bay Area  
*aspires to be:*



**AFFORDABLE**



**CONNECTED**



**DIVERSE**



**HEALTHY**



**VIBRANT**

## Guiding Principles

All Bay Area residents and workers have sufficient housing options they can afford - households are economically secure.

An expanded, well-functioning transportation system connects the Bay Area - fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.

The Bay Area is an inclusive region where people from all backgrounds, abilities, and ages can remain in place - with access to the region's assets and resources.

The region's natural resources, open space, clean water and clean air are conserved - the region actively reduces its environmental footprint and protects residents from environmental impacts.

The Bay Area region is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.





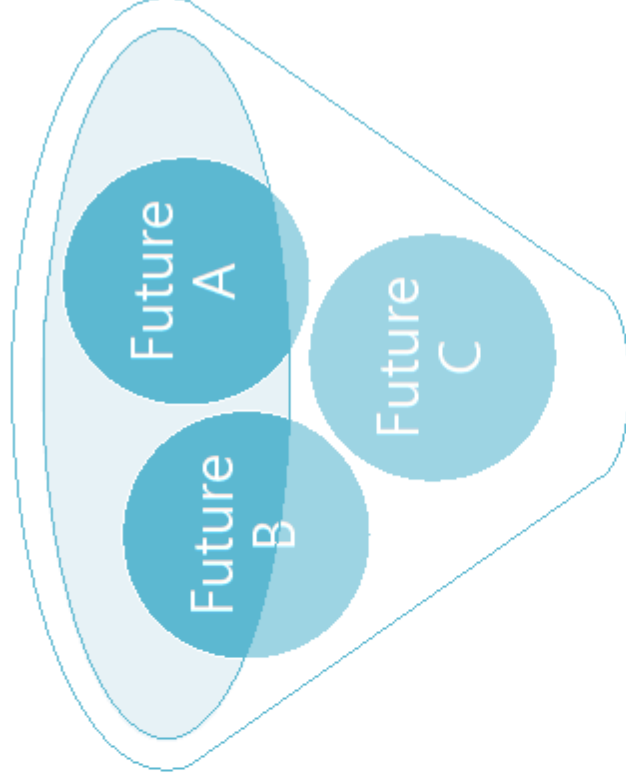
# Horizon Scenario Planning



## Why Are We Creating Futures?

Creating a range of divergent futures will allow us to envision how the San Francisco Bay Area would respond to a wide range of external forces. Each future should create unique opportunities and challenges for the public, stakeholders, elected officials, and staff to explore.

However, this is not a traditional scenario planning process – none of the futures is likely to be selected as a “preferred”. Instead, the process is designed to test the resilience of policies and projects to determine which should be considered for inclusion in Plan Bay Area 2050.



**Prioritized Strategies & Investments for Plan Bay Area 2050**

*Transportation*  
*Land Use*  
*Economic Development*  
*Resilience*

Futures Shortlist



## Three Potential Futures – “What If?” Scenarios



Clean and Green

**What if...** new technologies and a national carbon tax enabled telecommuting and distributed job centers?



Rising Tides, Falling Fortunes

**What if...** the federal government cuts spending and reduces regulations, leaving decisions to states & regions?



Back to the Future

**What if...** an economic boom and new transportation options spur a new wave of development?

# Horizon's Three Futures



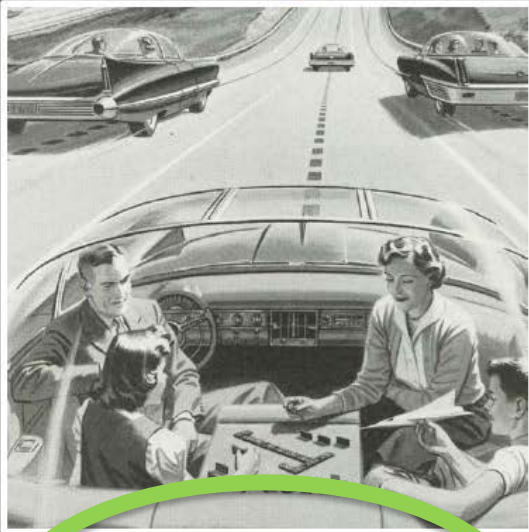
## Summary of Proposed Futures

FUTURE NAME	IMMIGRATION AND TRADE	NATIONAL TAXES AND FUNDING	NATIONAL GROWTH	LAND USE PREFERENCES	NATIONAL ENVIRONMENTAL POLICY	NEW TECHNOLOGIES
<b>Clean and Green</b>	Similar to today	<b>Higher funding</b> via carbon tax	Similar to today	Housing: more <b>urban</b>	<b>Stricter regulations</b> (1' SLR)	<b>Widespread</b>
				Jobs: more <b>dispersed</b>		
<b>Rising Tides, Falling Fortunes</b>	<b>Reduced</b>	<b>Lower funding</b> due to tax cuts	<b>Limited</b>	Housing: more <b>urban</b>	<b>Relaxed regulations</b> (3' SLR)	<b>More limited</b>
				Similar to today		
<b>Back to the Future</b>	<b>Increased</b>	Similar to today	<b>Rapid</b>	Housing: more <b>dispersed</b>	Similar to today (7' SLR)	<b>Widespread</b>
				Jobs: more <b>urban</b>		

Futures Shortlist



## Proposed Policy Analyses (page 1 of 2)



Topic 1:  
**Autonomous Vehicles**  
*June 2018*



Topic 2:  
**Climate Mitigation**  
*September 2018*



Topic 3:  
**Regional Growth Strategies**  
*December 2018*



## Proposed Policy Analyses (page 2 of 2)

**NEW Topic 7:**  
**Crossings**  
January 2019



Topic 4:  
**Future of Jobs**  
March 2019



Topic 5:  
**Regional Governance**  
June 2019



Topic 6:  
**Better Buildings**  
September 2019

# 7<sup>8</sup> Horizon Transformative Projects Call



- ▶ Project call open to the public
- ▶ Open to transportation projects, resilience projects, and operational strategies
- ▶ MTC/ABAG received 350+ projects



# *Horizon* Transformative call for projects San Francisco submissions



- ▶ **Equity: Regional program improving transportation options for low-income residents**
- ▶ **Vision Zero: Citywide network of complete streets including protected bike lanes to achieve and maintain Vision Zero**
- ▶ **Congestion Management: Citywide network of HOV lanes on-streets and on freeways**
- ▶ **Transit: Southwest Muni Metro Expansion**
- ▶ **Resilience: San Francisco Embarcadero Seawall**

# 80 Horizon Project Performance Assessment



20

## Proposed Timeline

### Major Projects Update

- **Update Process** – early May through early July
- **CMA/Major Operator Role:** confirm & update information for currently proposed projects

### Round 1 Analysis

- **Transformative Investments Request** – early June to early Sept.
- **CMA/Major Operator/NGO/Public Role:** submit visionary major projects not in PBA40

### Round 2 Analysis

- **Integrated RTP/TIP Call for Projects** – March to June 2019
- **CMA/Major Operator Role:** more similar to past Call for Projects, but with a goal of reducing administrative burden

### High & Low Performers

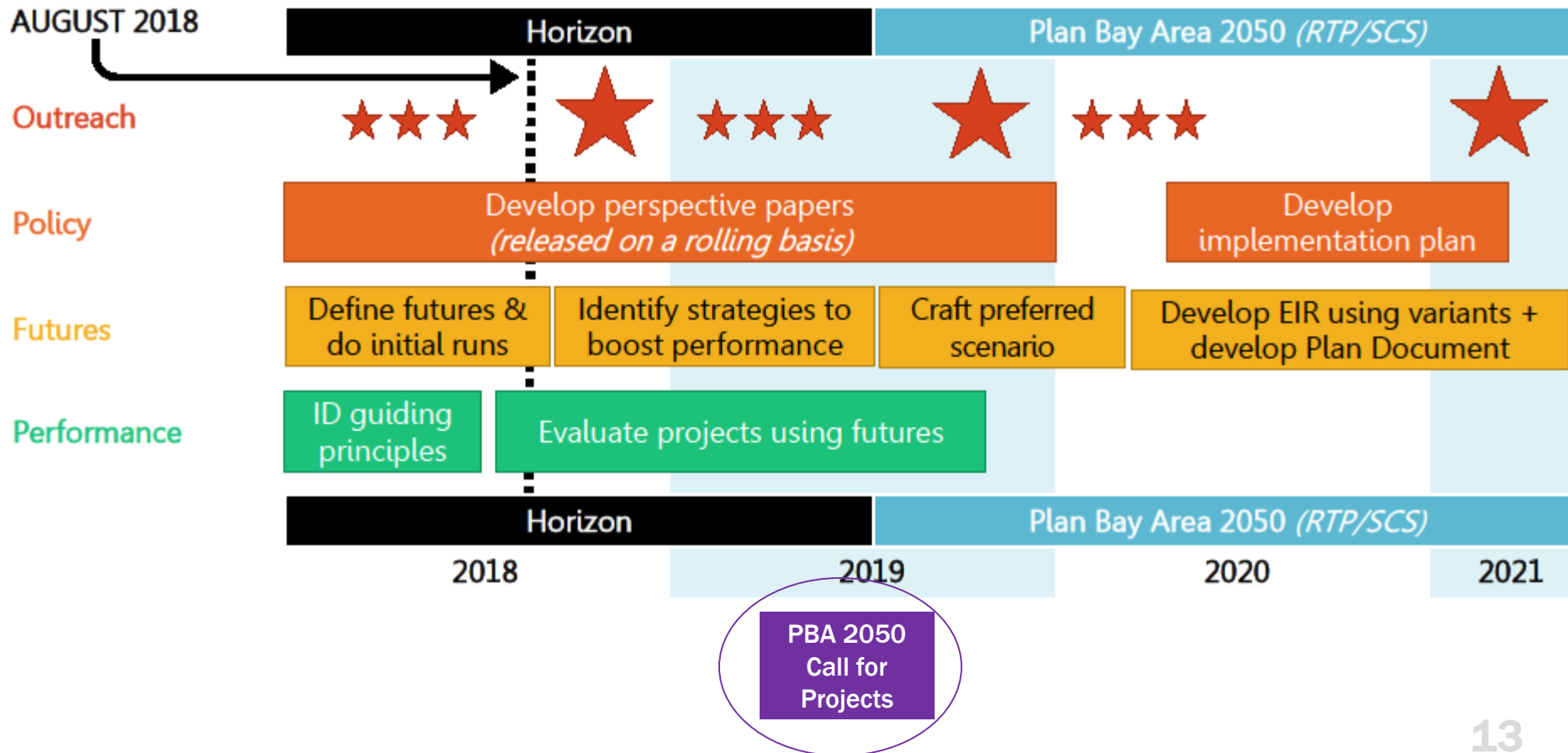
- **Round 1 Process** – Spring 2019; **Round 2 Process** – Fall 2019
- **CMA Role:** coordinate with affected project sponsors (similar to past cycles)



# Horizon Timeline



## Horizon + Plan Bay Area 2050 Overview



# 82 *Horizon* website and mailing list



**For more information on *Horizon*:**

<https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/horizon>

**To sign-up for the *Horizon* mailing list:**

<https://mtc.ca.gov/our-work/plans-projects/major-regional-projects/horizon/sign-horizon-mailing-list>



Questions?

[Michelle.Beaulieu@sfcta.org](mailto:Michelle.Beaulieu@sfcta.org)

415.522.4824



SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY