



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, March 19, 2019; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee

Clerk: Alberto Quintanilla

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

Consent Agenda

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| 4. Approve the Minutes of the March 12, 2019 Meeting – ACTION* | 3 |
| 5. [Final Approval] Reappointment of Myla Ablog and Appointment of Sophia Tupuola and Ranyee Chiang to the Citizens Advisory Committee – ACTION* | 13 |
| 6. [Final Approval] State and Federal Legislation Update – ACTION* | 21 |
| 7. [Final Approval] Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20 th Avenue Neighborway Project – ACTION* | 25 |
| 8. [Final Approval] Amend the Prop AA Strategic Plan – ACTION* | 51 |
| 9. [Final Approval] Authorize the Executive Director to Execute a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; the Utility Relocation Agreement and Amendments to the Memorandums of Agreements (MOAs) for the Construction Phase and with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760 Million, to a Total Amount Not to Exceed \$5,534,760 Million; the Right of Way Certification; and the California Environmental Quality Act/National Environmental Policy Act Revalidation for the Yerba Buena Island Southgate Road Realignment Improvements Project – ACTION* | 89 |
| 10. [Final Approval] Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION* | 99 |

Items from the Vision Zero Committee

11. **[Final Approval]** Vision Zero Legislative Update – **ACTION*** 101
Support: Assembly Bill 47 (Daly)

Direct to Board Items

12. Progress Report for Van Ness Avenue Bus Rapid Transit Project – **INFORMATION*** 103

Other Items

13. Introduction of New Items – **INFORMATION**
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.
14. Public Comment
15. Adjournment

***Additional Materials**

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

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

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

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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, March 12, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Haney, Mar, Mandelman, Peskin, Ronen, Stefani and Walton (7)

Absent at Roll Call: Commissioners Brown (entered during Item 2), Yee (entered during Item 2), Safai (entered during Item 4) and Fewer, (entered during Item 11) (4)

Commissioner Stefani moved to excuse Commissioner Fewer, seconded by Commissioner Ronen. Commissioner Fewer was excused without objection.

2. Citizens Advisory Committee Report – INFORMATION

Peter Tannen, member of the Citizens Advisory Committee (CAC), reported that the CAC unanimously approved a recommendation of support for Items 6, allocate \$560,000 Prop K in sales tax funds for the 20th Avenue Neighborway Project, and Item 7, amend the Prop AA Strategic Plan. He said in regard to the Prop AA amendment, the CAC asked if Transportation Network Companies (TNCs) were required to register scooters and newer motorized vehicles and if all TNC vehicles providing service in San Francisco could be charged the Prop AA \$10 registration fee, whether or not they were registered in San Francisco. He also said the CAC asked if there a particular strategy for outreach to communities of concern. Mr. Tannen reported that the CAC did not approve Item 8 in the Board agenda to authorize the executive director to execute various documents regarding Treasure Island projects and said there were three ayes and three abstentions. He said one member abstained because they had ethical concerns and questions about the working environment of Caltrans and another person abstained to avoid a potential work-related conflict of interest.

Mr. Tannen noted that the CAC had a standing request for monthly progress reports for the Van Ness Bus Rapid Transit (BRT) Project. He stated that Peter Gabancho, Project Manager for the Van Ness BRT project at the San Francisco Municipal Transportation Agency (SFMTA) reported that construction was approximately 27% complete, which was a 1% increase since the previous month. He said the CAC had a lengthy discussion of the project, including Van Ness Avenue business closures and potential impacts of the project on property values. He added that the CAC also discussed the impact on the new California Pacific Medical Center, over time payments due two to increasing staff work to six days a week, special traffic permits and Caltrans permission for weekend closures, the dispute review board, slip lining versus replacing old water lines, and sequencing of work for new water lines.

Chair Peskin asked if staff provided a response in regard to the questions about Prop AA and whether or not it was possible to charge all TNC vehicles who work in San Francisco.

Mr. Tannen said that the \$10 vehicle registration fee only applies to vehicles that are registered within the city and county of San Francisco.

Chair Peskin asked if that would require a change in law.

Mr. Tannen replied in the affirmative.

Chair Peskin asked if Mr. Gabancho's answers to the CAC's questions were satisfactory in regard to the Van Ness BRT project.

Mr. Tannen said they were fairly satisfactory. He noted that the project was taking a long time, but he understood the project team uncovered underground utilities that they did not expect. He said overall, he was surprised that the progress had been so slow.

Chair Peskin asked if the SFMTA had resolved their disputes with Walsh Construction.

Mr. Tannen said that the CAC did not talk about those questions, but that the project team mentioned there was a dispute review board and they described the membership of that board.

Chair Peskin said that it was time for staff to provide an update to the Board regarding the Van Ness BRT project. He encouraged the CAC members to participate as much as they desired in that update, and he noted that the project affected a number of different districts. He also stated that the Board was concerned about the impacts to businesses up and down the Van Ness corridor.

There was no public comment.

3. Approve the Minutes of the February 26, 2019 Meeting – ACTION

There was no public comment.

Commissioner Yee moved to approve the minutes, seconded by Commissioner Brown.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Stefani, Walton and Yee (9)

Absent: Commissioners Fewer and Safai (2)

4. Appointment of Up to Three Members to the Citizens Advisory Committee – ACTION

April Smithe, Senior Transportation Planner, presented the item per the staff memorandum.

Raynee Chiang spoke to her interest and qualification in being appointed to the CAC.

Sophia Tupuola spoke to her interest and qualification in being appointed to the CAC.

There was no public comment.

Commissioner Walton stated that he was happy and excited to make a motion to appoint Ms. Tupuola to the CAC.

Commissioner Walton moved to appoint Sophia Tupuola to the CAC, seconded by Commissioner Mandelman.

The motion to appoint Sophia Tupuola was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani,

Walton and Yee (10)

Absent: Commissioner Fewer (1)

Commissioner Mar thanked all of the applicants who expressed strong interests on serving on the CAC and made a motion to appoint Ms. Chiang to the CAC.

Commissioner Mar moved to appoint Raynee Chiang to the CAC, seconded by Commissioner Yee.

The motion to appoint Raynee Chiang was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

Commissioner Brown made a motion in support of Ms. Ablog and noted her five and a half years of service on the CAC and knowledge of issues currently being considered by the Transportation Authority. She said Ms. Ablog was engaged in the community and regularly attended Japantown taskforce meetings. Commissioner Brown also highlighted Ms. Ablog's focus on environmental social justice when considering projects at the CAC and her efforts pushing through traffic calming projects on Webster and O'Farrell streets.

Commissioner Brown moved to reappoint Myla Ablog to the CAC, seconded by Commissioner Walton.

The motion to reappoint Myla Ablog was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

5. State and Federal Legislation Update – ACTION

Michele Beaulieu, Senior Transportation, presented the item per the staff memorandum, noting that staff was proposed to modify its recommendation for Assembly Bill (AB) 147 (Burke) to change if from a watch to a support position.

Chair Peskin requested an amendment to the resolution that was before the Board to include AB 147 (Burke). He thanked his former colleague and current Treasurer of the State of California, Fiona Ma, for leveraging the *Wayfair vs. South Dakota* decision and getting legislation as an emergency bill at the State Assembly.

There was no public comment.

Commissioner Yee moved to amend the staff recommendation to add adoption of a support position on AB 147 (Burke), seconded by Commissioner Brown.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

The amended item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

6. Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project – ACTION

Oscar Quintanilla, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Mar thanked Transportation Authority and SFMTA staff for their efforts and emphasized the need to invest in safe bike infrastructure. He noted that the project would help redirect cycling traffic from 19th Avenue, which is a high-injury corridor. He said the addition of the traffic circles addressed a common problem for drivers unable to make left-hand turns on 19th Avenue, and does so in a safe manner. He recognized constituent concerns about parking loss and said of the 34 spaces lost, most were spread out along 20th Avenue, which helped to mitigate the impact. Commissioner Mar acknowledged that were a handful of spaces lost near Irving Street, an important merchant corridor, and wanted to make sure the project team was conducting robust outreach to address the concerns merchants had for potential lost business. He added that the project would return 20th Avenue to its historical roots as a public transit road and that he fully supported the project and wanted to work towards a designated and ideally protected bike way from Golden Gate Park to San Francisco State University. Commissioner Mar asked how 20th Avenue was selected for a neighborway project.

Matt Lasky, Project Manager at the SFMTA, said 20th Avenue was an existing bike route on the bike lane network and the neighborway improvements would make the 20th Avenue bike route more inviting and safer. He added that 20th Avenue was an important connection to Golden Gate Park, Irving and Taraval streets, and south to Stern Grove.

Commissioner Mar asked for an overview of the neighborhood outreach that happened around the planning for this project.

Mr. Lasky said the SFMTA did two tabling events in 2018, where staff went out to Irving Street and notified neighbors that they were going to be answering questions and collecting feedback. He said they also had two evening open houses on the corridor, with about 40 members of the public at each of those meetings. Mr. Lasky said the project team also did door-to-door outreach at businesses closer to Irving Street and the 20th Avenue intersection, adding that they spoke to about half of the businesses within a one-block radius. He said there was some concern about the parking loss but based on the planning work and outreach there was a takeaway that there was adequate parking in the area. Lastly, he said the project team believed that improving the bicycle and pedestrian safety on 20th Avenue was important and that he looked forward to moving ahead with the project.

During public comment Kristen Leckie, Community Organizer at the San Francisco Bicycle Coalition, said she was in strong support for the 20th Avenue project and that it would bring necessary traffic calming measures to an important north-south connection to and from parks in the Sunset. She stated she was impressed with the project team and their collaboration with the community over the last two years to make sure the project reflected their needs and concerns, which we could be seen in the final designs. She added improvements like the addition of the uphill bike lanes, rectangular flashing beacons, and the bike signal at Lincoln Way would provide more comfortable bicycle access on the streets and for pedestrians walking to and from the parks.

Peter Tannen spoke in support of the project and said it was the closest street connecting Golden

Gate Park and San Francisco State University. He said he was in favor of the uphill bike lanes and liked the idea of traffic circles to deter drivers from making U-turns.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Mandelman, Peskin, Ronen, Safai, Stefani, Walton and Yee (10)

Absent: Commissioner Fewer (1)

7. **Amend the Prop AA Strategic Plan – ACTION**

Oscar Quintanilla, Senior Transportation Planner, presented the item per the staff memorandum.

Commissioner Yee asked if it was true that projects that were not implemented in the year that the funding was allocated could reapply or be rolled over.

Mr. Quintanilla said that if a project did not request allocation the year it was programmed, the Board had the discretion to make those funds available to other projects through a call for projects or could choose to delay the programming.

Commissioner Yee stated that he wanted to make sure that if projects were not ready, that the funding would be used for other projects. He noted that there were many projects that needed funding and he did not want funds programmed to a project to be carried over several years.

Mr. Quintanilla added that the Transportation Authority worked with the SFMTA and San Francisco Public Works to make sure that the projects that were recommended for delayed programming were ready to be implemented.

Chair Peskin asked if funds for the Geary Boulevard pavement renovation project were in the Richmond district.

Mr. Quintanilla said the project limits were between Van Ness and Masonic avenues, so just outside the limits of District 1.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee (9)

Absent: Commissioners Fewer and Mandelman (2)

8. **Authorize the Executive Director to Execute Certain Agreements and Documents for the Yerba Buena Island Southgate Road Realignment Improvements Project, Consisting of a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and a National Environmental Policy Act / California Environmental Quality Act Revalidation and Authorizing the Executive Director to Negotiate and Modify Agreement Payment Terms and Non-Material Agreement Terms**

and Conditions – ACTION

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

Commissioner Haney said he was in support of the project and sought the support of the whole Board.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee
(9)

Absent: Commissioners Fewer and Mandelman (2)

9. Acceptance of the Audit Report for the Fiscal Year Ended June 30, 2018 – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, introduced the item per the staff memorandum.

Ahmed Gharaibeh, Vavrinek, Trine, Day & Co. LLP (VTD), presented the item.

Commissioner Walton asked how long the Transportation Authority had been working with VTD.

Ms. Fong said it was the fifth year and that the Transportation Authority would be issuing a request for proposals in the near future. She noted that the Transportation Authority was hosting a Disadvantaged Business Enterprises (DBEs) and Local Business Enterprises (LBEs) outreach event on March 13, 2019 and anyone who attended would be hearing more information about the procurement, along with others.

Chair Peskin thanked the auditor and Transportation Authority staff and said reviewing the Comprehensive Annual Report was one of the most important tasks of the Board. He said the fact that the annual report was totally clean without any weaknesses or deficiencies was music to the Board's ears.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Haney, Mar, Peskin, Ronen, Safai, Stefani, Walton and Yee
(9)

Absent: Commissioners Fewer and Mandelman (2)

10. Update on the Caltrain Modernization Program and Business Plan – INFORMATION

Jim Hartnett, Caltrain Executive Director and General Manager at the San Mateo County Transit District, John Funghi, Caltrain Modernization Chief, Michelle Bouchard, Chief Operating Officer at Caltrain, and Sebastian Petty, Caltrain Senior Advisor presented the item.

Chair Peskin asked if the Caltrain Modernization Program was on budget.

Mr. Funghi replied in the affirmative

Chair Peskin asked what the dark columns on the 2040 Demand slide represented.

Mr. Petty said the lighter blue columns were census data that represented jobs and housing within a half-mile of Caltrain stations and the darker blue represented the Plan Bay Area projections for future growth.

Chair Peskin asked if the slide showed station by station data for all 21 stations.

Mr. Petty replied in the affirmative.

Chair Peskin asked if Caltrain's organizational dynamics and issue of governance could be further elaborated upon.

Mr. Petty said Caltrain had partnered with Stanford University and Howard Permut, former President Of Metro-North [the largest commuter railroad in the United States]. He said as part of Mr. Permut's work, he had undertaken an initial assessment of interviewing staff at the current Caltrain organization as well as staff and board members from our partner agencies. Mr. Petty added that Mr. Permut had worked with the Stanford local project center to conduct a comparative review of other commuter railroads in the U.S., as well as international rail properties. Mr. Permut was also working to develop an initial set of recommendations that would focus on a number of areas including service delivery options, how the services contracted and delivered, and how Caltrain delivered capital projects. Mr. Permut further recommended near-term governance options, which would include things like board processes and procedures and long-term governance options which would look at big macro picture governance changes, and organizational issues, looking at capacity and skills and scaling. Mr. Petty said that Mr. Permut was working to develop those memos and would like to move forward in the late spring.

Chair Peskin expressed how important getting the railway project done right was to multiple counties and to San Francisco's downtown extension (DTX) project and how the failure to open the Transbay Transit Center has become the source of national embarrassment. He further emphasized the necessity of establishing an appropriate entity of governance – perhaps Caltrain rather than Transbay Joint Powers Authority (TJPA) – to deliver the multibillion dollar DTX.

Executive Director Chang expressed appreciation for Chair Peskin commenting on the importance of Caltrain and for Caltrain Director Hartnett for keeping these megaprojects on track. She also commented that the business plan funding protocol enacted by the participating counties was working very well and high-speed rail investment in the DTX was understood to be still secure in the near term and that efforts would be made for future funding of high speed rail. Ms. Chang also noted that Prop K funds used to fulfill San Francisco's annual local contribution to Caltrain capital improvements would run out in the next five year period, but that a potential 1/8-cent sales tax authorized by Senator Jerry Hill could dedicate more funding to Caltrain for the long term. Ms. Change noted that Caltrain was looking toward a potential 2020 ballot measure.

Chair Peskin expressed that there was a real partnership between the three counties with every county official throughout the corridor pushing to get electrification federally funded. He emphasized the necessity of getting a strong governance and management structure established to make it the best railroad it can be and to get the downtown extension, a process that will require open and candid conversation.

Mr. Hartnett thanked the Board, Director Chang, and staff for the support in getting federal funding for Caltrain electrification, and quoted Chair Peskin's saying, "when the plan is done, we have to socialize it," agreeing to the need for open and candid conversation.

Chair Peskin noted that Commissioner Walton would soon be serving on the Caltrain Board.

Mr. Hartnett expressed appreciation in having met and spoken with Commissioner Walton and his upcoming membership on the Peninsula Corridor Joint Powers Board and looked forward to working with the commissioner.

During public comment Roland Lebrun addressed the Board, commenting that the bidder chosen through the contracting process for Caltrain Positive Train Control project was insufficient and said he would make an appeal at the Caltrain CAC to resubmit a previous proposal from 2015.

Christopher Peterson addressed the Board and asked for Caltrain to consider a second rail crossing under the Bay.

After public comment, Chair Peskin explained that Mr. Peterson was the long-time general counsel of the California Coastal Commission and was now enjoying his retirement and transportation activism and congratulated him on his retirement.

11. Update on the Transbay Transit Center Girder Fractures and the Study of Governance, Management, Oversight and Delivery of the Downtown Extension – INFORMATION

Dennis Turchon, Senior Construction Manager at the Transbay Joint Powers Authority, and Eric Cordoba, Deputy Director for Capital Projects, presented the item.

Chair Peskin asked if the welding access hole was the source of the fabrication problem.

Mr. Turchon answered that they were waiting for the final results from the lab, LPI Inc. to determine the answer.

Chair Peskin expressed the working theory was that the welding access hole caused the problem.

Mr. Turchon reiterated that the conclusion from the final lab report would be needed to confirm the cause.

Chair Peskin asked how the Transbay Joint Powers Authority (TJPA) was doing in paying back the quarter of a billion dollar loan that the San Francisco Board of Supervisors approved.

Mr. Turchon expressed that he could take that question back to the TJPA executive director to provide the information, as he only possessed construction information on hand.

Chair Peskin asked for a future report of the repayment information.

During public comment Jim Patrick urged the Board to resume design for the DTX and to no longer delay the project citing cost escalation and stating that the suspension of funds was a mistake.

Chair Peskin commented that if the agency repeated the mistakes made in Phase 1 by giving TJPA more money, it would be the definition of insanity.

Jim Hass, member of Friends of DTX, urged the agency to move forward soon on projects related to the DTX such as Pennsylvania Avenue and the 22nd Street Station Study, and urged timely completion of the governance study.

Roland Lebrun commented that he had suggested structural health monitoring five months prior and nothing had been done, which he felt was irresponsible if bus operations were to resume. He then commented on the Request for Proposals process.

After public comment, Executive Director Chang addressed the comments made by Mr. Lebrun, Mr. Hass, and Mr. Patrick, clarifying that the agency did comply with its procurement policy and

that the 30 percent design, though important work, was not the critical path for delivering DTX, and that the six month pause was necessary to establish confidence from existing and future funders. She also talked about the different funding programs the DTX was expecting to receive funding from.

Commissioner Haney asked Director Chang about whether the DTX report might leave uncertainty about next steps and how to continue to move forward with the project.

Executive Director Chang answered that any recommendation the agency would make would need a consensus of all the stakeholders involved. She stated that, working in conjunction with the City and County, Caltrain, and the California High Speed Rail Authority, the agency was working to address the Fourth and King northern Caltrain terminus functions issue and that none of that work was being held back by the suspension of 30 percent design.

Other Items

12. Introduction of New Items – INFORMATION

There were no new items introduced.

13. Public Comment

During public comment Roland Lebrun discussed the Governor's State of the State speech regarding capacity issues related to high speed rail and the future Transbay tunnel.

14. Adjournment

The meeting was adjourned at 11:52 a.m.



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RESOLUTION REAPPOINTING MYLA ABLOG AND APPOINTING SOPHIA TUPUOLA
AND RANYEE CHIANG TO THE CITIZENS ADVISORY COMMITTEE OF THE SAN
FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are three open seats on the CAC resulting from two members term expirations and a member's suspension due to excessive absences per the CAC's By-Laws; and

WHEREAS, At its March 12, 2019 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended reappointing Myla Ablog and appointing Sophia Tupuola and Raynee Chiang to serve on the CAC for a period of two years, with final approval to be considered at the March 19, 2019 Board meeting; now therefore, be it

RESOLVED, That the Board hereby reappoints Myla Ablog and appoints Sophia Tupuola and Raynee Chiang to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

Date: March 12, 2019
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 03/12/19 Board Meeting: Appointment of Up to Three Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are three open seats on the CAC requiring Board action. The vacancies are the result of the term expirations of Myla Ablog (District 5 resident) and Chris Waddling (District 10 resident) and the automatic membership termination of Peter Sachs (District 4 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. There are currently 54 applicants, in addition to Ms. Ablog who is seeking reappointment, to consider for the open seats.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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DISCUSSION

Background.

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

Procedures.

The selection of each member is approved at-large by the Board, however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Matrix of CAC Members

Attachment 2 – Matrix of CAC Applicants

Enclosure 1 – CAC Applications

Attachment 1 (Updated 2.28.19)

CITIZENS ADVISORY COMMITTEE ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Chris Waddling	M	NP	10	Silver Terrace	Neighborhood	Dec 12	Dec 18
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 19
Peter Sachs	M	NP	4	Outer Sunset	Environmental, Labor, Public Policy	Jul 15	Jul 19
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 20
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 19	Dec 21

A – Asian

AA – African American

AI – American Indian or Alaska Native

C – Caucasian

H/L – Hispanic or Latino

NH – Native Hawaiian or Other Pacific Islander

NP – Not Provided (Voluntary Information)

¹ Shading denotes open seats on the CAC.² Member was automatically suspended due to excessive absences per CAC by-laws as of October 31, 2018.

Attachment 2 (Updated 2.28.19)

APPLICANTS

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1 Myla Ablog	F	Filipina	5	Japantown/ Western Addition	Business, Disabled, Environmental, Neighborhood, Labor, Public Policy, Senior Citizen
2 Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
3 Philip Bailey*	M	C	5	North of Panhandle	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
4 Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
5 Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
6 Ranyee Chiang*	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy
7 Natalie Chyba*	F	C	5	Bernal Heights	NP
8 Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
9 Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
10 Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
11 Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
12 Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
13 Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
14 Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
15 KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
16 Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
17 Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
18 Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
19 John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
20 Ronald Konopaski*	M	NP	1	Richmond	Business, Disabled, Environment, Neighborhood, Senior Citizen
21 Stephen Kubick*	M	C	10	Potrero Hill	Business, Neighborhood, Public Policy
22 Roger Kuo*	NP	NP	3	Financial District	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
23 Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
24 Matthew Laroche*	M	C	4	Outer Sunset	NP
25 John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
26 Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
27 Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
28 Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
29 Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
30 Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
31 Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
32 Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
33 Laura Milvy*	NP	NP	9	Portola	Labor, Neighborhood
34 Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
35 Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
36 Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
37 Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
38 Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
39 Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
40 Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
41 John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
42 Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
43 Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
44 Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
45 Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
46 Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
47 Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
48 Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
49 Eric Tucker*	M	C	10	Vistacion Valley	Business, Environment, Neighborhood, Public Policy
50 Sophia Tupuola*	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
51 Anne Widera*	F	NP	10	Potrero Hill	Business
52 Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy

Name		Gender	Ethnicity	District	Neighborhood	Affiliation/Interest	
53	Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy	
54	Bozhao Yu*	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy	
55	Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	
A – Asian		AA – African American	AI – American Indian or Alaska Native		C – Caucasian	H/L – Hispanic or Latino	
		NH – Native Hawaiian or Other Pacific Islander		NP – Not Provided (Voluntary Information)			

*Applicant has not appeared before the Board.

RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 147 (BURKE)
AND AB 1286 (MURATSUCHI) AND A SUPPORT IF AMENDED POSITION ON ASSEMBLY
BILL 1142 (FRIEDMAN)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on AB 147 (Burke) and AB 1286 (Muratsuchi) and a support if amended position on AB 1142 (Friedman); and

WHEREAS, At its March 12, 2019 meeting, the Board reviewed and discussed AB 147 (Burke), AB 1286 (Muratsuchi), and AB 1142 (Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts support positions on AB 147 (Burke) and AB 1286 (Muratsuchi) and a support if amended position on AB 1142 (Friedman); and be it further

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

Attachment: Table 1

San Francisco County Transportation Authority

State Legislation – March 2019

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

Since last month, many new bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22nd was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to you at future meetings as it becomes available.

Staff is recommending two new support positions on Assembly Bill (AB) 147 (Burke) and AB 1286 (Muratsuchi) and one new support if amended position on AB 1142 (Friedman) as shown in **Table 1**, which also includes several new bills to watch. The Board does not need to take an action on legislation recommended to watch. **Table 2** shows the status of bills on which the Board has already taken a position this session. Several other bills are anticipated to be considered by the Vision Zero Committee at its March 14 meeting and if recommended for a position, these bills will be included on the agenda for the March 19 Board meeting.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 147 Burke D	<p>Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.</p> <p>This bill would provide that a marketplace facilitator is considered the seller and retailer for each sale facilitated through its marketplace. The bill would provide a marketplace facilitator relief from liability for the tax on a retail sale in specified circumstances.</p> <p>This bill is sponsored by California State Treasurer Fiona Ma, and is intended to establish a set of tax collection rules consistent with the recent <i>South Dakota v. Wayfair</i> decision, whereby the U.S. Supreme Court established that states may charge taxes on purchases made from out-of-state sellers, even if the seller does not have a physical presence in the taxing state. The California Department of Tax and Fee Administration estimate that this bill will result in net state and local revenue gains of \$297 million in FY 2019-20 and \$462 million in FY 2020-21. The League of California Cities is on record in support of this bill, and <u>the MTC Legislation Committee</u> is staff <u>are</u> recommending that their commission take a support position as well.</p> <p>We have spoken with the Office of the Treasurer & Tax Collector about any potential impacts of this legislation on San Francisco’s “Wayfair” sales tax, implemented through the cannabis tax. They see no conflicts between this bill and the local San Francisco tax, and believe that making the calculation of taxes simpler at the state level may help ensure compliance locally.</p>

Watch	AB 380 Frazier D	<p>Office of the Transportation Inspector General.</p> <p>This bill would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General, as an independent office that would not be a subdivision of any other department. The Office would be charged with ensuring that state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.</p> <p>The Transportation Authority, SFMTA, and other local and regional agencies would be subject to oversight and potential audits per this bill. We will monitor the bill's development, engage with our partner agencies to provide comments to the author, and report on any additional potential impacts to San Francisco.</p>
Watch	AB 659 Mullin D	<p>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</p> <p>This bill would establish a grant program designed to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. It would be funded by up to \$10 million from Proposition 1B (state bond program) or another source identified by the California Transportation Commission.</p> <p>Assembly member Mullin introduced a similar bill in last year's session, which the Transportation Authority Board was watching. It did not pass out of committee.</p>
Support if Amended	AB 1142 Friedman D	<p>Strategic Growth Council: transportation pilot projects: regional transportation plans.</p> <p>This bill would make two type of changes. First, it would require that the Strategic Growth Council, in consultation with the State Air Resources Board, fund pilot projects that reduce vehicle miles traveled to support the planning and development of sustainable communities. Second, the bill would also revise the required indicators that must be addressed by regional transportation plans (such as Plan Bay Area) to include the number of trips provided by transportation network companies (such as Uber and Lyft), and to include measures of the barriers to transit usage, such as insufficient parking availability and lack of microtransit.</p> <p><u>We recommend that the bill be amended to include “lack of safe pedestrian and bicycle access” and “lack of transit-supportive land uses” as barriers to transit usage that must be measured in regional transportation plans.</u></p>

Watch	AB 1277 Obernolte R	<p>Major transportation infrastructure construction projects: oversight committees.</p> <p>This bill would require a public agency undertaking a publicly funded major transportation infrastructure construction project with a cost of \$500,000,000 or more to form an oversight committee, subject to applicable open meeting laws, and to develop and use risk management plans throughout the course of the project. The bill would require that the committee act as the authority for critical decisions regarding the project, and have sufficient staff to support decision making.</p>
Support	AB 1286 Muratsuchi D	<p>Shared mobility devices: agreements.</p> <p>This bill would require that shared mobility providers, such as scooter-share or bike-share companies, enter into agreements with a jurisdiction before distributing shared-mobility devices within the jurisdiction. The required agreement would require that the provider maintain general liability insurance, and would prohibit the provider from including in their user agreements any provision by which the user would wave their legal rights. This bill would also require the jurisdiction adopt safety rules regarding the use of the shared mobility devices before the devices are made available to the public by a provider.</p> <p>Right now the bill sets no time limit for a jurisdiction to act. We would propose reaching out to the author to express our support for this feature and convey our concerns about any future amendment that would allow a shared mobility provider to proceed with distribution of their devices if a jurisdiction has not acted within a certain timeframe.</p> <p>The SFMTA, in coordination with other city agencies, is engaging with the bill sponsor to fine tune the language. We will provide an update to the Board on March 12 if more information is available.</p>

Table 2. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status (as of 3/1/2019)
Support	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Assembly Transportation
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Senate Transportation

RESOLUTION ALLOCATING \$560,000 IN PROP K SALES TAX FUNDS, WITH
CONDITIONS, FOR THE 20TH AVENUE NEIGHBORWAY PROJECT

WHEREAS, The Transportation Authority received one request from the San Francisco Municipal Transportation Agency (SFMTA) for a total of \$560,000 in Prop K local transportation sales tax funds for the 20th Avenue Neighborway Project, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The SFMTA is requesting funds from the Prop K Expenditure Plan Bicycle Circulation/Safety category for the subject request; and

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

WHEREAS, The request is consistent with the 2019 Prop K Strategic Plan and the relevant 5YPP; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended allocating a total of \$560,000 in Prop K funds, with conditions for the 20th Avenue Neighborway project, as described in Attachment 3 and detailed in the attached allocation request form, which includes staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2018/19 budget to cover the proposed actions; and

WHEREAS, At its February 27, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation;



now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$560,000 in Prop K funds, with conditions, for the 20th Avenue Neighborway project as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachments:

1. Summary of Application Received
2. Project Description
3. Staff Recommendation
4. Prop K Allocation Summary – FY 2018/19
5. Prop K/Prop AA Allocation Request Forms (1)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase	Leveraging		Phase Requested	District
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase ⁴		
Prop K	39	SEMTA	20th Avenue Neighborhood	\$ 560,000	\$ 1,422,000	28%	61%	Construction	4
			TOTAL	\$ 560,000	\$ 1,422,000	28%	61%		

Footnotes

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

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Description ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	20th Avenue Neighborway	\$560,000	Funds will be used to construct bicycle and pedestrian safety improvements along a 1.9 mile segment of 20th Avenue, between Golden Gate Park and Stern Grove. The project will upgrade existing sharrows to designated bike lanes, generally southbound between Lincoln Way and Quintara Street, and northbound between Wawona and Quintara streets. The project also includes installing a bike signal at Lincoln Way and 20th Avenue, traffic circles at Kirkham St/20th Avenue and Ulloa St/20th Avenue, a bulbout and rectangular rapid flashing beacon at Judah St and 20th Avenue, speed humps, daylighting intersections, and other safety and traffic calming measures. Due to conversion of angled parking to parallel parking, signal improvements, and daylighting intersections, the project will remove 38 parking spaces. City crews will construct the project. SFMTA anticipates completing the project by June 2020.
TOTAL			\$560,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendation ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendation
39	SFMTA	20th Avenue Neighborway	\$ 560,000	Quarterly progress reports shall include anticipated milestones for the upcoming quarter.
TOTAL			\$560,000	

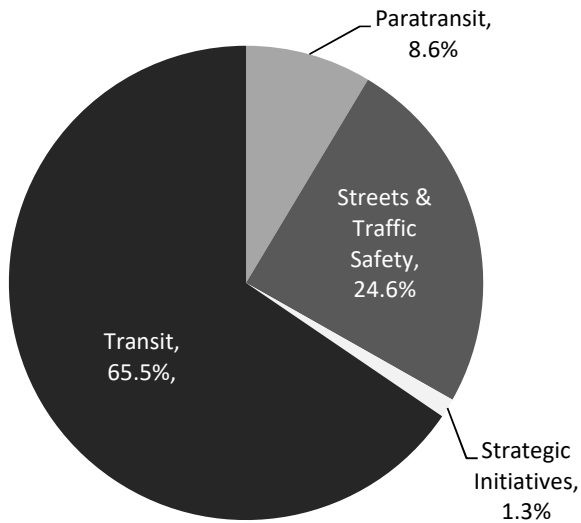
¹ See Attachment 1 for footnotes.

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

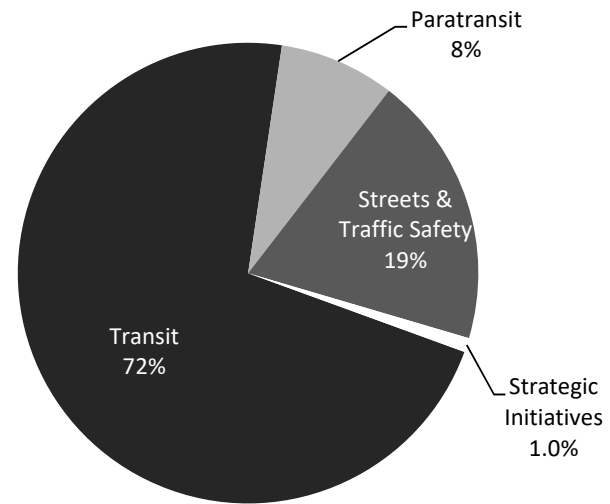
PROP K SALES TAX							
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24
Prior Allocations	\$ 85,621,612	\$ 34,090,507	\$ 27,664,999	\$ 19,378,931	\$ 3,918,112	\$ 569,063	\$ -
Current Request(s)	\$ 560,000	\$ -	\$ 560,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 86,181,612	\$ 34,090,507	\$ 28,224,999	\$ 19,378,931	\$ 3,918,112	\$ 569,063	\$ -

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



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	20th Avenue Neighborway
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Bicycle Circulation/Safety
Current Prop K Request:	\$560,000
Supervisory District(s):	District 04

REQUEST

Brief Project Description

Bicycle and pedestrian safety improvements along a 1.9 mile segment of 20th Avenue, between Golden Gate Park and Stern Grove. The project proposes upgrading existing sharrows to designated bike lanes, generally southbound between Lincoln Way and Quintara street, and northbound between Wawona and Quintara streets. The project also includes installing a bike signal at Lincoln Way and 20th Avenue, speed humps, daylighting intersections, among other safety and traffic calming measures. The project includes converting some angled parking to parallel parking.

Detailed Scope, Project Benefits and Community Outreach

20th Avenue is a neighborhood street with existing sharrows indicating it is a bikeway. The proposed project scope will improve upon these sharrows by improving the bike facilities and slowing down vehicle traffic to make this bikeway more useable for more vulnerable populations and reduce the number of traffic collisions, thereby helping the City meet its goal of Vision Zero. The project connects Golden Gate Park, across the high volume Lincoln Way, south to Stern Grove, a 1.9 mile segment between Lincoln Way and Wawona Street. Along the corridor, there are intersections with key business districts including Irving and Taraval streets.

The SFMTA is proposing to improve this bikeway with uphill bike lanes, generally southbound between Lincoln and Quintara and northbound between Wawona and Quintara. In addition to the bike lanes, two speed humps are recommended per block to help calm traffic on this Sunset Neighborhood bike corridor. A bulb out on the northwest corner and rectangular rapid flashing beacon are planned for the intersection of 20th Avenue at Judah Street to shorten the crossing distance and improve pedestrian visibility. Additionally, the SFMTA is daylighting intersections to improve visibility, installing a bike signal at 20th Avenue and Lincoln Way and installing two traffic circles at the 20th Avenue intersections of Kirkham Street and Ulloa Street. In total, due to conversion of front in angled parking to back in angled parking, conversion of front in angled parking to parallel parking, red zones and the signal improvements at Lincoln Way, the project will remove approximately 38 parking spaces. SFMTA proposes to implement these changes to accommodate the bicycle facility on 20th Avenue, to align with engineering best practices and to improve safety for the street's most vulnerable users.

The SFMTA conducted outreach for the project, receiving input and recommendations to make 20th Avenue a more accommodating street. During the summer of 2017, SFMTA staff tabled on Irving Street and Larsen Park, introducing the project and receiving general feedback on improvements people would like to see in the future. Additionally, SFMTA staff led two Open Houses- April 12 and August 2, 2018. The first Open House was an introduction to the project and staff presented two general alternatives for improvements. The second Open House honed in on a preferred option for improvement and shared it with the public. In addition to the tabling and open houses, staff presented the project to Outer Sunset Merchants' Association on two occasions, reached out to People of Parkside Sunset and went door-to-door talking with businesses near the 20th Avenue and Irving Street intersection. Overall, community-members have demonstrated strong support for proposed changes on 20th Avenue.

For more information, please visit: <https://www.sfmta.com/projects/20th-avenue-neighborway-project>

Project Location

20th Avenue between Lincoln Way and Wawona Street

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$560,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	20th Avenue Neighborway
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2017	Jan-Feb-Mar	2018
Environmental Studies (PA&ED)	Jul-Aug-Sep	2018	Oct-Nov-Dec	2018
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2018	Apr-May-Jun	2019
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2019		
Operations				
Open for Use			Apr-May-Jun	2020
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2020

SCHEDULE DETAILS

Environmental review completion December 2018
SFMTA Board approval anticipated March 19, 2019

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	20th Avenue Neighborway
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$0	\$560,000	\$0	\$560,000
PROP A GENERAL OBLIGATION BOND	\$0	\$172,952	\$0	\$172,952
PROP B POPULATION BASELINE GENERAL FUND	\$0	\$292,000	\$0	\$292,000
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3	\$0	\$397,048	\$0	\$397,048
Phases in Current Request Total:	\$0	\$1,422,000	\$0	\$1,422,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$560,000	\$0	\$560,000
TRANSPORTATION DEVELOPMENT ACT ARTICLE 3	\$0	\$397,048	\$0	\$397,048
PROP B POPULATION BASELINE GENERAL FUND	\$0	\$292,000	\$150,000	\$442,000
PROP A GENERAL OBLIGATION BOND	\$0	\$172,952	\$252,000	\$424,952
Funding Plan for Entire Project Total:	\$0	\$1,422,000	\$402,000	\$1,824,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000	\$0	Actual costs
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$252,000	\$0	Actual costs + cost to complete

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Construction	\$1,422,000	\$560,000	Estimate based on previous work
Operations	\$0	\$0	
Total:	\$1,824,000	\$560,000	

% Complete of Design:	90.0%
As of Date:	01/16/2019
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	SFPW	SFMTA
Construction		
Materials	\$91,600	\$133,700
Labor	\$366,400	\$498,000
Construction Contingency (20%)	\$91,600	\$126,300
Construction Subtotal	\$549,600	\$758,000
Construction Support (20%)		\$113,700
City Attorney Fee		\$500
TOTAL CONSTRUCTION PHASE (rounded)		\$1,422,000

Construction Materials (estimated costs include SFMTA Labor and Materials and SFPW Labor and Materials)	Unit Cost	# Units	Total
Traffic Circles	\$ 130,000	2	\$ 260,000
Speed Humps	\$ 8,000	21	\$ 168,000
Delineators	\$ 100	10	\$ 1,000
Signs	\$ 300	10	\$ 3,000
Parking Meters (Remove)	\$ 300	9	\$ 2,700
Striping			\$ 407,035
Bike Signal and Rapid Flashing Beacon			\$ 247,900
Contingency (20%)			\$ 217,927
CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL			\$ 1,307,600

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	20th Avenue Neighborway
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$560,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$560,000	Total Prop AA Recommended:	\$0

SGA Project Number:	139-xx	Name:	20th Avenue Neighborway
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
Phase:	Construction	Fundshare:	39.38

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-139	\$0	\$560,000	\$0	\$0	\$0	\$560,000

Deliverables

1. Quarterly progress reports (QPRs) shall describe the work performed, anticipated milestones in the upcoming quarter, and contain 2-3 photos of work in progress or completed, in addition to the standard requirements for QPRs. See Standard Grant Agreement for details.

Special Conditions

1. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	60.62%	No Prop AA
Actual Leveraging - This Project	69.3%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2018/19
Project Name:	20th Avenue Neighborway
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$560,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement
ML

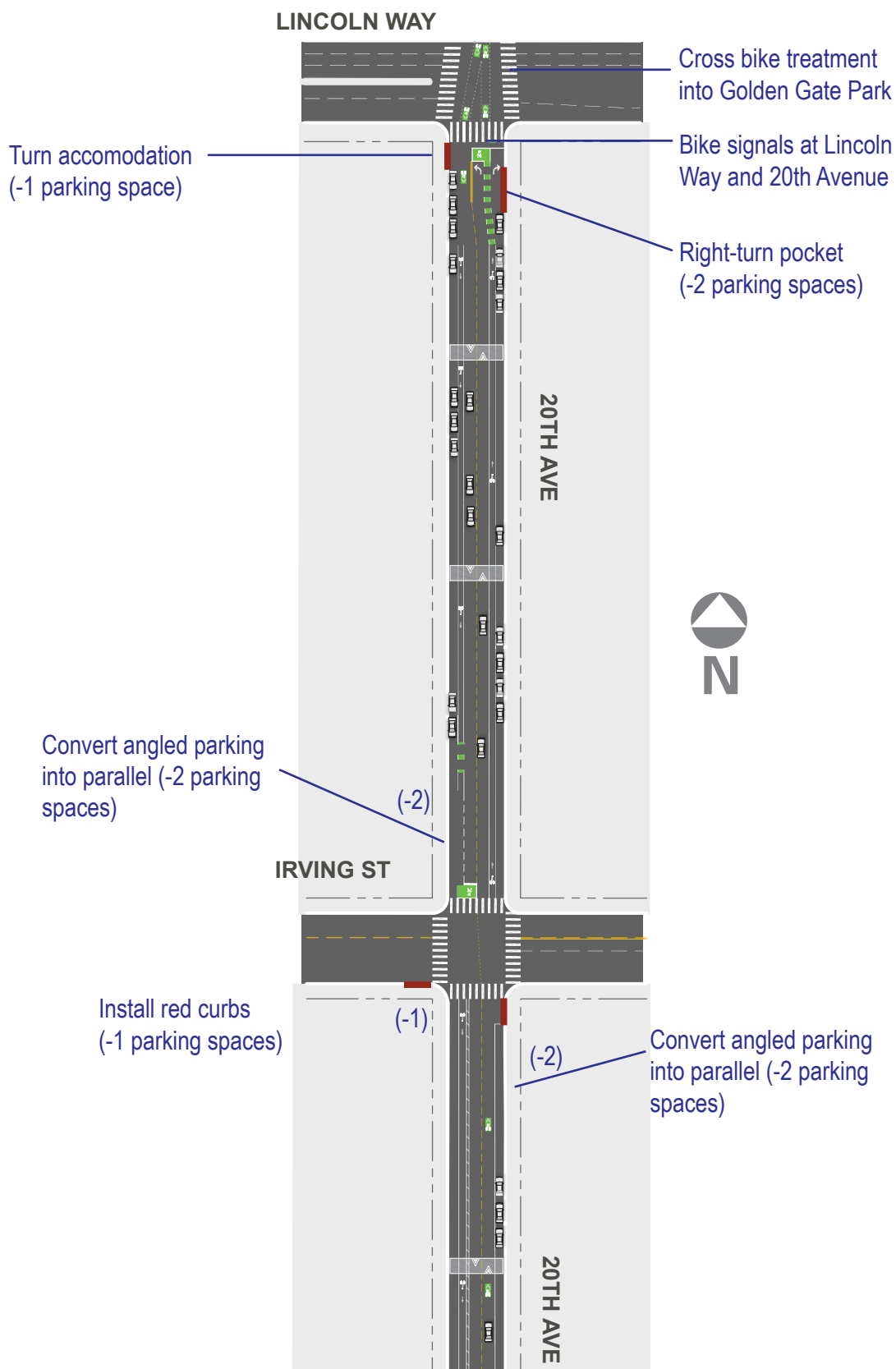
CONTACT INFORMATION

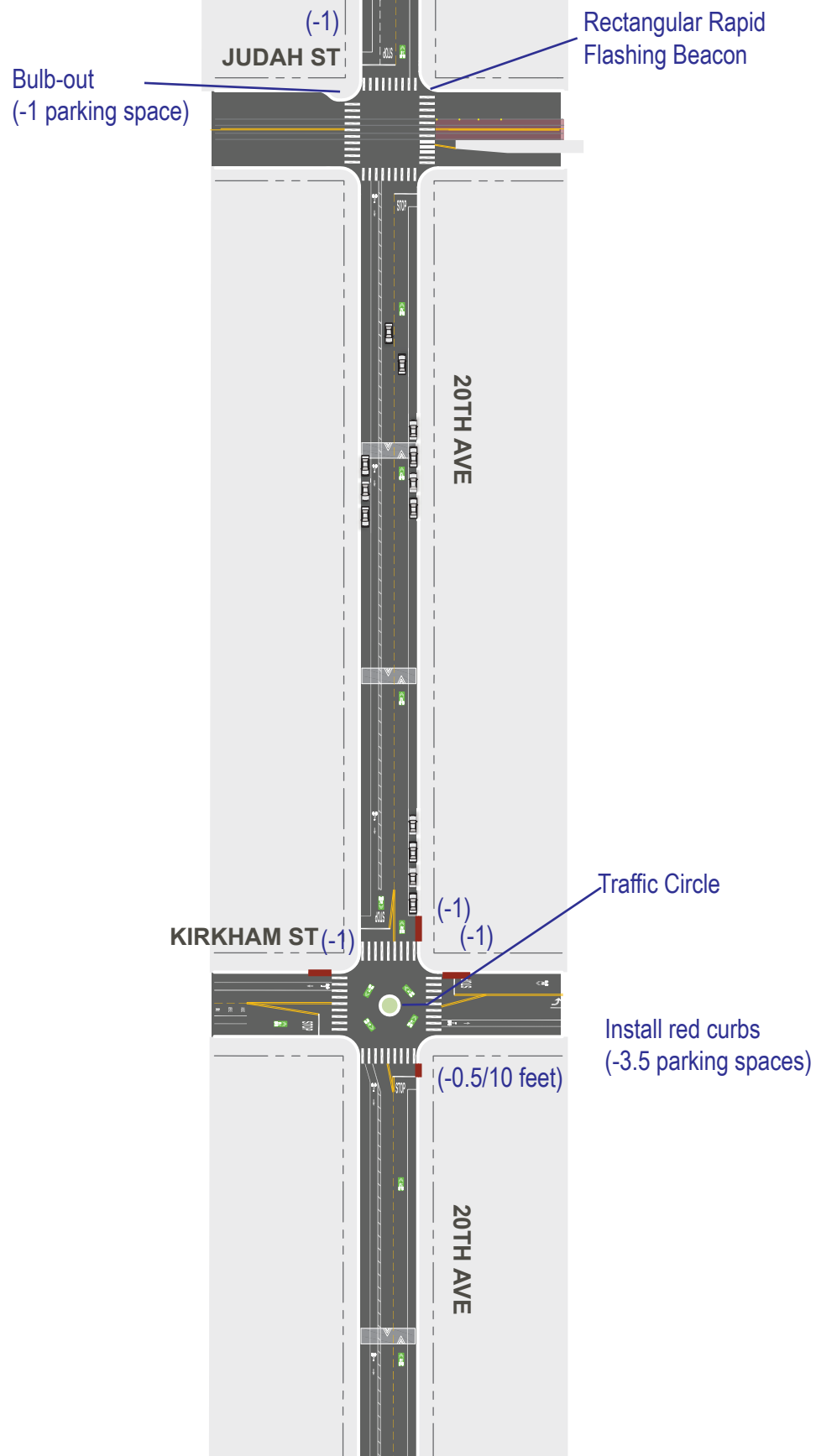
	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:		Grants Procurement Manager
Phone:	(415) 701-5228	(415) 646-2520
Email:	matt.lasky@sfmta.com	joel.goldberg@sfmta.com



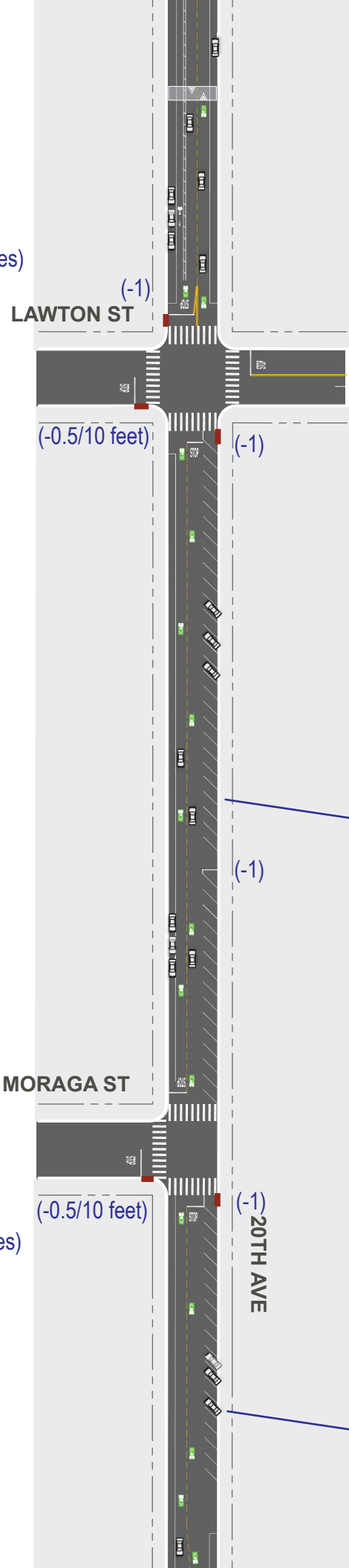
20th Avenue Proposed

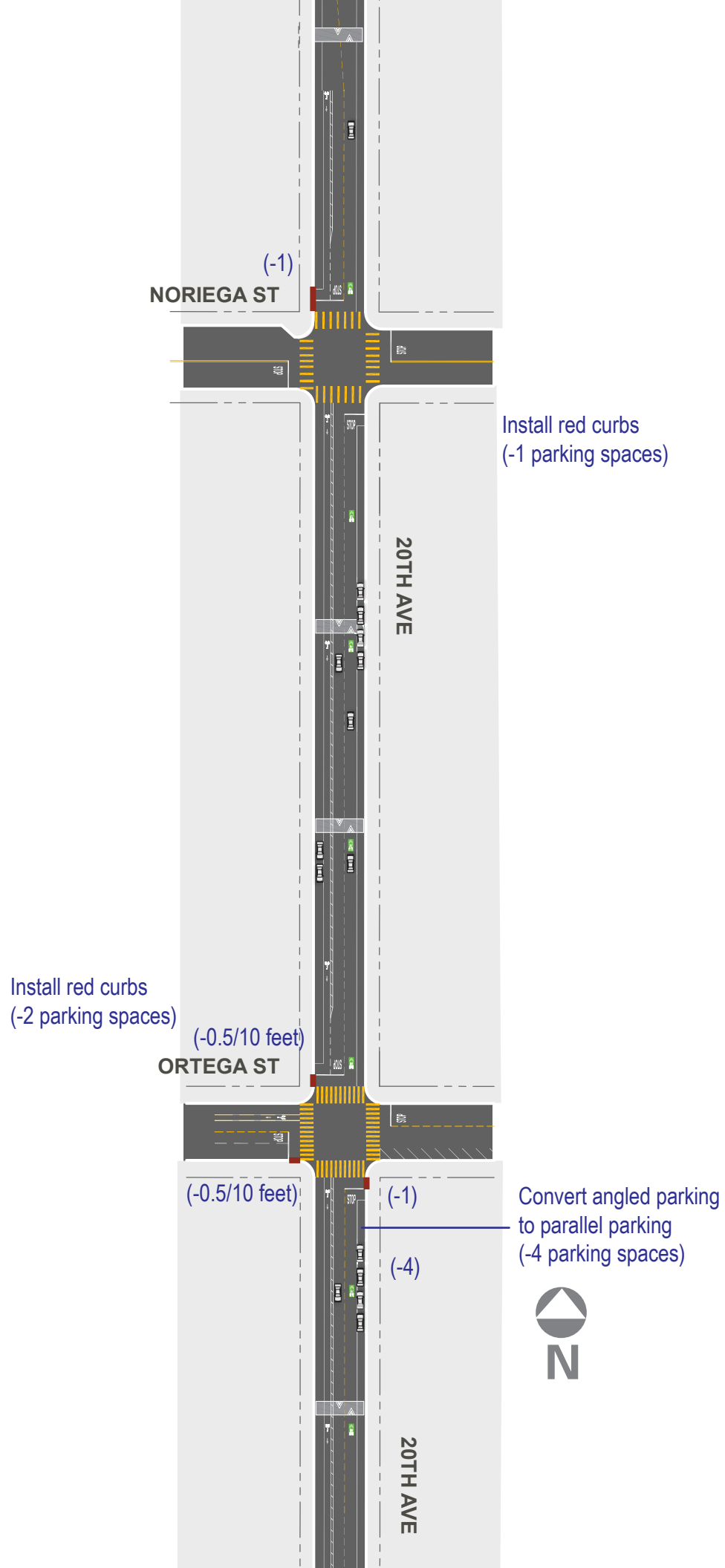
*For illustrative purposes only

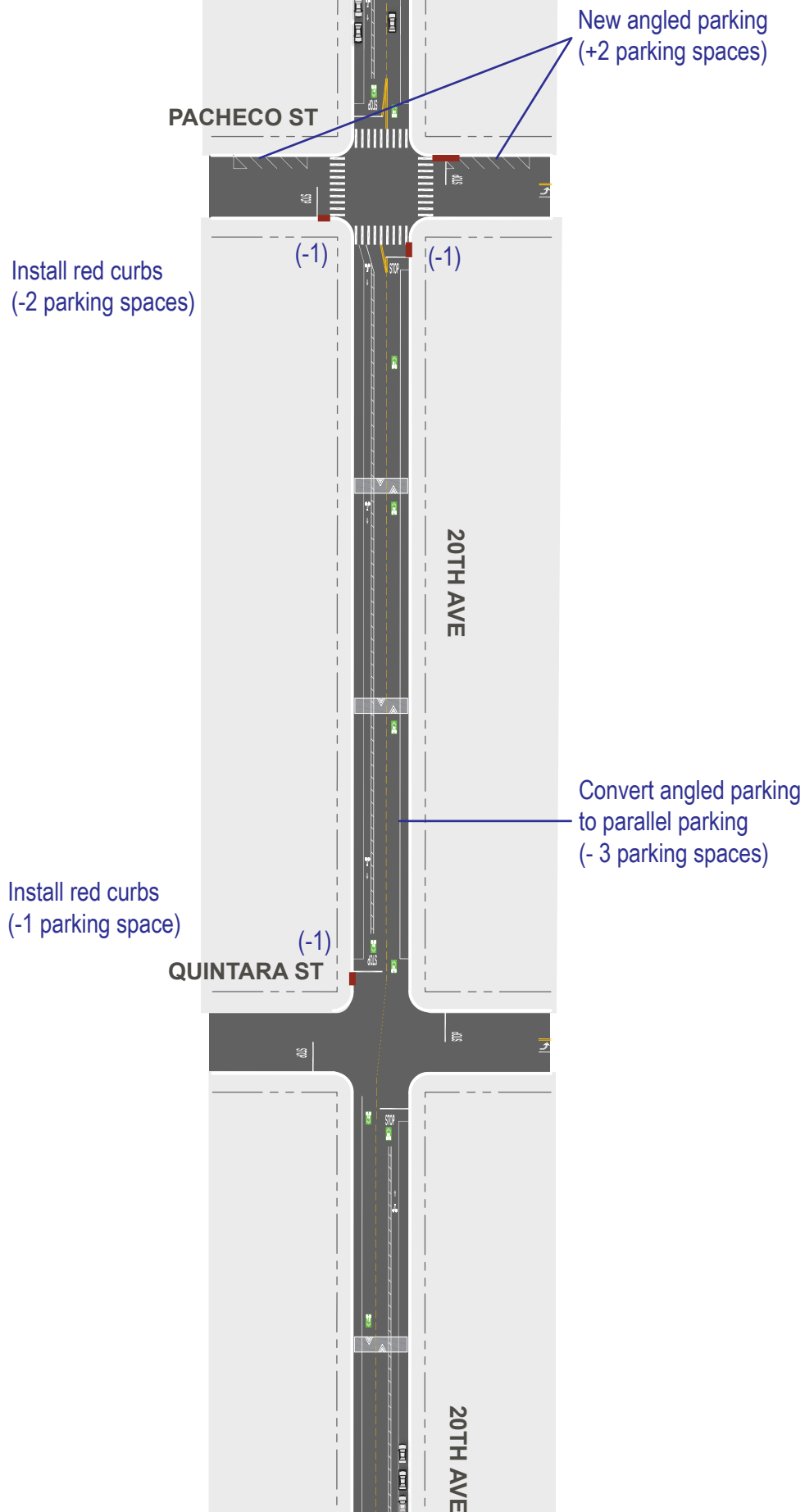




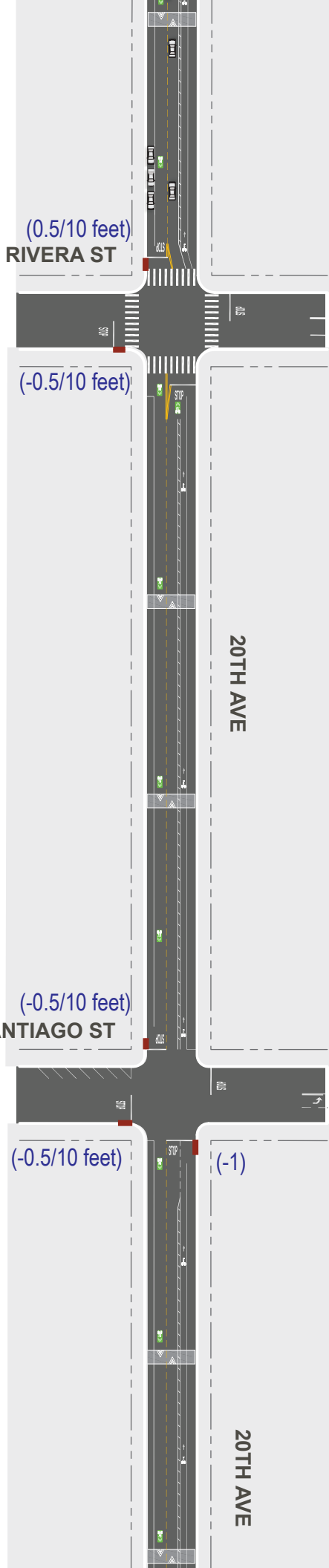
Install red curb
(-2.5 parking spaces)







(0.5/10 feet)
 RIVERA ST
 Install red curbs
 (-1 parking spaces)



(-0.5/10 feet)

(-0.5/10 feet)
 SANTIAGO ST

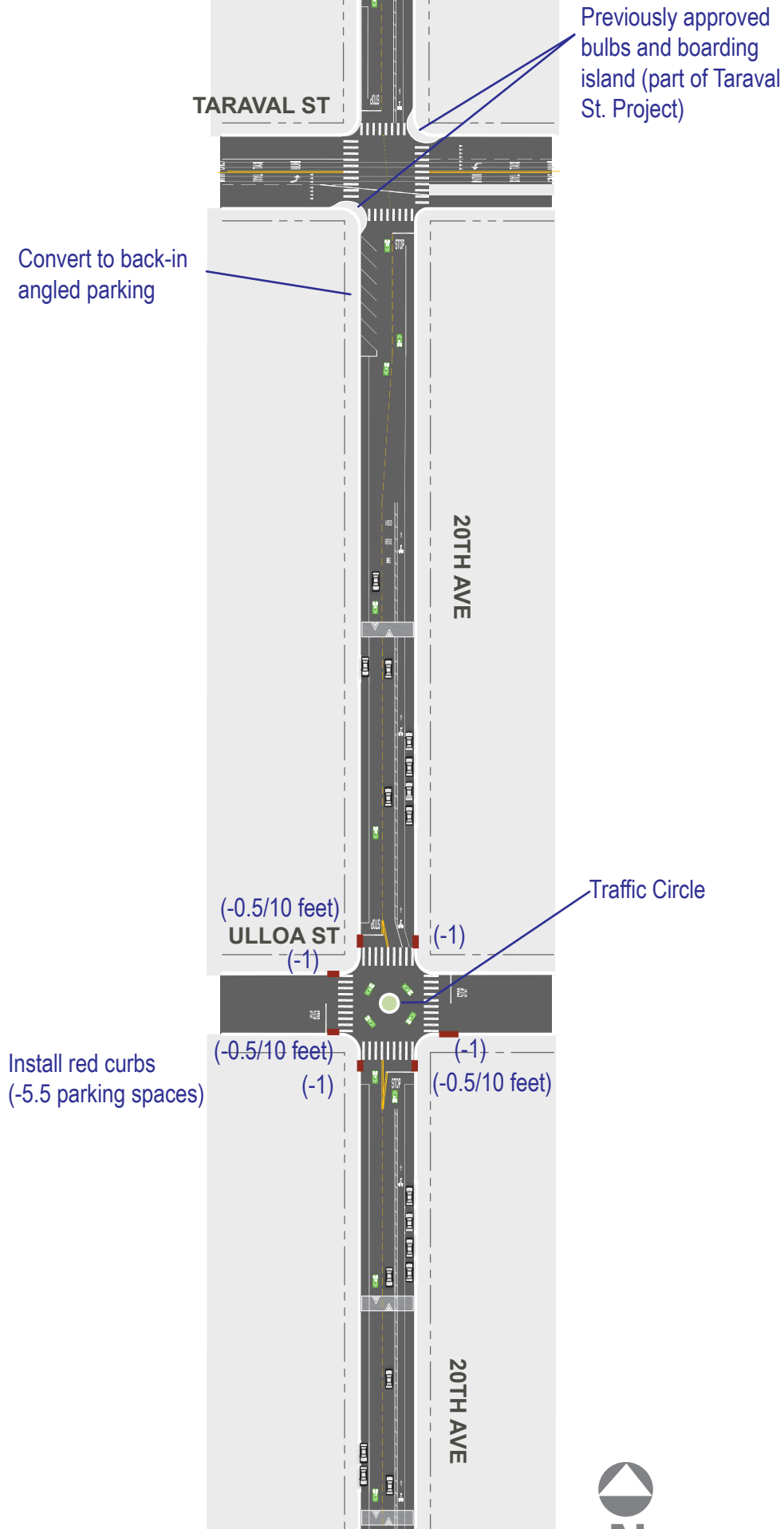
(-0.5/10 feet)

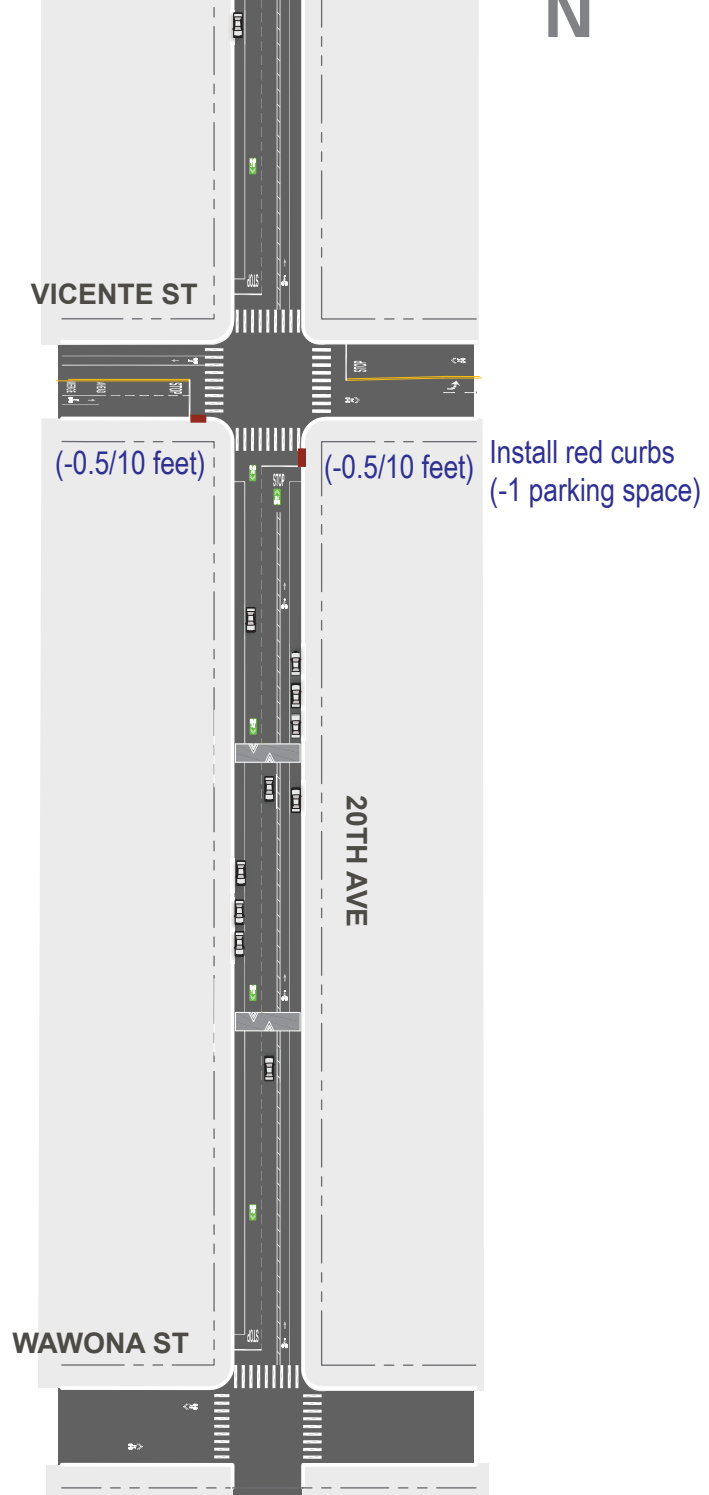
(-1)

Install red curbs
 (-2 parking spaces)

20TH AVE

20TH AVE





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

Rectangular Rapid Flashing Beacon





Memorandum

Date: February 15, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 03/12/2019 Board Meeting: Allocate \$560,000 in Prop K Sales Tax Funds, with Conditions, for the 20th Avenue Neighborway Project

RECOMMENDATION ☐ Information ☒ Action

Allocate \$560,000 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for one request:

1. 20th Avenue Neighborway (\$560,000)

SUMMARY

We are presenting a request from the SFMTA for \$560,000 in Prop K funds to the Board for approval. Attachment 1 provides summary information, including requested phase and supervisorial district. Attachment 2 provides a brief description of the project. Attachment 3 contains the staff recommendation.

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

DISCUSSION

Attachment 1 summarizes the subject allocation request, 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 the project. Attachment 3 summarizes the staff recommendation for the request. An Allocation Request Form for the project is attached, with more detailed information on scope, schedule, budget, and funding.

FINANCIAL IMPACT

The recommended action would allocate \$560,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year (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 action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Application Received

Attachment 2 – Project Description

Attachment 3 – Staff Recommendation

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

Attachment 5 – Prop K/AA Allocation Request Form (1)

RESOLUTION AMENDING THE 2017 PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements, and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included policies for the administration of the program; screening and prioritization criteria; and a 5YPP for each programmatic category covering Fiscal Years 2017/18 to 2021/22, programming \$20.8 million in Prop AA funds to 12 projects, and

WHEREAS, The Strategic Plan policies state that “Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for Prop AA projects”, and



WHEREAS, Transportation Authority staff worked with project sponsors, namely San Francisco Public Works and the San Francisco Municipal Transportation Agency, to update the status of six projects listed in Attachment 1 that have not or do not anticipate requesting allocation of funds in the year of programming (i.e., Fiscal Years 2017/18 or 2018/19), and

WHEREAS, The staff recommendation shown is to delay programming and update scope, schedule, cost and funding information for the six projects as summarized in Attachment 1 and detailed in the revised Project Information Forms included in Attachment 2, and

WHEREAS, Based on the staff recommendation, the amended 2017 Prop AA Strategic Plan programming would be as shown in Attachment 3, and

WHEREAS, The Transportation Authority anticipates releasing a Prop AA call for projects in late March 2019, making up to \$3.55 million available for projects with funds primarily available from a reserve in the street resurfacing category for a mid-cycle call for projects, and to a lesser degree from a slight increase in revenues, accrued interest, and a one-time release of unused administrative funds; and

WHEREAS, As part of the Strategic Plan amendment, Transportation Authority staff recommends adding a new screening and prioritization criteria to give priority to projects that directly benefit disadvantaged populations shown in Attachment 3, consistent with recent Transportation Authority Board updates to the prioritization criteria for the Transportation Fund for Clean Air and the San Francisco Lifeline Transportation Program, and

WHEREAS, At its February 27, 2019 meeting, the Citizens Advisory Committee considered the subject amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the amendment to the

2017 Prop AA Strategic Plan as detailed in the Attachments 1 through 4.

Attachments (4):

1. Proposed 2017 Prop AA Strategic Plan Amendment – Programming Revisions
2. Prop AA Project Information Forms (6)
3. Proposed 2017 Prop AA Strategic Plan Amendment – Programming and Allocations
4. Prop AA Screening and Prioritization Criteria – Proposed Revisions

Attachment 1
Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions

District	Project Name	Phase	Sponsor ¹	Fiscal Year Programmed	Amount	Recommendation
Street Repair and Reconstruction						
2, 5	Geary Boulevard Pavement Renovation	Construction	SFPW	2017/18 <u>2019/20</u>	\$ 2,397,129	Proposed amendment to delay programming of funds to Fiscal Year 2019/20. This pavement renovation project is part of the much larger Geary Bus Rapid Transit Phase 1 (Geary Rapid) project, and its schedule is closely coordinated with transit, sewer, and pedestrian safety improvements. The design phase of the project is nearly complete, with the construction contract anticipated to be advertised in early FY 2019/20. SFPW intends to apply for additional Prop AA street repair funds in the upcoming call for projects to help cover a \$620,000 cost increase from updating construction cost estimates, and a \$370,000 funding gap from shifting funds to other projects. Project is anticipated to be open for use by June 2021, 12 months after initial open for use date.
8, 9, 10	23rd St, Dolores St, York St and Hampshire St Pavement Renovation	Construction	SFPW	2018/19 <u>2019/20</u>	\$ 2,397,129	Proposed amendment to delay programming of funds to Fiscal Year 2019/20. Project leverages Prop K funds, which are programmed in Fiscal Year 2019/20. Project has been delayed due to coordination with the Potrero Roadway Improvement project as this project serves as the second phase of the paving work around Potrero Avenue. Project is anticipated to be open for use by March 2021, 9 months after initial open for use date.
Pedestrian Safety						
10	Potrero Gateway Loop (Pedestrian Safety Improvements)	Design, Construction	SFPW	2017/18 <u>2018/19</u>	\$ 300,000	Proposed amendment to delay programming of funds to Fiscal Year 2018/19 and 2019/20. Project is delayed due to prolonged negotiations with design contractor and coordination with multiple agencies. SFPW may request design funds (\$80,000) by June 2019 and plans to request construction funds (\$220,000) in Fiscal Year 2019/20. Project is anticipated to be open for use by June 2021, 24 months after initial open for use date.
6	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	Construction	SFPW	2017/18 <u>2018/19</u>	\$ 700,000	Proposed amendment to delay programming of funds to Fiscal Year 2018/19. Project is delayed due to coordination with the SFMTA for the bulbouts at Taylor and Turk, which will now be constructed as part of the SFMTA's Safer Taylor project. Project is anticipated to be open for use by December 2020, 24 months after initial open for use date.

Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions

District	Project Name	Phase	Sponsor ¹	Fiscal Year Programmed	Amount	Recommendation
TBD	Bulb-outs at WalkFirst Locations	Design Construction	SFMTA	2018/19 2019/20	\$ 500,000	Proposed amendment to change phase to construction and delay programming of funds to Fiscal Year 2019/20. While initially intended to fund design of additional bulb-outs, SFMTA requests using these funds for the construction phase of up to 41 bulb-outs still under design with a previous Prop AA grant. Potential locations are within Districts 2, 3, 5, 6, 9, 10 and 11 (see Attachment 4 - project information form). Last year SFMTA was informed by SFPW, which is performing the design work, that a number of the proposed locations needed additional design to address sub-sidewalk basement issues. This contributed to the delay and has increased design costs from \$491,757 to \$792,106. The construction cost impact will be known when design is completed at the end of the fiscal year. As part of the 2017 Prop AA Strategic Plan adoption, approved through Resolution 17-45, the Board required SFMTA to obtain concurrence from the relevant district supervisors prior to allocation of Prop AA funds for design.
5	Western Addition Transportation Plan Implementation (Pedestrian Lighting)	Design Construction	SFMTA SFPW	2018/19 2019/20	\$ 986,928	Proposed amendment to delay programming of funds to Fiscal Year 2019/20, change project sponsor to SFPW, and add design as an eligible phase. Project is delayed due to SFMTA focusing on other recommendations from the Western Addition Transportation plan and identifying the appropriate implementing agency for this project. SFPW will be the implementing agency and is requesting a portion of the funds be made available for design (\$100,000) in FY 2019/20. The remaining funds will be used for construction. SFPW will consider applying for additional Prop AA funds in the upcoming call for projects to cover a \$660,000 funding gap to install lighting on three blocks, due to higher construction cost estimates. Project is anticipated to be open for use by June 2021, 15 months earlier than initial open for use date.

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

Project Information Forms



**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Geary Boulevard Pavement Renovation
Implementing Agency:	SFPW
Project Location:	Geary Boulevard from Van Ness Avenue to Masonic Avenue
Supervisory District(s):	District 2 and District 5
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	This project includes demolition, pavement renovation, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Blvd, from Van Ness Ave to Masonic Ave. The average Pavement Condition Index (PCI) score within the project limits is low 50's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The paving scope is planning to join the SFMTA Bus Rapid Transit (BRT) improvements along this corridor.</p> <p>Geary Boulevard is one of the busiest bus corridors west of the Mississippi. Over 52,000 people rely on the 38-Geary local, rapid, and express routes to get where they need to go. However, uneven wait times, overcrowded buses, and inconsistent travel times are a daily reality. These issues persist despite increased service frequency provided by longer 60-foot buses scheduled to run every 2.5 minutes during rush hour and near-term upgrades to bus lanes implemented recently under Muni Forward.</p> <p>To break the cycle and manage crowding, wait times, and traffic congestion, the Geary Bus Rapid Transit (BRT) project proposes upgrades to street design, more accessible bus stops with boarding islands, sidewalk extensions, and traffic signals to make travelling for everyone on the corridor more efficient, safe, and vibrant. There will also be upgrades to water and sewer infrastructure.</p> <p>The requested Prop AA grant will fund the paving scope of work which includes demolition, pavement renovation of 28 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geary Boulevard from Van Ness Avenue to Masonic Avenue.</p> <p><u>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</u></p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>City agencies have engaged residents, community leaders, advocates and merchants all along the corridor throughout design. The Geary BRT Citizens Advisory Committee (GCAC) typically met every two to three months to advise the Transportation Authority throughout the environmental analysis. The GCAC consists of thirteen members, representing corridor and at-large interests. It provides input on refining BRT alternatives, considers project benefits and tradeoffs for all users of the corridor, and has helped to identify a preferred project alternative.</p> <p>As the project moves closer to implementation, the Transportation Authority and SF Municipal Transportation Agency are partnering with the Office of Economic and Workforce Development on five key construction strategies: Pre-construction survey; Business and community advisory committees; Accessibility, way-finding and advertisement; Notifications and project resources; Business technical assistance and support.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco County Transportation Authority (SFCTA): Colin Dentel-Post San Francisco Municipal Transportation Agency (SFMTA): Daniel Mackowski San Francisco Public Utilities Commission (SFPUC) Water: Napoleon Calimlim San Francisco Public Utilities Commission (SFPUC) Sewer: Carol Huang
Type of Environmental Clearance Required:	Categorically Exempt

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)						
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	30%	In-House	Oct-Dec	2015	<u>Apr-Jun</u>	<u>2019</u>
Right-of-way						
Advertise Construction	0%	N/A	<u>Jul-Sep</u>	<u>2019</u>	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	<u>Oct-Dec</u>	<u>2019</u>	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	<u>Apr-Jun</u>	<u>2021</u>

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Geary Boulevard Pavement Renovation
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PROJECT COST ESTIMATE

Phase	Cost	Funding Source by Phase			
		Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$360,300			\$360,300	Engineer's Estimate
Right-of-way	\$0	N/A			
Construction	\$6,300,000	\$2,397,129		\$3,902,871	Engineer's Estimate
TOTAL PROJECT COST	\$6,660,300	\$2,397,129		\$4,263,171	

Percent of Total

36%

64%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			\$719,139	\$1,677,990				\$2,397,129
TOTAL BY FISCAL YEAR	\$0	\$0	\$719,139	\$1,677,990	\$0	\$0	\$0	\$2,397,129

*The 2017 Strategic Plan will program funds in FY's 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$2,397,129		\$2,397,129
General Fund	\$2,913,268		\$360,300	\$3,273,568
TBD (e.g. Prop AA)	\$989,603			\$989,603
TOTAL	\$3,902,871	\$2,397,129	\$360,300	\$6,660,300

Desired Prop AA Programming Year
<u>Fiscal Year 2019/20</u>

Comments/Concerns

Costs are only for the street resurfacing component of the larger BRT project. In order to fully fund the project, SFPW intends to apply for additional Prop AA funds in the upcoming call for projects.

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation
Implementing Agency:	San Francisco Public Works
Project Location:	On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St
Supervisory District(s):	8, 9, 10
Project Manager:	Ramon Kong
Phone Number:	415-554-8249
Email:	ramon.kong@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	This street resurfacing project includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. The average Pavement Condition Index (PCI) score within the project limits is in the mid 50's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Public Works requests a Prop AA grant in Fiscal Year 2018/2019 2019/20 to fund construction of the Dolores St, Hampshire St, 23rd St, and York St Pavement Renovation. The proposed project limits are: On 22nd St from Potrero Ave to Harrison St On 23rd St from Folsom St to Capp St On Cesar Chavez on Ramp from 25th St to Potrero Ave to Hampshire St On Dolores St from Cesar Chavez St to 29th St On Hampshire St from 17th St to Cesar Chavez on Ramp On York St from Mariposa St to 26th St This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project. This is phase II of the street resurfacing around the Potrero area. The paving scope includes demolition, pavement renovation of 37 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. <u>All candidates shown are subject to substitution and schedule changes pending available funding, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</u>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project was coordinated and set to be completed after the multi-agency Potrero Streetscape project, <u>which was completed in May 2018</u> . This is phase II of the street resurfacing around the Potrero area.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Utilities Commission (SFPUC) Sewer: Johnny Wong (415.554.1520); San Francisco Municipal Transportation Agency (SFMTA): Rob Malone (415.701.2430)
Type of Environmental Clearance Required:	Categorically Exempt

**Prop AA Vehicle Registration Fee
Project Information Form**



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

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name:	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	<u>\$464,530</u>			<u>\$464,530</u>	<u>Actual cost and cost to complete</u>
Right-of-way	\$0	N/A			
Construction	<u>\$5,397,129</u>	\$2,397,129	<u>\$3,000,000</u>	<u>\$1,602,874</u>	Early Planning Magnitude of Order Estimate
TOTAL PROJECT COST	\$5,861,659	\$2,397,129	\$3,000,000	\$464,530	
Percent of Total		41%	51%	8%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	Total
Design Engineering (PS&E)						\$0
Construction			<u>\$750,000</u>	<u>\$1,647,129</u>		\$2,397,129
TOTAL BY FISCAL YEAR	\$0	\$0	\$750,000	\$1,647,129	\$0	\$2,397,129

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$2,397,129		\$2,397,129
Prop K		<u>\$3,000,000</u>		<u>\$3,000,000</u>
General Fund	\$2,002,874		\$464,530	\$464,530
TOTAL	\$0	\$5,397,129	\$464,530	\$5,861,659

Desired Prop AA Programming Year

Fiscal Year 2019/20

Comments /Concerns

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Potrero Gateway Loop (Pedestrian Safety Improvements)
Implementing Agency:	San Francisco Public Works
Project Location:	17th St, Vermont St, San Bruno Ave. adjacent to the 101 freeway
Supervisory District(s):	10
Project Manager:	Kelli Rudnick
Phone Number:	415.558.4489
Email:	kelli.rudnick@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	A collection of continuous open spaces along the 101-freeway on Potrero Hill between 17th and 18th Streets, project goals include improving pedestrian and bicycle circulation between neighborhoods, below, and around the freeway; promoting public health, safety, and welfare through creation of open spaces, accessibility improvements, and freeway-adjacent maintenance. Prop AA will fund pedestrian safety improvements at 17th Street & Vermont Street, which is a high-injury location.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals. Please describe how this project was prioritized. Please attach	See word document attached.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>The proposal was initiated by the Potrero Gateway Loop Steering Committee who engaged a landscape architecture firm to lead a 6-month community planning process. In 2013, the neighborhood formed a committee to create a park out of public right-of-way land. After putting out an RFP and interviewing landscape architects, the committee chose Bionic Landscape to work with the community and design the park.</p> <p>The neighborhood church opened its auditorium so that the neighborhood could hold four design meetings in 2014, attended by over 100 people. After conceptual design was completed in 2015, the community held a fundraiser, the proceeds of which were used to hire firm to provide a construction cost estimate; contacted the D10 Supervisor; and received a Program Manager from Public Works to assist the steering committee.</p> <p>Project sponsors have met five times with Caltrans engineers to provide a high-level review of the concept design and determine which parts of the project would be approved by Caltrans. The landscape team, Steering Committee, Public Works and Mayor's Office for Housing and Community Development collaborated to obtain funding from the Affordable Housing Sustainable Communities (\$750,000) and the Eastern Neighborhoods Public Benefit Fund (\$1.75M).</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	District 10 Supervisor Cohen: Yoyo Chan (yoyo.chan@sfgov.gov); Caltrans: Al Lee (al.b.lee@dot.ca.gov); Mayor's Office of Housing and Community Development: Stephen Ford (stephen.ford@sfgov.org)
Type of Environmental Clearance Required:	Community Plan Exemption under an existing Mitigated Negative Declaration

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	n/a				
Environmental Studies (PA&ED)	100%	in-house	Jan-Mar	2017	Jan-Mar	2017
Design Engineering (PS&E)	30%	contracted	Apr-Jun	2019	Apr-Jun	2020
Right-of-way						
Advertise Construction	0%	N/A	Apr-Jun	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	contracted	Oct-Dec	2020	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2021

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name:	Potrero Gateway Loop (Pedestrian Safety Improvements)
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PROJECT COST ESTIMATE

Phase	Cost	Funding Source by Phase			
		Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$10,000	N/A		\$10,000	Public Works & SF Planning
Design Engineering (PS&E)	\$640,000	\$80,000		\$560,000	Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works
Right-of-way	\$0	N/A			
Construction	<u>\$2,230,000</u>	\$220,000		<u>\$2,010,000</u>	Christine Kiesling Cost Estimating, reviewed by San Francisco Public Works
TOTAL PROJECT COST	\$2,880,000	\$300,000	\$0	\$2,580,000	

Percent of Total

10%

0%

90%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)			<u>\$80,000</u>					\$80,000
Construction				<u>\$220,000</u>				\$220,000
TOTAL BY FISCAL YEAR	\$0	\$0	\$80,000	\$220,000	\$0	\$0	\$0	\$300,000

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$300,000		\$300,000
Eastern Neighborhoods Impact Fees		\$1,450,000	\$300,000	\$1,750,000
<u>Affordable Housing Sustainable Communities Grant</u>		<u>\$750,000</u>		<u>\$750,000</u>
General Fund D10 addback			<u>\$80,000</u>	<u>\$80,000</u>
TOTAL	\$0	\$2,500,000	\$380,000	\$2,880,000

Desired Prop AA Programming Year
<u>Fiscal Year 2018/19</u>

Comments/Concerns

Project Description

Potrero Gateway Loop: Pedestrian Safety Enhancements

Phase I Scope

Public Works seeks Prop AA funds to widen sidewalks on Vermont Ave, leveraging improvements to be funded by other sources. The six components of the overall project scope are described below.

A. San Bruno

San Bruno Avenue from 17th Street to Mariposa. The eastern sidewalk only goes half the length of the street while the distance from the sidewalk to the freeway shortens as you travel southward. The right-of-way originally contained many trees which are now gone because of fires and lack of tree maintenance. Once opened, this area can provide additional pathways to the Loop. Elements include:

Landscape:

- Living fence separating sidewalk and freeway
- Planted terraces
- Flat terrace plaza at the corner of San Bruno and 17th Street
- Street trees

Hardscape:

- Bulbouts at San Bruno
- Widen sidewalk
- New sidewalk
- Associated parking changes
- Maintenance path

B. Beneath the Freeway/17th

In an effort to reconnect the neighborhood that was separated by 101 Freeway, and to provide an attractive, safe passageway under a currently dark freeway underpass, the Loop project will widen the sidewalks, remove parking and enhance the bicycle lanes. Additionally the project will add an art program and lighting. The elements of this area are:

Landscape:

- Street trees
- Planted seating area

Hardscape:

- New fence
-
- Bulb-outs at San Bruno and Vermont streets
- Sidewalk widening and associated parking removal

Project Description
Potrero Gateway Loop: Pedestrian Safety Enhancements
Phase I Scope

- 17th Street striped bike lane/Green Connector/SFBC route
- Widened sidewalk
- Box out space between existing columns, paint and create terrace
- Stadium steps, terrace
- ADA accessible path
- Iconic stair to high point
- Maintenance storage shed
- Art program
- New lighting

C. Vermont

The Vermont street right-of-way is separated from the freeway by a sound wall that reduces sound in lower area considerably, due to its being on top of a hill. This area, with great views of the city, offers significant open space. The project will also install bulbouts and sidewalk widening to increase safety and the intersection of Vermont and 17th streets, a high collision intersection. Project elements are:

Landscape:

- New street trees
- Grassland meadow
- California wildflowers
- Sensory Art Installation
- Flat terrace

Hardscape:

- ADA accessible path
- Informal hiking trail
- Widened sidewalk along Vermont
- Corner bulbouts
- New fence between freeway and park
- Trail benches
- Steps to terrace

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements
Implementing Agency:	San Francisco Public Works
Project Location:	Jones and Ellis, 8th and Minna
Supervisory District(s):	6
Project Manager:	Marci Camacho
Phone Number:	415-558-4015
Email:	marcia.camacho@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Adding curb ramps on or adjacent to sub-sidewalk basements using bulbouts as a method to mitigate the costly sub-sidewalk basement conflicts. Includes intersections in District 6: Jones and Ellis (2 bulbouts), and 8th and Minna (1 raised crosswalk). Bulbouts at Taylor and Turk (3 bulbouts) would be added pending coordination with the Safer Taylor Street project (non Prop AA funded).
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>Accessibility improvements coordinated with planned construction projects in the right-of-way to maximize efficiency and minimize disturbances to neighborhoods. Emphasis on improvements on the high-injury Vision Zero network. Locations will be at corners with sub-sidewalk basements with requests from people with disabilities as listed in the Transition Plan Prioritization. Supervisor Kim is in strong support of this work.</p> <p>Bulbouts are a method to shorten pedestrian crossing distances and enable the installation of curb ramps without touching costly sub-sidewalk basements. A raised crosswalk is another method to slow traffic for pedestrians, used in lieu of a curb ramp, and also enables construction without touching a sub-sidewalk basement. Sub-sidewalk basements occur all over the city and structural conditions vary greatly. Additionally, some roofs of a subsidewalk basement may double as the sidewalk. This means curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.</p> <p>This project achieves two important citywide goals: it improves accessibility at locations with requests from people with disabilities and reduces the likelihood of additional pedestrian collisions along the Vision Zero high-injury network. Without the bulbout and crosswalk solution, curb ramps alone may be cost prohibitive at these intersections. Public Works has been making great strides towards reaching full saturation of accessible, up-to-date curb ramps citywide. However, as more ramps are constructed throughout the City, the more difficult locations remain, which increases the average cost.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	<p>Met with Tenderloin neighborhood group, Central City SRO Collaborative at 48 Turk Street, and Supervisor Kim in 2015 to identify locations. This project will also fall within the City and County of San Francisco's Americans with Disabilities Act (ADA) Transition Plan for Curb Ramps and Sidewalks, the goal of which is to ensure that the City creates accessible paths of travel in the public right of way for people with disabilities.</p> <p>The City & County of San Francisco has made a significant and long-term commitment to improving the accessibility of the public right of way. The Department of Public Works has been the primary leader in these efforts, with collaboration and funding from the Mayor's Office on Disability (MOD) in prioritizing and funding curb ramp construction under the ADA Transition Plan for Curb Ramps and Sidewalks. This Transition Plan describes CCSF's existing policies and programs to enhance accessibility in the public right of way. There is a yearly prioritizing process which reviews requests for curb ramps. In FY 2016/17, the list primarily included locations identified through citizen complaints and requests, locations identified during Federal Transit Administration audits of Muni Key stations, and other locations vital to transit access identified by Muni.</p>
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Damon Curtis; San Francisco Mayor's Office on Disability (MOD): Arfaraz Khambatta
Type of Environmental Clearance Required:	Categorical Exclusion (CE).

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In-house	Jan-Mar	2015	Apr-Jun	2016
Environmental Studies (PA&ED)	25%	In-house	Apr-Jun	2016	<u>Apr-Jun</u>	<u>2019</u>
Design Engineering (PS&E)	<u>95%</u>	In-house	Apr-Jun	2016	<u>Apr-Jun</u>	<u>2019</u>
Right-of-way	0%	N/A		N/A		N/A
Advertise Construction	0%	In-house	<u>Apr-Jun</u>	<u>2019</u>		
Start Construction (e.g. Award Contract)	0%	Contracted	<u>Oct-Dec</u>	<u>2019</u>	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	<u>Oct-Dec</u>	<u>2020</u>

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

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Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Vision Zero Coordinated Pedestrian Safety Improvements: Bulbs & Basements
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PROJECT COST ESTIMATE

Phase	Funding Source by Phase				Source of Cost Estimate
	Prop AA	Prop K	Other		
Planning/Conceptual Engineering	N/A		\$50,000		Engineer's estimate
Environmental Studies (PA&ED)	N/A		\$20,000		Regulatory Affairs estimate
Design Engineering (PS&E)	\$0		\$300,000		Engineer's estimate
Right-of-way	N/A				
Construction	\$700,000		<u>\$932,000</u>		Engineer's estimate
TOTAL PROJECT COST	\$700,000	\$0	<u>\$1,302,000</u>		

Percent of Total

35%

0%

65%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			<u>\$500,000</u>	<u>\$200,000</u>				\$700,000
TOTAL BY FISCAL YEAR	\$0	\$0	\$500,000	\$200,000	\$0	\$0	\$0	\$700,000

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$700,000		\$700,000
General Fund		<u>\$932,000</u>	<u>\$370,000</u>	\$1,302,000
<i>TBD (See below)</i>	\$900,000			\$900,000
TOTAL	\$0	\$1,632,000	\$370,000	\$2,002,000

Desired Prop AA Programming Year
<u>Fiscal Year 2018/19</u>

Comments / Concerns

The Transportation Authority will work with SFMTA and SFPW to fully fund the Taylor and Turk bulbs with Prop K or other SFMTA-controlled funding sources when they are ready to advance.
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**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Bulb-outs at WalkFirst Locations					
Implementing Agency:	SFMTA					
Project Location:	2, 3, 5, 6, 9, 10 and 11					
Supervisory District(s):	2, 3, 5, 6, 9, 10 and 11 (see attached list of potential intersections)					
Project Manager:	Damon Curtis					
Phone Number:	701-4674					
Email:	Damon.Curtis@sfmta.com					
Brief Project Description for MyStreetSF (50 words max):	This project will continue to construct full bulb-outs on existing temporary curb extensions (painted safety zones) on the City's Vision Zero network - the highest need streets prioritized for pedestrian safety improvements.					
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	As additional high injury corridors and communities are considered for pedestrian safety improvements, the SFMTA anticipates additional painted safety zones to be installed as temporary safety improvements. This project would provide funding for detailed design construction of up to 25 painted safety zones for upgrade to permanent bulb-outs (see attached list). Painted safety zones with the highest priority collision patterns that warrant permanent bulb-outs will be considered for upgrade. These bulb-outs will improve pedestrian safety at intersections by reducing the crossing distance, providing increased visibility for pedestrians, and reducing the speed of turning vehicles through crosswalks. All of the potential bulb-outs emerged out of the WalkFirst planning process. WalkFirst is a data-driven planning process that identified the San Francisco Vision Zero High Injury Network--the 12% of city streets that account for 70% of severe and fatal traffic injuries. To improve pedestrian safety on these high injury corridors, the WalkFirst Investment Strategy identified a suite of countermeasures that comprise quick, inexpensive, and effective tools, including the countermeasures proposed in this project. The installation of these improvements will also work toward City and County of San Francisco's Vision Zero goal. This project also supports Plan Bay Area's Goal 3 to reduce adverse health impacts associated with air quality, road safety, and physical activity.					
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project anticipates future planning efforts that will determine the locations of temporary sidewalk extensions. Examples of types of projects that may lead to temporary curb extension that will be designed in this phase include the 2016 SFCTA-led Vision Zero ramps study or the 2016 Western Addition Community Based Transportation Plan. Each project should have robust community outreach to ensure the bulb is a context sensitive solution in the neighborhood. At its May 9, 2017 meeting, the Transportation Authority Board amended the Bulb-outs at WalkFirst Locations project programmed in the 2017 Prop AA Strategic Plan to require that the San Francisco Municipal Transportation Agency obtain concurrence from the district supervisor prior to seeking allocation of Prop AA funds for the project.					
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	None identified to date.					
Type of Environmental Clearance Required:	Existing painted safety zones likely need no further environmental review, but this decision is made on a case-by-case basis pending final design for each permanent bulbout. If required, the type would likely be Categorical Exemption.					
Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%	In-house				
Environmental Studies (PA&ED)	100%	In-house				
Design Engineering (PS&E)	90%	In-house	Jul-Sep	2016	Apr-Jun	2019
Right-of-way						
Advertise Construction	0%	N/A	Jul-Sep	2019	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Jan-Mar	2020	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2021
*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.						
Comments						



Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Bulb-outs at WalkFirst Locations
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PROJECT COST ESTIMATE

Phase	Cost	Funding Source by Phase				Source of Cost Estimate
		Prop AA	Prop K	Other		
Planning/Conceptual Engineering	\$0	N/A	\$0	\$0	Actual	
Environmental Studies (PA&ED)	\$10,000	N/A	\$0	\$10,000	Actual	
Design Engineering (PS&E)	<u>\$792,106</u>	\$491,757	\$0	<u>\$300,349</u>	Actual cost and cost to complete	
Right-of-way	\$0	N/A	\$0	\$0		
Construction	<u>\$5,500,000</u>	<u>\$500,000</u>	\$0	<u>\$5,000,000</u>	Engineer's estimate at 35% design. See Comments/Concerns below	
TOTAL PROJECT COST	\$6,302,106	\$991,757	\$0	\$5,310,349		

Percent of Total

16%

0%

84%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)								\$0
Construction			<u>\$250,000</u>	<u>\$250,000</u>				\$500,000
TOTAL BY FISCAL YEAR	\$0	\$0	\$250,000	\$250,000	\$0	\$0	\$0	\$500,000

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$500,000	\$491,757	\$991,757
Prop B General Funds			\$10,000	\$10,000
Prop A GO Bond			<u>\$300,349</u>	<u>\$300,349</u>
TBD (e.g. Prop A GO Bond, Prop B, Transit Sustainability Fee)	<u>\$5,000,000</u>			<u>\$5,000,000</u>
TOTAL	\$5,000,000	\$500,000	\$802,106	\$6,302,106

Comments / Concerns

Final construction cost and funding plan is contingent on cost estimate at 100% design (anticipated by June 30, 2019). Current construction cost estimate assumes average cost per bulbout of \$134,000 (41 individual bulbouts at 23 corners at 15 intersections). If final construction cost at 100% design exceeds available funding, the SFMTA will prioritize the locations based on Vision Zero crash data.

Desired Prop AA Programming Year

Fiscal Year 2019/20

Permanent Painted Safety Zones

Painted Safety Zone Conversion List of Potential Intersections, February 2019

Intersection	PSZ Locations	District	Bulbs
1027 Jones and O'Farrell	NE	6	1
1030 Mission and Virginia	N, SW, SE	9	5
1034 Mission and Santa Rosa	SW	11	2
1042 3rd St and Williams	SW	10	1
1044 Plymouth-Sagamore-Sickles-San Jose	SW	11	2
1059 Eddy and Mason	NE	3,6	2
1092 17th St and South Van Ness	NE, SW	9	4
1093 Post and Webster	All corners	5	7
1105 Bush and Hyde	NE, SW	3	4
1110 Eddy and Leavenworth	SE	6	1
1114 Golden Gate and Larkin	NW, SE	6	3
1118 Larkin and Sutter	NE, SW	3	4
1130 3rd and Harrison	NE, SW	6	2
1131 Bush and Franklin	NW	2	1
1167 Leavenworth and Turk	SW	6	2
			41

Permanent Painted Safety Zones

Typical Before – Painted Safety Zone



Typical After – Bulb-out



**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Western Addition Transportation Plan Implementation (Pedestrian Lighting)
Implementing Agency:	SFMTA SEPW
Project Location:	May include Webster, McAllister, Eddy, Golden Gate and Laguna streets in the Western Addition.
Supervisory District(s):	District 5
Project Manager:	Chava Kronenberg Edmund Lee
Phone Number:	701 4451- (415) 554-8258
Email:	chava.kronenberg@sfmta.com edmund.lee@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition. Project improvements include pedestrian lighting to promote greater walking and biking in the Western Addition.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>This project proposes pedestrian safety and walkability improvements to community-identified priority streets in the Western Addition neighborhood. Beyond the scope of nearer-term improvements, the Western Addition Community-Based Transportation Plan (CBTP) specifically calls out to pedestrian lighting to address the community's pedestrian safety and security concerns as well as provide a decorative, human-scale element in the streetscape, fostering neighborhood identity and improving neighborhood aesthetics. Pedestrian lighting will promote greater walking and biking throughout the Western Addition. The network was developed using pedestrian path of travel results from community outreach, reported pedestrian collisions, crime data and Muni routes. This network will connect community members to major community destinations like Safeway, Ella Hill Hutch Community Center and the Fillmore Street commercial district. The pedestrian lighting network will facilitate safe connections to Muni service provided by the 5/5R-Fulton/Rapid, 22-Fillmore, 24-Divisadero, 31-Balboa, 38/38R-Geary Rapid, 47-Van Ness and 49-Mission. Proposed network locations are:</p> <ul style="list-style-type: none"> • Laguna, between Eddy and McAllister • Webster Street between O'Farrell and Grove • McAllister Street between Fillmore and Gough • Eddy Street between Scott and Webster Street • Golden Gate Avenue between Fillmore and Gough <p>Prop AA funds will be used to implement pedestrian lighting along one or more of these corridors. Corridors will be prioritized based on feasibility, community input, and availability of funding. The proposal excludes walking connections proposed under the Buchanan Mall Community Connections projects.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project is recommended as part of the Western Addition CBTP (funded in part with District 5 Neighborhood Transportation Improvement Program (NTIP) planning funds), and was developed based on the plan's year-long community outreach process. Ten community meetings were conducted by the SFMTA and community-based organization, Mo'MAGIC. As part of the outreach process, community members developed transportation goals, identified issue locations and assessed streetscape designs.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Public Utilities Commission, SF Recreation and Parks Department (RPD)
Type of Environmental Clearance Required:	CEQA

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	95%	In-house	Oct-Dec	2014	Jan-Mar	2017
Environmental Studies (PA&ED)	0%	In-house	Apr-Jun	2017	Apr-Jun	2018
Design Engineering (PS&E)	0%	In-house	<u>Jan-Mar</u>	<u>2020</u>	<u>Apr-Jun</u>	<u>2020</u>
Right-of-way						
Advertise Construction		N/A	<u>Jul-Sep</u>	<u>2020</u>	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	<u>Oct-Dec</u>	<u>2020</u>	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	<u>Jul-Sep</u>	<u>2021</u>

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

Comments

SFMTA will coordinate closely with the SFPUC to determine the most appropriate agency to implement this project (i.e., SFMTA or SFPUC).



Prop AA Vehicle Registration Fee Project Information Form

Project Name:	Western Addition Transportation Plan Implementation (Pedestrian Lighting)
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$ 300,000	N/A	\$ 240,000	\$ 60,000	Actual
Environmental Studies (PA&ED)	\$ -	N/A	\$ -	\$ -	
Design Engineering (PS&E)	<u>\$ 100,000</u>	<u>\$ 100,000</u>	\$ -	\$ -	<u>Engineer's estimate</u>
Right-of-way	\$ -	N/A	\$ -	\$ -	
Construction	<u>\$ 1,550,000</u>	<u>\$ 886,928</u>	\$ -	<u>\$ 663,072</u>	<u>Engineer's estimate</u>
TOTAL PROJECT COST	\$ 1,950,000	\$ 986,928	\$ 240,000	\$ 723,072	

Percent of Total 51% 12% 37%

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	17/18	18/19	19/20	20/21	21/22	22/23	23/24	Total
Design Engineering (PS&E)			<u>\$ 100,000</u>					<u>\$100,000</u>
Construction				<u>\$886,928</u>				<u>\$886,928</u>
TOTAL BY FISCAL YEAR	\$ -	\$ -	\$ 100,000	\$ 886,928	\$ -	\$ -	\$ -	\$986,928

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA		\$ 240,000		\$ 240,000
TBD	\$ 663,072			
<i>MTC CBTP</i>			\$ 60,000	\$ 60,000
<i>Prop K</i>			\$ 240,000	\$ 240,000
TOTAL	\$ 663,072	\$ 240,000	\$ 300,000	\$ 540,000

Desired Prop AA Programming Year
<u>Fiscal Year 2019/20</u>

Comments/Concerns

SFPW will finalize the budget for the design and construction phases upon final selection of the project corridor and the corresponding number of pedestrian lights to be installed. The projected shortfall is \$663,072 which would fully fund the cost of installing lighting on three blocks. SFPW will reduce scope if additional funding sources are not secured.

Attachment 3

Proposed 2017 Prop AA Strategic Plan Amendment Programming and Allocations As Proposed, pending 03/19/2019

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
	Target Funds Available in Category		\$ 3,294,247	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 2,189,097	\$ 12,050,635
Geary Boulevard Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category (% all time)	47.4%		\$ -	\$ -	\$ 4,794,258	\$ 2,397,129	\$ 2,397,129	\$ 9,588,516
Cumulative Remaining Capacity			\$ 3,294,247	\$ 5,483,344	\$ 2,878,183	\$ 2,670,151	\$ 2,462,119	\$ 2,462,119
Pedestrian Safety								
	Target Funds Available in Category		\$ 1,414,490	\$ 939,958	\$ 939,958	\$ 939,958	\$ 939,958	\$ 5,174,324
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ¹	Design, Construction	SFPW		\$ 300,000				\$ 300,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ¹	Construction	SFPW		\$ 700,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
Bulb-outs at WalkFirst Locations ¹	Construction	SFMTA			\$ 500,000			\$ 500,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹	Construction	SFPW			\$ 986,928			\$ 986,928
Subtotal Programmed to Category (% all time)	26.3%		\$ 2,052,000	\$ 2,155,000	\$ 986,928	\$ -	\$ -	\$ 5,193,928
Cumulative Remaining Capacity			\$ (637,510)	\$ (1,852,552)	\$ (1,899,521)	\$ (959,563)	\$ (19,604)	\$ (19,604)
Transit Reliability and Mobility Improvements								
	Target Funds Available in Category		\$ 2,202,022	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 1,463,291	\$ 8,055,185
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Muni Metro Station Enhancements - Phase 2	Construction	SFMTA			\$ 3,503,099			\$ 3,503,099
Transit Stop Enhancement Program	Design, Construction	SFMTA				\$ 2,064,919		\$ 2,064,919
Subtotal Programmed to Category (% all time)	26.2%		\$ 2,465,316	\$ -	\$ 3,503,099	\$ 2,064,919	\$ -	\$ 8,033,334
Cumulative Remaining Capacity			\$ (263,294)	\$ 1,199,997	\$ (839,811)	\$ (1,441,440)	\$ 21,851	\$ 21,851
Total Available Funds								
Total Available Funds			\$ 6,910,759	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 4,592,346	\$ 25,280,143
Total Programmed			\$ 4,517,316	\$ 2,155,000	\$ 9,284,285	\$ 4,462,048	\$ 2,397,129	\$ 22,815,778
Cumulative Remaining Capacity			\$ 2,393,443	\$ 4,830,789	\$ 138,850	\$ 269,148	\$ 2,464,365	

Pending allocation

Allocated

Notes

¹ Comprehensive 2017 Strategic Plan Amendment (Reso XX, approved MMDDYY).

Prop AA Vehicle Registration Fee Strategic Plan Screening and Prioritization Criteria – Proposed Revisions¹

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

I. SCREENING

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

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

II. GENERAL PRIORITIZATION

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

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and

¹ Proposed revisions are shown in track changes.

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diverse community support and/or developed out of a community-based planning process (e.g., community based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).

- **Benefits Communities of Concern:** Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged populations.
- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

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

Street Repair and Reconstruction

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

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.

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

Transit Reliability and Mobility Improvements

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



Memorandum

Date: February 21, 2019
To: Citizens Advisory Committee
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 03/12/2019 Board Meeting: Amend the Prop AA Strategic Plan

RECOMMENDATION ☐ Information ☒ Action

- Amend the 2017 Prop AA Strategic Plan

SUMMARY

At its May 2017 meeting, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which programmed \$20.8 million to 12 projects over the five-year period covering Fiscal Years (FYs) 2017/18 to 2021/22. The Strategic Plan also left \$2,397,128 on reserve for a future call for projects to be conducted prior to FY 2019/20 with priority for projects in the street repair and reconstruction category. As described in the voter-approved expenditure plan, Prop AA places a strong emphasis on timely use of funds to ensure that projects result in near-term, tangible benefits to the public. Prior to releasing a call for projects, we are proposing Strategic Plan amendments to delay programming and make other changes to six projects that have not or do not anticipate being able to allocate funds in the year they are programmed, specifically FYs 2017/18 and 2018/19 (Attachment 2). If the Board does not wish to approve some or any of the programming revisions, these funds, totaling \$7,281,186 would be reprogrammed through the upcoming call for projects. As part of the Strategic Plan amendment, we are also proposing to add one new criterion to prioritize projects that directly benefit disadvantaged populations to the Screening and Prioritization Criteria used to evaluate project applications (see Attachment 5). Following Board approval of the Strategic Plan amendment, we plan to release a call for projects with an estimated \$3.55 million available for projects, comprised of the aforementioned reserve, higher revenues than anticipated, interest earnings, and a one-time release of unused program administration funds.

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

DISCUSSION

Background. On November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%,

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Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding.

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

Project Delivery Update. Attachment 1 shows the current status of all Prop AA funded projects, with Table 2 showing projects that are open for use and Table 3 showing projects that are still underway, with their anticipated open for use date.

Since its inception, we have allocated \$30.3 million in Prop AA funds to 25 projects, with 18 projects open for use by the public. Six additional projects are underway, and one project is nearing completion of the design phase. Prop AA has funded projects all throughout the city, from pedestrian safety improvements in Park Presidio, Hunters Point, and the Western Addition, to street resurfacing of 28th Avenue, McAllister Street and Dolores Street, to a bike station in Civic Center BART/Muni station. Prop AA has also played a key role in providing local match to federal funds such as the One Bay Area Grant program for the Chinatown Broadway Streetscape Improvements and the Mansell Corridor Improvements projects.

While Prop AA has delivered significant benefits, in recent years we have observed a slower pace of allocations and expenditures. These delays can be explained in part by the need for coordinating Prop AA funded improvements with larger, multi-agency projects such as Geary Bus Rapid Transit, Haight Street Streetscape (Pedestrian Lighting), and Brannan Street Pavement Renovation and Sewer Replacement.

Strategic Plan Amendment. The proposed Strategic Plan Amendment is comprised of programming revisions and one addition to the Screening and Prioritization Criteria. These changes are briefly described below.

Programming Revisions. Consistent with the Prop AA timely-use-of-funds policy, we have been working with the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW) to review the status of the six projects shown in Attachment 2, that have not or do not anticipate being able to request allocation of Prop AA funds programmed in FY 2017/18 and FY 2018/19. Attachment 2 shows the proposed programming revisions, primarily the fiscal year of

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programming, and provides a brief summary of the reasons the project has been delayed, if relevant, and the proposed revised completion date.

Two of the projects, SFPW's Geary Boulevard Pavement Renovation and SFPW's (formerly SFMTA's) Western Addition Transportation Plan Implementation (Pedestrian Lighting), have funding gaps of \$990,000 and \$660,000 respectively. The sponsors intend to seek funds through the Prop AA call for projects to help close the funding gap. They will need to have a fully funded scope of work prior to seeking allocation of Prop AA funds.

We have received updated project information forms (Attachment 3) which show the latest proposed scope, schedule, cost and funding plan for the six projects with recommended programming changes.

Attachment 4 shows what the amended 2017 Prop K Strategic Plan Programming and Allocations would look like if the recommended programming revisions are made.

New Screening and Prioritization Criteria. Upon receiving an application, candidate Prop AA projects first undergo an eligibility screening. If projects meet the eligibility requirements, they are then prioritized for funding using the adopted prioritization criteria. The proposed revised Screening and Prioritization Criteria are provided in Attachment 5.

We are recommending the addition of one new criterion to prioritize projects that directly benefit disadvantaged communities. This is consistent with criteria used to select projects for the Transportation Authority's Lifeline Transportation Program and the Transportation Fund for Clean Air. The new prioritization criterion would apply to all candidate Prop AA projects:

- **Benefits Communities of Concern:** Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in a Community of Concern or can demonstrate benefits to disadvantaged populations.

2019 Call for Projects. As shown in Table 1, there is approximately \$3.55 million in Prop AA funds available for new projects. This amount would be increased if the Board doesn't approve any or a portion of the proposed programming revisions described above.

Table 1. Funds Available for 2019 Prop AA Call for Projects

Reserved funds (priority for Street Repair and Reconstruction projects)	\$ 2,397,128
Deobligated funds (from projects completed under budget)	\$ 67,237
Higher than anticipated revenues	\$ 294,733
Interest earnings	\$ 22,629
Release of unused administrative allowance	\$ 768,345
Total Available:	\$ 3,550,072

Reserved funds. As noted above, \$2,397,128 is available for this call for projects, with priority for the Street Repair and Reconstruction category. The Board placed these funds on reserve as part of the 2017 Strategic Plan since the only project submitted for the Street Repair and Reconstruction category in FY 2019/20, the Port of San Francisco's Cargo Way and Amador Street Improvement project, assumed \$18 million in federal discretionary grant funds that were too uncertain to demonstrate a

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reasonable expectation of a full funding plan. This reserve provided a future opportunity for the Port to apply for these funds should it be able to secure a full funding plan for the project.

Higher than anticipated revenues. Prop AA revenue is based on the number of vehicles registered in San Francisco – a number which was expected to remain relatively flat in the 2017 Strategic Plan. However, there has been a slight upward trend in Prop AA revenues received through FY 2017/18. We are including the increased revenues, totaling \$294,733, in the call for projects.

Release of administrative allowance. Administration expenses for the Prop AA program are capped at 5% by State statute. Because of administrative overlap between our two voter-approved grant programs – Prop AA and Prop K, the Prop K program has been able to absorb a portion of the Prop AA program administration expenses to date (e.g. development and upgrade of the grants portal). In order to maximize funds available for projects for the small, pay-as-you-go Prop AA program, we are recommending a one-time release of \$768,345 in unspent program administration funds and making them available for capital projects. Going forward, we expect to fully spend the administration allowance, and will continue to conduct periodic true-ups of revenues and expenditures.

Next Steps. Following Board approval of the 2017 Prop AA Strategic Plan amendment, we will release the Prop AA call for projects, anticipated on March 20, 2019. After reviewing and evaluating project applications, we will present a recommended program of projects to the Citizens Advisory Committee in May and the Board in June for approval. Attachment 6 details the proposed schedule for the call for projects.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2018/19 budget associated with the recommended action. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Prop AA Project Delivery Report
- Attachment 2 – Proposed 2017 Prop AA Strategic Plan Amendment - Programming Revisions
- Attachment 3 – Project Information Forms (6)
- Attachment 4 – Proposed Prop AA Strategic Plan Amendment – Programming and Allocations
- Attachment 5 – Prop AA Screening and Prioritization Criteria – Proposed Revisions
- Attachment 6 – Proposed Prop AA Call for Projects Schedule

Attachment 1 Prop AA Project Delivery Report

Table 1. Prop AA Funds Allocated

Strategic Plan Period	Programmed (Available for Allocation)	Total Allocated as of 2/15/2019	% Allocated
2012 Strategic Plan (FY2012/13 - FY2016/17)	\$ 25,079,810	\$ 25,079,810	100%
2017 Strategic Plan (FY2017/18 - FY2021/22)	\$ 22,815,778	\$ 5,172,316	23%
Total	\$ 47,895,588	\$ 30,252,126	

Table 2. Completed Projects

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 02/15/2019)	Open for Use ²
Street Repair and Reconstruction					
SFPW	2012/13	28th Ave Pavement Renovation	Construction	\$ 1,169,843	2014
SFPW	2012/13	9th Street Pavement Renovation	Construction	\$ 2,101,136	2015
SFMTA	2013/14	Mansell Corridor Improvement Project	Design	\$ 199,997	2017
SFPW	2013/14	Chinatown Broadway Streetscape Improvements	Design	\$ 650,000	2018
SFPW	2013/14	McAllister St Pavement Renovation	Construction	\$ 1,995,132	2015
SFMTA	2014/15	Mansell Corridor Improvement Project	Construction	\$ 2,325,624	2017
SFPW	2014/15	Dolores St Pavement Renovation	Construction	\$ 2,145,024	2016
Pedestrian Safety					
SFMTA	2012/13	Pedestrian Countdown Signals (PCS) #1	Construction	\$ 1,380,307	2014
Presidio	2013/14	Arguello Gap Closure	Construction	\$ 350,000	2014
SFMTA	2013/14	Franklin and Divisadero Signal Upgrades	Design	\$ 260,270	2017
SFMTA	2013/14	Mid-Block Crossing on Natoma/8th	Design	\$ 54,578	2016
UC Hastings	2013/14	McAllister St Campus Streetscape	Design	\$ 83,000	2015
SFMTA	2014/15	Franklin and Divisadero Signal Upgrades	Construction	\$ 636,480	2017
SFMTA	2014/15	Mid-Block Crossing on Natoma/8th	Construction	\$ 310,000	2016
SFMTA	2014/15	Webster Street Pedestrian Countdown Signals	Design	\$ 260,000	2018
UC Hastings	2014/15	McAllister St Campus Streetscape	Construction	\$ 1,619,035	2015
SFMTA	2015/16	Mansell Corridor Improvement Project	Construction	\$ 163,358	2017
SFMTA	2015/16	Gough Corridor Signal Upgrade	Design	\$ 300,000	Design completed 2018 Construction anticipated 2019
SFPW	2015/16	Chinatown Broadway Streetscape Improvements	Construction	\$ 1,029,839	2018
SFMTA	2016/17	Webster Street Pedestrian Countdown Signals	Construction	\$ 141,794	2018

Attachment 1
Prop AA Project Delivery Report

Table 2. Completed Projects - continued

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 02/15/2019)	Open for Use ²
Transit Reliability and Mobility Improvements					
BART	2012/13	24th Street Mission BART SW Plaza and Pedestrian Improvements	Construction	\$ 713,831	2014
BART	2013/14	Civic Center BART/Muni Bike Station	Construction	\$ 248,000	2015
MOHCD	2013/14	Hunters View Transit Connection	Construction	\$ 1,844,994	2017
SFMTA	2013/14	City College Pedestrian Connector	Design	\$ 42,000	2016
SFMTA	2014/15	City College Pedestrian Connector	Construction	\$ 891,000	2016
BART	2015/16	Muni Bus Layover Area at BART Daly City Station	Construction	\$ 507,980	2017

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Mayor's Office of Housing and Community Development (MOHCD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), The Presidio Trust (Presidio), University of California Hastings College of the Law (UC Hastings)

² Open for use refers to the year the construction phase of the project was completed.

Attachment 1 Prop AA Project Delivery Report

Table 3. Projects Underway

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 02/15/2019)	% Complete (as of 2/15/2019)	Open for Use ² (at time of allocation)	Open for Use ² (anticipated)
Street Repair and Reconstruction							
SFPW	2016/17	Brannan Street Pavement Renovation	Construction	\$ 2,540,359	8%	Mar-2019	Jun-2019
Pedestrian Safety							
SFMTA	2013/14	Ellis/Eddy Traffic Calming Improvement ³	Design	\$ 337,450	100%	Sep-2016	Sep-2019
SFMTA	2015/16	Bulb-outs at WalkFirst Locations	Design	\$ 491,757	90%	Jun-2020	Jun-2020
SFMTA	2017/18	Arguello Boulevard Traffic Signal Upgrade	Construction	\$ 655,000	10%	Dec-2019	Dec-2019
SFPW	2017/18	Haight Street Resurfacing and Pedestrian Lighting	Construction	\$ 2,052,000	1%	Mar-2020	Mar-2020
Transit Reliability and Mobility Improvements							
SFMTA	2015/16	Elevator Safety and Reliability Upgrades	Construction	\$ 287,000	22%	Mar-2020	Jun-2020
SFMTA	2017/18	Muni Metro Station Enhancements Phase 1	Construction	\$ 2,465,316	1%	Mar-2019	Mar-2020

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW)

² Open for use refers to the year the construction phase of the project would be completed.

³ Design phase for the Ellis/Eddy Traffic Calming project is complete and new signals were activated in 2017. Project completion is delayed due to coordination on the two-way conversion of both Ellis and Eddy streets.

Proposed Prop AA Call for Projects Schedule

Wednesday, March 20, 2019	Transportation Authority Issues Prop AA Call for Projects
April 2019	Transportation Authority Technical Working Group Workshop for potential applicants
Friday, April 26, 2019, 5 pm	Prop AA Applications Due to the Transportation Authority
Thursday, May 16, 2019	Transportation Authority Technical Working Group Prop AA staff recommendations
Wednesday, May 22, 2019	Citizens Advisory Committee – ACTION Prop AA staff recommendations
Tuesday, June 11, 2019	Transportation Authority Board – PRELIMINARY ACTION Prop AA staff recommendations
Tuesday, June 25, 2019	Transportation Authority Board – FINAL ACTION Prop AA staff recommendations

* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule (www.sfcta.org/agendas).

RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE CERTAIN AGREEMENTS AND DOCUMENTS FOR THE YERBA BUENA ISLAND SOUTHGATE ROAD REALIGNMENT IMPROVEMENTS PROJECT, CONSISTING OF A COOPERATIVE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION; LICENSE AGREEMENTS WITH THE UNITED STATES COAST GUARD; UTILITY RELOCATION AGREEMENT AND AMENDMENTS TO THE MEMORANDUMS OF AGREEMENT FOR THE CONSTRUCTION PHASE WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY; AN AMENDMENT INCREASING THE RIGHT-OF-WAY MEMORANDUM OF AGREEMENT WITH THE TREASURE ISLAND DEVELOPMENT AUTHORITY BY \$1,334,760, TO A TOTAL AMOUNT NOT TO EXCEED \$5,534,760; THE RIGHT OF WAY CERTIFICATION; AND A NATIONAL ENVIRONMENTAL POLICY ACT/ CALIFORNIA ENVIRONMENTAL QUALITY ACT RE-VALIDATION AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND MODIFY AGREEMENT PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development on the development of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project; and

WHEREAS, One of the elements of the overall project is the YBI Southgate Road Realignment Improvements Project (Project); and

WHEREAS, The Project will increase the length of the on- and off-ramp on a new alignment to allow the YBI Westbound Ramps Project to function as designed, and would effectively function as an extension of the on- and off-ramps for the YBI Westbound Ramps Project; and



WHEREAS, The Transportation Authority must execute a series of agreements and documents to prepare the Project for construction; and

WHEREAS, The California Department of Transportation (Caltrans) Cooperative Agreement identifies and defines the respective Transportation Authority and Caltrans roles for Project implementation; and

WHEREAS, The United States (U.S.) Coast Guard license agreements allow for construction of the Project on U.S. Coast Guard property while right-of-way acquisition is being completed; and

WHEREAS, The TIDA utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Project and identifies estimated costs and associated cost liability for the waterline relocation; and

WHEREAS, The TIDA Memorandum of Agreements (MOAs) for right-of-way and construction phases were entered into in 2013 for the YBI Ramps Improvement Project and establish each party's role and responsibilities, as well as the terms and conditions of TIDA repayments to the Transportation Authority; and

WHEREAS, The amendments to the TIDA MOAs for right-of-way and construction phases would add the YBI Southgate Road Realignment Improvements Project to the scope of the respective MOAs and increase the not-to-exceed amount for the right-of-way phase to \$5,534,760; and

WHEREAS, The Transportation Authority has determined that the inclusion of the Project as part of the YBI Ramps Improvement Project requires the preparation of an addendum to the I-80/YBI Ramps Improvement Project Final Environmental Impact Report/Final Environmental Impact Statement pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines Section 15164 and the preparation and execution of a National Environmental Policy Act (NEPA)/CEQA Re-validation which incorporates the required CEQA addendum in order to provide environmental clearance for the Project; and

WHEREAS, The Project needs are consistent with those established for the YBI West Bound Ramps Project purpose and need and Caltrans Legal and Headquarters Divisions have approved re-evaluation of the YBI West Bound Ramps Project, with a NEPA/CEQA Re-validation as the appropriate level of environmental documentation for the Project; and

WHEREAS, The right-of-way certification confirms that the Transportation Authority has made all necessary arrangements to clear the right-of-way for construction activities, including having executed all required licenses and right-of-way agreements and having obtained all required permits for the Project; and

WHEREAS, The total Project is estimated to cost approximately \$51 million for all phases and construction activities are anticipated to be completed by January 2021; and

WHEREAS, The Transportation Authority will be advancing Prop K funds to pay for Project costs incurred in the right-of-way and construction phases, in amounts not to exceed \$5,534,760 and \$38,002,765, respectively, until the agency receives reimbursements from a combination of federal Highway Bridge Program, state Prop 1B, Bay Area Toll Authority, and TIDA funds; and

WHEREAS, TIDA is responsible for reimbursing the Transportation Authority for all Project costs and accrued interest, less state, federal, or Bay Area Toll Authority reimbursements to the Transportation Authority; and

WHEREAS, This year's activities for the Project will be included in the Transportation Authority's mid-year budget amendment and sufficient funds will be included in future fiscal year budgets for the remaining activities; now, therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute a cooperative agreement with Caltrans; license agreements with the U.S. Coast Guard; utility relocation agreement and amendments to the MOA for the construction phase with TIDA; an amendment increasing the right-of-way MOA with TIDA by \$1,334,760, to a total amount not to exceed



\$5,534,760; the right-of-way certification; and the NEPA/CEQA Re-validation; and be it further

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

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

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



Memorandum

Date: February 21, 2019

To: Transportation Authority Board

From: Eric Cordoba – Deputy Director for Capital Projects

Subject: 03/12/19 Board Meeting: Authorize the Executive Director to Execute Certain Agreements and Documents for the Yerba Buena Island Southgate Road Realignment Improvements Project, Consisting of a Cooperative Agreement with the California Department of Transportation; License Agreements with the United States Coast Guard; Utility Relocation Agreement and Amendments to the Memorandums of Agreement (MOAs) for the Construction Phase with the Treasure Island Development Authority (TIDA); an Amendment Increasing the Right-of-Way MOA with TIDA by \$1,334,760, to a Total Amount Not to Exceed \$5,534,760; the Right of Way Certification; and a National Environmental Policy Act / California Environmental Quality Act Revalidation and Authorizing the Executive Director to Negotiate and Modify Agreement Payment Terms and Non-Material Agreement Terms and Conditions

RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute the following agreements/documents to prepare the Yerba Buena Island (YBI) Southgate Road Realignment Improvements Project for construction:
 - Cooperative agreement with the California Department of Transportation (Caltrans)
 - License agreements with the United States (U.S.) Coast Guard
 - Utility relocation agreement for Treasure Island Development Authority (TIDA) waterline
 - Amendments to the Memorandums of Agreement (MOAs) with TIDA for the construction phase and amendment increasing the right-of-way phase MOA by \$1,334,760, to a total amount not to exceed \$5,534,760
 - California Environmental Quality Act (CEQA)/National Environmental Policy Act (NEPA) revalidation
 - Right of Way Certification
- Authorize the Executive Director to negotiate and modify agreement payment terms and non-material terms and conditions

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

SUMMARY

We are working jointly with TIDA and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/YBI Interchange Improvement Project. One of the elements of the overall

project is the YBI Southgate Road Realignment Improvements Project. In order to prepare this portion of the project for construction, the Transportation Authority must execute a series of agreements and documents as described in the recommendation action listed above.	
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DISCUSSION

Background.

The scope of the I-80/YBI Interchange Improvement Project includes two major components: the I-80/YBI Ramps Improvement Project and the YBI Westside Bridges Seismic Retrofit Project. The I-80/YBI Ramps Improvement Project is comprised of two phases:

- Phase 1, which includes constructing new westbound on- and off-ramps (on the east side of YBI) to the new Eastern Span of the San Francisco-Oakland Bay Bridge; and
- Phase 2 the YBI Southgate Road Realignment Improvements Phase 2, which includes increasing the length of the on-ramp and off-ramp on a new alignment to allow the westbound ramps to function as designed.

We are in the process of completing Phase 1 and are now preparing to begin construction of Phase 2, the YBI Southgate Road Realignment Improvements Project (Project). The Project will increase the length of the on- and off-ramp on a new alignment to allow the YBI Westbound Ramps Project to function as designed. Southgate Road as realigned would effectively function as an extension of the on- and off-ramps for the YBI Westbound Ramps Project and would separate traffic heading down westbound and eastbound I-80, thereby eliminating queue spillback onto I-80 and the Level of Service F intersection. The extended ramps would provide direct access from Hillcrest Road to the westbound on-ramp and would ensure all truck turning movements are accommodated. In addition, the eastbound off-ramp is being reconstructed.

Agreements.

There are various agreements that need to be executed in order to prepare the Project for construction. Each agreement is briefly discussed below.

Caltrans Cooperative Agreement: This agreement identifies and defines the respective Transportation Authority and Caltrans roles for Project implementation. The Transportation Authority is the implementing agency for the design, right-of-way acquisition, and the construction phases for the Project, with Caltrans oversight.

U.S. Coast Guard License Agreements: These agreements allow for construction of the Project on U.S. Coast Guard property, while right-of-way acquisition is being completed. The U.S. Coast Guard relies upon its facilities on YBI to support the vital operations it conducts in the San Francisco Bay, the Pacific Ocean, and eastward along the major rivers in Northern California. These license agreements document U.S. Coast Guard requirements to construct the Project without impairing the U.S. Coast Guard's mission.

Utility Relocation Agreement with TIDA: This utility relocation agreement confirms TIDA's approval of the relocation of the TIDA waterline required for the Project. This utility relocation agreement identifies estimated costs and associated cost liability for the waterline relocation, which will be included in the scope of the upcoming Transportation Authority construction contract.

TIDA MOA Amendments for Right-of-Way and Construction Phases: In 2013, the Transportation Authority and TIDA entered into MOAs for the right-of-way phase and for the construction phase for the YBI Ramps Improvement Project, in amounts not to exceed \$4,200,000 and \$46,700,000, respectively. The MOAs establish each party's role and responsibilities, as well as the terms and conditions of TIDA repayments to the Transportation Authority for all costs incurred by the Transportation Authority on the YBI Ramps Improvement Project. The proposed amendments would add the YBI Southgate Road Realignment Improvements Project to the scope of the respective MOAs and increase the not-to-exceed amount for the right-of-way phase to \$5,534,760.

TIDA has requested that the Transportation Authority take certain actions necessary to satisfy right-of-way certification conditions for the project prior to issuing an invitation to bid for construction of the Project. The Transportation Authority agreed to take such actions provided that TIDA agreed to reimburse the Transportation Authority for, and indemnify and hold the Transportation Authority harmless from, any and all costs and liabilities incurred by the Transportation Authority. Caltrans' certification of right-of-way is also required prior to issuance of the invitation to bid. TIDA also requests that the Transportation Authority, acting on TIDA's behalf, complete the steps necessary to pursue construction of the Project, including entering into a cooperative agreement for construction services with Caltrans; procure and award a consultant contract for construction management services; issue an invitation to bid for construction work required for the Project; enter into a construction contract with the lowest responsible bidder submitting a responsive bid to construct the Project; and provide project management and administrative services during the construction phase of work. We anticipate bringing a construction contract award to the Board for approval in summer 2019. The proposed amendments would extend the term of the MOAs through June 30, 2022.

CEQA/NEPA Revalidation: The revalidation of the I-80/YBI Ramps Improvement Project Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) will provide environmental clearance for the Project. Caltrans is the NEPA lead under delegation from the Federal Highway Administration and the Transportation Authority is the CEQA lead agency for the Project. The Board approved the Final EIR/EIS for the I-80/YBI Ramps Improvement Project in December 2011 through Resolution 12-29. We secured additional funds for the YBI West Bound Ramps Project in Fiscal Year 2017, specifically for the Southgate Road Realignment Project as a "special case approach roadway." The Southgate Road improvements were determined to be essential additional work supporting the YBI West Bound Ramps Project and allowing the westbound ramps to function as designed. The Southgate Road Project improvement needs are consistent with those established for the YBI West Bound Ramps Project purpose and need. As a result, Caltrans Legal and Headquarters Divisions have approved re-evaluation of the YBI West Bound Ramps Project, with a NEPA/CEQA Revalidation as the appropriate level of environmental documentation for the Southgate Road Project Improvements.

Right-of-Way Certification: This right-of-way certification confirms that the Transportation Authority has made all necessary arrangements to clear the right-of-way for construction activities, including having executed all required licenses and right-of-way agreements and having obtained all required permits for the project.

Funding: We are actively seeking to secure all required federal, state, and regional funds for the Project, which is estimated to cost approximately \$51 million for all phases. To date, Caltrans has approved programming of approximately \$30 million of federal Highway Bridge Program and state Prop 1B funds in the Federal Transportation Improvement Program for federal Fiscal Year 2018/19 for the Project. We anticipate grant funds will be authorized in April/May 2019. BATA has also committed approximately \$11.2 million of BATA Toll Bridge Seismic Retrofit Capital Program funds, including

approximately \$4 million to cover additional construction work they asked be included as part of the Southgate construction contract. BATA is providing the funding and administering the Preliminary Engineering phase work with assistance from the Transportation Authority's project management team for design and engineering services. The overall Project funding is shown in the table below.

YBI Southgate Road Realignment Project Overall Funding Plan							
PHASE	FEDERAL HIGHWAY BRIDGE PROGRAM	STATE PROP 1B	BATA	TIDA	FUTURE BATA	FUTURE FEDERAL HIGHWAY BRIDGE PROGRAM¹	TOTAL
Preliminary Engineering	\$ -	\$ -	\$6,819,315	\$ -	\$673,967	\$ -	\$7,493,282
Right-of-way	885,300	114,700		500,000	20,137	4,014,623	5,534,760
Construction	26,861,019	2,148,445	4,431,685		523,217	4,038,399	38,002,765
TOTAL	\$27,746,319	\$2,263,145	\$11,251,000	\$500,000	\$1,217,321	\$8,053,022	\$51,030,807

The Transportation Authority will be advancing Prop K funds to pay for Project costs incurred in the right-of-way and construction phases, in amounts not to exceed \$5,534,760 and \$38,002,765, respectively, until we receive reimbursements from a combination of federal Highway Bridge Program, State Prop 1B, BATA, and TIDA funds. TIDA is responsible for reimbursing the Transportation Authority for all Project costs and accrued interest, less state, federal, or BATA reimbursements to the Transportation Authority. Interest will accrue on all outstanding unreimbursed Project costs until TIDA, state/federal agencies, and/or BATA, fully reimburses the Transportation Authority for all costs related to the Project. If the state or federal grant funds or BATA funds do not become available for some or all of the Project costs, or if the state or federal agency or BATA disallows the Transportation Authority's reimbursement claims on some or all of the Project costs, then TIDA bears the responsibility to repay the Transportation Authority for all costs incurred on the Project. Furthermore, TIDA shall indemnify the Transportation Authority and assume all liabilities incurred from entering into the agreements executed as a result of this item.

Schedule: The Project schedule is projected as follows:

- Execute Caltrans Cooperative Agreement, U.S. Coast Guard Licenses, Utility Agreement, and Right-of-Way Certification – April 2019
- Request Construction Phase Funding – April 2019
- Obtain Construction Phase Funding Allocation Approval – April/May 2019
- Advertise Construction Contract – May 2019
- Award Construction Contract – July 2019
- Begin Construction – August 2019
- Open to traffic – January 2021

¹ Future federal Highway Bridge Program funds are subject to change based on funding partners fair share split negotiation.

FINANCIAL IMPACT

This year's activities for the Project will be included in the Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets for the remaining activities. All Project costs will be funded with federal Highway Bridge Program, state Prop 1B, BATA, and TIDA funds specifically designated for the Project. See Funding in Discussion section for additional details.

CAC POSITION

The CAC was briefed on this item at its February 27, 2019 meeting and opposed a motion of support for the staff recommendation. The staff recommendation was not approved by the CAC, with 3 members voting in favor and 3 members abstaining. One member clarified that their abstention was due to a possible conflict of interest and another out of a desire for the Transportation Authority to leverage its agreements with Caltrans to ensure that it operates with an ethical lens and that it cultivates a non-discriminatory workplace.

SUPPLEMENTAL MATERIALS

None.



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MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY'S AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2018

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County
Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2018.

Enclosure:

1. Audit Report for the Year Ended June 30, 2018



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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 47 (DALY)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting one new support positions on AB 47 (Daly); and

WHEREAS, At its March 14, 2019 meeting, the Transportation Authority's Vision Zero Committee reviewed and discussed AB 47 (Daly) and recommended that the Transportation Authority Board adopt a support position on AB 47 (Daly); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 47 (Daly); and be it further

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

Attachment: Table 1

**San Francisco County Transportation Authority
Vision Zero Committee – State Legislation – March 2019**

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

This session, a number of Vision Zero-related bills have been introduced to the state legislature in spot bill form (with little or no substantive content) or as rough “intent” bills, with little detail, as February 22 was the last day to introduce new bills for the 2019 session. We are in the process of reaching out to our partner agencies in San Francisco and the region to better understand the bills that have been put forward, and will bring more information to the Vision Zero Committee at future meetings as it becomes available.

After consulting with staff from the San Francisco Municipal Transportation Agency (SFMTA), Transportation Authority staff is recommending one new support position on Assembly Bill (AB) 47 (Daly) as shown in **Table 1**, which also includes several new Vision Zero related bills to watch. The Committee does not need to take an action on legislation recommended to watch. Any recommendations from the March 14 Vision Zero Committee will be referred to the full Transportation Authority Board for final approval on March 19.

Table 1. Recommendations for New Positions

Recommended Position	Bill # Author	Title and Description
Support	AB 47 Daly D and Frazier D	<p>Driver records: points: distracted driving.</p> <p>Current law prohibits the use of cell phones while driving a motor vehicle, unless the phone is used in hands-free mode. Violations of this law are not currently counted as points against a driver’s record. This bill would abolish the exemption, effective January 1, 2021.</p> <p>We reported on this bill to the full Transportation Authority Board in February, recommending that the Board watch the bill for the time being. Since then, the city’s State Legislation Committee, after nomination by the SFMTA, approved a support position on this bill. We are now recommending that the Transportation Authority Board also support the bill.</p>
Watch	AB 697 Ting D	<p>Bicycles.</p> <p>This bill revises existing code language to state that a person riding a bicycle has the right to ride in the center of a traffic lane except when the lane is wide enough to safely travel side-by-side with vehicles. The bill does not revise legal rights or responsibilities, but clarifies the rights of bicycle riders. The California Bicycle Coalition is a sponsor. The SFMTA is also tracking this bill.</p>
Watch	AB 1266 Rivas, Robert D	<p>Traffic control devices: bicycles.</p> <p>Under current law, riders of bicycles are technically required to merge out of marked bike lanes when traveling through an intersection that has a right-hand turn lane for vehicles to the right of a bike lane. This bill would permit people on bicycles to disobey the directions of a traffic control device requiring a turn when pavement markings indicate that bicycles may travel straight through a right-turn only lane. This is consistent with typical behavior of people on bicycles. The California Bicycle Coalition is a sponsor, and the SFMTA is tracking the bill.</p>



Memorandum

Date: February 22, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 03/19/2019 Board Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

The Van Ness Avenue Bus Rapid Transit (BRT) project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. In January, the project team intensified construction along the northeast side of Van Ness Avenue between Filbert and Bush streets. Utility upgrade efforts are continuing in other sections as well, such as between Market and Mission streets. Peter Gabancho, Project Manager for the Van Ness BRT project will provide the update at the Board meeting.

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

DISCUSSION

Background.

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration Small Starts program project.

The construction of the core Van Ness Avenue BRT project, which includes pavement resurfacing, curb ramp upgrades, and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration, and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts; street lighting and poles

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replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water “green infrastructure” installation.

Status and Key Activities.

In January, the construction team intensified work along the eastern side of Van Ness Avenue between Sutter and Filbert streets. Ranger Pipeline (Ranger) completed sewer upgrades between Pacific Avenue and Clay Street in previous months and is now working between Sacramento and Pine streets. Ranger also continues to connect adjacent sewer lines to the newly installed sewer line. In locations where Ranger completed sewer installation, Bauman Landscape and Construction (Bauman) is replacing sidewalks, parking strips, curbs, and street base, as well as installing storm water bioretention infrastructure. Bauman focused work between Filbert Street and Broadway. At these locations, the construction zone may encompass an entire block; however, Bauman is providing driveway access for businesses and residents and maintaining sidewalk access also. The construction team also removed existing overhead contact system (OCS) support poles/streetlights in order to replace the sidewalk and curbs. SFMTA anticipates installation of new OCS support poles/streetlights in late spring. In the meantime, the project team has provided temporary street lighting along the corridor. Construction crews also continued upgrading the Auxiliary Water Supply System.

Along the southern half of Van Ness Avenue, Ranger continues sewer and water upgrades. Ranger started trenching between Mission and Market streets after potholing this block earlier. Phoenix Electric continues to install joint-utility duct bank and Muni overhead infrastructure between Market and Grove streets. Bauman started sidewalk and street base replacement between O’Farrell Street and Geary Boulevard. The project team continues to maintain the construction zone between McAllister and Ellis streets due to curb replacement and new street light installation.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The contractor restriped the median along Van Ness Avenue at these locations to accommodate the utility work and to shift traffic to the median at these locations. The project team is using temporary traffic control measures, such as channelizer traffic cones and variable message signs to direct traffic. Temporary bus stop platforms have also been installed as needed. Due to both the Van Ness Improvement Project construction and private developments along the corridor, traffic is expected to be congested, particularly between Market and Mission streets.

To help local businesses maintain visibility, the project team installed additional signs where necessary. Businesses are also displaying banners and temporary standalone signs. The SFMTA continues to host business advisory committee meetings to provide project updates and answer questions. The SFMTA has offered advertising space on buses at no charge to affected merchants. However, the construction zone’s long duration will continue to negatively impact businesses, particularly small businesses that rely on parking and foot traffic.

Project Schedule, Budget and Funding Plan.

Major construction is projected to finish in fall 2021. As previously reported, the original late 2019 BRT service start date has been revised to late-2021 (Attachment 1) due to construction difficulties. The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to

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address this funding gap during its next Capital Improvement Program update planned for mid-2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout.

Current Issues and Risks.

The project is currently about two years behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. The SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible, including water work resequencing; performing construction at night with noise dampening equipment; and relining sewer line connections instead of installing new sewer lines. The project team is also seeking Caltrans permission for weekend daytime partial traffic lane shut downs and possibly increasing staff capacity for 6-day work weeks. The team is also improving identification of major construction delays before they occur, such as exploratory potholing, mapping subsurface conflicts, and project design updates. As construction increases in the northern half of Van Ness Avenue, which is mainly residential and small businesses, there will be a need for more intense construction coordination to accommodate local activities, such as driveway access, parking, delivery access, and night noise.

In addition to needing to address the \$9.8 million funding gap described above, the SFMTA team is currently evaluating and negotiating three certified claims submitted to date (totaling approximately \$24.39 million), the majority of which are for water and sewer work.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC was briefed on this item at its February 27 meeting. CAC member Peter Tannen provided a summary of the CAC discussion as part of the CAC Report at the March 12 Transportation Authority Board meeting (see Item 2 in the draft minutes for the March 12 Board meeting included as a separate item in this agenda packet).

SUPPLEMENTAL MATERIALS

Attachment 1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021						
	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							
1. Conceptual Engineering + Environmental Studies*																																							
2. Preliminary Engineering (CER)																																							
3. Final Design																																							
4. Construction Manager-General Contractor (CMGC) Process																																							
5. Construction																																							
6. Revenue Operations Begin																																							
* Conceptual Engineering and Environmental Studies began in 2007																																							
Key:																																							
Currently Scheduled																Late Start since last report																Late Finish since last report							

Date: Feb 10, 2019