



# AGENDA

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

**Date:** Tuesday, May 21, 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 May 14, 2019 Meeting – <b>ACTION*</b>   | 3  |
| 5. <b>[Final Approval]</b> State and Federal Legislation Update – <b>ACTION*</b>  | 9  |
| <b>Support:</b> Assembly Bill (AB) 659 (Mullin)<br><b>Oppose:</b> AB 1112 (Friedman)<br><b>Oppose Unless Amended:</b> AB 326 (Muratsuchi)   |    |
| 6. <b>[Final Approval]</b> Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – <b>ACTION*</b>   | 19 |
| <b>Projects:</b> (SFMTA) Divisadero Intersection Improvements [NTIP Capital] (\$273,500) and Howard Street - Embarcadero to 3rd Street [NTIP Capital] (\$390,000)   |    |
| 7. <b>[Final Approval]</b> Resolution of Support for Expediting Delivery of Vision Zero Safety Projects and Prioritizing Safety Over Traffic Flow and Parking when Designing for Street Improvements – <b>ACTION*</b> | 59 |

### End of Consent Agenda

8. Authorize the Executive Director to Execute Agreements and Documents Required for Utilities and Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and Utility Agreements with

## Board Meeting Agenda

Various Providers in an Amount Not to Exceed \$750,000, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority – <b>ACTION*</b>	61
9. Horizon and Plan Bay Area 2050 - Update – <b>INFORMATION*</b>	83
10. ConnectSF Statement of Needs – <b>INFORMATION*</b>	95

**Other Items**

11. 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.
12. Public Comment
13. Adjournment

**\*Additional Materials**


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

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# DRAFT MINUTES

## SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, May 14, 2019

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Fewer, Haney, Mandelman, Peskin, Stefani and Yee (6)

**Absent at Roll Call:** Commissioners Safai (entered during Item 2), Brown (entered during Item 4), Mar, Ronen and Walton (5)

**Commissioner Stefani moved to excuse Commissioners Ronen and Brown, seconded by Commissioner Haney. Commissioners Ronen and Brown were excused without objection.**

**Commissioner Yee moved to excuse Commissioner Walton, seconded by Commissioner Haney. Commissioner Walton was excused without objection.**

### 2. Citizens Advisory Committee Report – INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC recommended the approval of Item 5 on the agenda, allocating funds for two Neighborhood Transportation Improvement Programs (NTIP) capital project requests. He said both the Divisadero intersection improvements and Howard street protective bikeway projects were acknowledged by the CAC as examples of types of community engaged and beneficial projects that NTIP funds were designed to facilitate. Mr. Larson stated that the CAC reiterated concerns regarding business impacts along the Van Ness Bus Rapid Transit (BRT) project construction zone and were frustrated with the lack of construction mitigation performance data. A request was made for the Office of Economic Work and Development (OEWD) to come and brief the CAC at a future meeting on the effectiveness of mitigation efforts. He said the CAC was also provided updates on the Central Subway project and Horizon / Plan Bay Area 2050, where the issue of equity within the context of the upcoming congestion pricing study was highlighted.

Mr. Larson reported that the bulk of the meeting was spent discussing the San Francisco Municipal Transportation Agency's (SFMTA's) update on issues that had come to light since the CAC recommended approval of accelerated acquisition of Siemens light rail vehicles (LRVs). He said the CAC asked how long single cars would be in service, due to issues with coupling, and noted concerns regarding precautionary signage on LRV back doors that were not visible. Seat redesign, timelines for retro fits and ensuring safety for the vehicles were of paramount interest to the CAC and public commenters. Mr. Larson remarked that the CAC was unsettled that known incidents impacting safety were not reported by the SFMTA before requesting additional funds. The CAC recommended that the SFMTA commit to reporting all incidents to stakeholders and decision makers moving forward.

During public comment Francisco Da Costa said safety was a paramount issue for residents of San Francisco and thanked the CAC for their report. He recommended better seating on LRVs for seniors and additional outreach to attract public transportation experts to the CAC.

**3. Approve the Minutes of the April 23, 2019 Meeting – ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee (7)

Absent: Commissioners Brown, Mar, Ronen and Walton (4)

**4. State and Federal Legislation Update – ACTION**

Mark Watts, State Legislative Advocate, and Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

During public comment Francisco Da Costa requested Board feedback on issues like the Lombard "Crooked Street" to ensure residents were aware of state and federal legislation being introduced in Sacramento.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee (8)

Absent: Commissioners Mar, Ronen and Walton (3)

**5. Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests – ACTION**

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

Commissioner Haney expressed support for the Howard Street - Embarcadero to 3rd Street NTIP Capital project but asked why two years were needed to complete it. He said residents depended on Howard Street as part of their daily commute.

Matt Lasky, Acting Bike Program Manager with the SFMTA, thanked Commissioner Haney for his support and said improvements to Howard Street were important, especially in light of the fatality that occurred earlier in the year. He clarified that the project would be open for use by mid-2020, as shown on the Allocation Request Form. He added that SFMTA had a number of quick-build projects to finish by the end of the year and would begin the Howard Street project at the same time.

Commissioner Haney asked if there were quick build elements of the Howard Street project that could be implemented early in the process of design and buildout of the full protected lane.

Mr. Lasky said that SFMTA considered the expected timeline to be a quick build. He said quick-build projects still required that design and engineering work be completed prior to implementation.

Commissioner Haney said he understood that there was still a lot to figure out, but felt a year was too long to be considered quick-build. He asked if it was possible to start work on segments that



were not as complicated or if residents needed to wait a year before changes were implemented.

Mr. Lasky said the project team could seek to identify scope elements during the design phase that would not require as long for the SFMTA Board to legislate and could be implemented early in the project.

Commissioner Haney said he would appreciate early implementation of simple safety improvements and any possible steps to expedite the full completion, and that a year was a long time to wait for safety improvements to a heavily used street.

During public comment Charles Deffarges, Senior Organizer at the San Francisco Bicycle Coalition, spoke in support of the item but felt the Howard Street project timeline was too long. He said Howard Street was crucial to the city's bicycle network and asked for the project to be completed by the end of 2019. He added that the San Francisco Bicycle Coalition looked forward to continuing to work with the Board and SFMTA to push this and other projects forward.

Francisco Da Costa stated that the Howard Street project could be completed in six months and suggested that the Board receive an orientation from a project manager. He also noted excavations along San Bruno Avenue that were causing injuries.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Safai, Stefani and Yee  
(8)

Absent: Commissioners Mar, Ronen and Walton (3)

**6. Resolution of Support for Expedited Delivery of Vision Zero Safety Projects and Prioritizing Safety Over Traffic Flow and Parking when Designing for Street Improvements – ACTION**

Commissioner Yee presented the item and said the resolution was to support the expedited delivery of Vision Zero projects. He asked the Board to support investments in engineering, education, and enforcement that fast tracked safety projects. He said that 13 people had been killed in the first five months of the year and that if the statistics remained constant 500 people would be severely injured by the end of 2019. Commissioner Yee said this was a crisis and that the Board needed to act to stop injuries and fatalities, which were 100 percent preventable. He said he supported safety measures such as daylighting but felt the resolution went beyond daylighting because it asked the SFMTA to prioritize safety over traffic flow. He asked the Board to commit to being aggressive in their actions and strategies to get to Vision Zero.

Tom Maguire, Sustainable Streets Director at the SFMTA, said the SFMTA was looking to advance quick build projects on the high injury network and had identified ten projects a year through the SFMTA Board. He noted that the SFMTA was trying a new mode of project delivery that would not require waiting two or three years for a construction contract. He added that they were going in quickly with paint, posts, traffic signals, and using engineering tools to get proven results. He thanked Commissioner Yee for introducing the resolution to help orient the SFMTA toward prioritizing safety.

Commissioner Haney said he was happy to have the resolution come forward and shared that one of the individuals who lost their lives over the weekend was from District 6. He asked if SFMTA had a list of the top priority safety projects identified by the SFMTA Board and if updates would

be provided on a regular basis.

Mr. Maguire listed the ten streets on SFMTA's priority list as followed; Howard Street between 3rd and 6th streets, Townsend Street between 3rd and 8th streets, 6th Street between Market and Folsom streets, 5th Street between Market and Townsend streets, Brannon Street between The Embarcadero and 9th Street, Taylor Street between Market and Sutter streets, Alemany Boulevard near Bayshore Boulevard, California Street between Arguello Boulevard and 18th Avenue, Indiana Street between 24th Street and Cesar Chavez and Terry A François Boulevard between Mariposa Street and Mission Bay Boulevard. He added that many of the projects required a full reconstruction of the streets and SFMTA was seeking capital funds for that work. Meanwhile, in order to quickly make improvements, he said SFMTA was implementing paint and posts in 2019 to improve safety.

Commissioner Haney asked if the priority safety projects would be regularly updated to always have ten projects and asked if additional projects would be added to the list.

Mr. Maguire said the SFMTA Board asked SFMTA staff to keep a list of ten projects going at any one time and were prepared to support process changes to help move projects more quickly.

Commissioner Haney asked if the selection of projects was by the SFMTA Board or SFMTA staff and whether others could provide input.

Mr. Maguire said legislatively it would be the SFMTA Board's decision, but the plan was to do it in collaboration with the District Supervisors. He noted that the selected projects were limited to the high injury network.

Commissioner Haney requested a public conversation at an upcoming Vision Zero Committee or SFMTA Board meeting to discuss the timelines of the current safety projects on the list and how additional projects were being prioritized.

Commissioner Mandelman thanked Commissioner Yee for bringing the resolution forward and said he was most familiar with the Valencia Street project and the experience of the first few blocks being done. He noted that the rest of the Valencia Street project was not on SFMTA's list but hoped it would be added as the SFMTA moved through some of the higher priority projects currently listed.

During public comment Charles Deffarges, San Francisco Bicycle Coalition, spoke in support of the resolution but stated he was frustrated that five years into Vision Zero the Board still needed to introduce resolutions to push along critical street safety projects. He said San Francisco was on pace for 47 traffic fatalities in 2019 and challenged the Board to make a commitment to projects in their districts that upheld Commissioner Yee's resolution. He noted Mayor Breed's instructions to build 20 miles of bike lanes and said he looked forward to working with the Board to tackle the epidemic of traffic fatalities.

Francisco Da Costa suggested implementing distinct signage in high injury streets that protected pedestrians and cyclist and educated motorists. He asked the city to expedite the permit process to allow safety projects to be completed sooner.

Cole Brennan, Senior and Disability Outreach Coordinator at WalkSF, thanked Commissioner Yee for introducing the resolution and stated that two seniors were killed in traffic collisions during her first two weeks on the job. She requested more support for rapid implementation of safe street designs and noted that other cities, including Cambridge and Washington D.C. were working on legislation that would expedite safety improvements and she hoped San Francisco would follow

suit.

After public comment Commissioner Fewer thanked Commissioner Yee and said District 1 had two fatalities in one month and a month later, a 90-year-old woman was struck on a high injury corridor in her neighborhood. She asked that the SFMTA conduct outreach to talk to residents who were fully aware of the traffic flow within their neighborhoods before designing projects. She also asked that the SFMTA take suggestions from District Supervisors of where new arterials should be placed in high injury corridors and not wait for fatal incidents before enacting safety measures.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Haney, Mandelman, Peskin, Stefani and Yee (7)

Nays: Commissioners Mar, Ronen, Safai and Walton (4)

**Chair Peskin called Items 7 and 8 together.**

**7. Preliminary Fiscal Year 2019/20 Budget and Work Program – ACTION**

**8. Internal Accounting and Investment Report for the Nine Months Ending March 31, 2019 – ACTION**

Cynthia Fong, Director for Finance and Administration, and Tilly Chang, Executive Director, presented the item per the staff memorandum.

During public comment Francisco Da Costa stated that more needed to be done to reflect the transportation needs of San Francisco residents. He asked that the Board learn to think outside the box and be aware of the environmental and health issues that were affecting their constituents.

**Other Items**

**9. Introduction of New Items – INFORMATION**

There were no new items introduced.

**10. Public Comment**

There was no public comment.

**11. Adjournment**

The meeting was adjourned at 11:13 a.m.



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RESOLUTION ADOPTING A SUPPORT POSITION ON ASSEMBLY BILL (AB) 659 (MULLIN) AND AN OPPOSE UNLESS AMENDED POSITION ON ASSEMBLY BILL 326 (MURATSUCHI) AND AN OPPOSE POSITION ON ASSEMBLY BILL 1112 (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 a new support positions on AB 659 (Mullin), an oppose unless amended position on AB 326 (Muratsuchi) and an oppose position on AB 1112 (Friedman); and

WHEREAS, At its May 14, 2019 meeting, the Board reviewed and discussed AB 659 (Mullin), AB 326 (Muratsuchi) and AB 1112 (Friedman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on AB 659 (Mullin), an oppose unless amended position on AB 326 (Muratsuchi) and an oppose position on AB 1112 (Friedman); and be it further

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

Attachment: Table 1

**State Legislation – May 2019 (Revised 05/10/19)**

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

Staff is recommending a new support position on Assembly Bill (AB) 659 (Mullin), a new oppose unless amended position on AB 326 (Muratsuchi), and a new oppose position on AB 1112 (Friedman), as shown in **Table 1**, which also includes a watch position on AB 1487 (Chiu). The Board does not need to take an action on legislation recommended to watch.

**Table 2** provides updates on AB 147 (Burke), AB 1142 (Friedman), AB 1568 (McCarty), AB 1605 (Ting), Senate Bill (SB) 50 (Wiener) and SB 152 (Beall), on which the Transportation Authority has previously taken positions this session.

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

**Table 1. Recommendations for New Positions**

Recommended Position	Bill # Author	Title and Description
Oppose unless amended	<a href="#">AB 326</a> <a href="#">Muratsuchi</a> D	<p><b>Vehicles: Motorized carrying devices.</b></p> <p>This bill would create a new class of vehicles, “motorized carrying devices,” as an electric-powered self-propelled device that does not transport a person, but is designed to transport a person’s property, and is controlled by a person in the immediate vicinity (within ten feet) of the device. It would authorize the use of a motorized carrying device on sidewalks and crosswalks. The motorized carrying devices would be required to yield to pedestrians and bicyclists, would be restricted to a speed limit of eight miles per hour, and would be required to have other safety features such as emergency breaking, lights, and reflectors. The author indicates his intent is to proactively create rules that allow the safe operation of these devices to facilitate pedestrian trips and create options for those who move with difficulty. The bill is sponsored by Piaggio Fast Forward, the creator of a mobile carrier that can follow a human operator or move autonomously through an environment previously mapped by the device.</p> <p>The bill would create a new vehicle class and prevent local governments from being able to manage the operation of these devices on sidewalks and in crosswalks. We recommend opposing the bill unless it is amended to authorize jurisdictions to enact regulations governing the local use of these devices. As of May 6, the bill unanimously passed Assembly Transportation Committee and has been referred to Assembly Appropriations.</p>

Recommended Position	Bill # Author	Title and Description
Support	<a href="#">AB 659</a> <a href="#">Mullin</a> D	<p><b>Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.</b></p> <p>This bill would establish a competitive California Smart City Challenge Grant Program to encourage municipalities to incorporate advanced data and intelligent transportation system technologies and applications into their transportation planning efforts. The California Transportation Commission would be required to develop guidelines on or before March 1, 2021, informed by a new California Smart City Challenge Workgroup. As written, it would be funded by up to \$10 million from Proposition 1B state bond program, contingent upon appropriation in the annual budget act.</p> <p>The Transportation Authority currently has a watch position on the bill, but we are recommending a support position after additional discussion with the San Francisco Municipal Transportation Agency (SFMTA) and internally. The City's State Legislation Committee adopted a support position on the bill in April.</p>

Recommended Position	Bill # Author	Title and Description
Oppose	<a href="#">AB 1112</a> <a href="#">Friedman</a> D	<p><b>Shared mobility devices: local regulation.</b></p> <p>Recent revisions to this bill, which is sponsored by Bird, would limit a local jurisdiction's ability to regulate not just scooter share operators but all "shared mobility" operators including those of shared bicycles, electric bicycles, motorized scooters, electrically motorized boards, or other similar personal transportation devices. This legislation would prevent local regulations that include fees that exceed the 'reasonable cost' [undefined] to the local authority of regulating the operator or that impose 'unduly restrictive requirements' [undefined] on a shared mobility operator, including any requirement that is more restrictive than those applicable to riders of personally owned similar transportation devices. The bill would authorize a local authority to require a shared mobility operator to provide certain types of data for trips starting or ending within its jurisdiction, but limited to what is specified in the bill. The bill furthermore finds that uniformity in regulation of shared mobility is a matter of statewide concern rather than a municipal affair, therefore preventing any additional local regulation beyond what is allowable under the language above.</p> <p>Without clarification about what a 'reasonable cost' or 'unduly restrictive requirement' means, it is difficult to determine how the bill would impact SFMTA's ability to continue its current regulatory activities across all shared mobility modes, or its ability to adjust or enact regulations in the future. SFMTA has determined that under AB 1112, current requirements such as providing a specified level of service in communities of concern and providing low-income plans would likely be unenforceable. The bill also may restrict SFMTA's current ability to cap the number of shared mobility devices available for use within the city. The parity provision would prevent SFMTA from imposing different requirements on operators deploying shared mobility devices for profit than personal users who are not using the devices for financial benefit. Under the bill, SFMTA would not retain its ability to collect the level of data it currently uses to manage and evaluate the program. SFMTA is in conversation with the author about these concerns.</p> <p>The City's State Legislation Committee adopted an oppose position on an earlier version of the bill that just applied to shared scooters in April, at the request of SFMTA. Other opponents of that version of the bill included California Walks (unless amended) and the League of California Cities. Supporters included Bird, Uber (if amended), the Sierra Club, and the Bay Area Council.</p>



Recommended Position	Bill # Author	Title and Description
Watch	<a href="#">AB 1487</a> <a href="#">Chiu</a> D	<p><b>San Francisco Bay area: housing development: financing.</b></p> <p>Building on the outcomes from the recent CASA effort, this bill would establish the Housing Alliance for the Bay Area (HABA), a new regional entity serving the nine Bay Area counties to fund affordable housing production, preservation and tenant protection programs. It would authorize HABA to place unspecified revenue measures on the ballot, issue bonds, allocate funds to the various cities, counties, and other public agencies and affordable housing projects within its jurisdiction to finance affordable housing development, preserve and enhance existing affordable housing, and fund tenant protection programs.</p> <p>The question of who will govern the new entity has been a focus of discussion locally and at the state level. The original language split membership between local representatives and Governor appointees. A subsequent amendment provided that HABA would be governed by a board composed of an unspecified number of voting members from the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) and be staffed by MTC. The most recent amendment removed MTC and ABAG from the bill and, for the time being, does not specify how HABA would be governed or staffed.</p>

Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support	<a href="#">AB 147</a> <a href="#">Burke</a> D	<p><b>Use taxes: collection: retailer engaged in business in this state.</b></p> <p>This bill was sponsored by California State Treasurer Fiona Ma, and was intended to establish a set of tax collection rules consistent with the recent South Dakota v. Wayfair 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.</p> <p><b>On April 25, 2019, the Governor signed this bill into law, to take effect immediately.</b> We will work with the Office of the Treasurer &amp; Tax Collector to determine the impact of the bill on the local Prop K transportation sales tax revenues. Statewide, the California Department of Tax and Fee Administration estimates that the bill will result in annual net state and local revenue gains of \$297 million in FY 2019/20 and \$462 million in FY 2020/21.</p>
Support if Amended	<a href="#">AB 1142</a> <a href="#">Friedman</a> D	<p><b>Regional Transportation Plans.</b></p> <p>This bill would 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) if appropriate data is available, and to include measures of policies to increase transit usage, such as transit frequency, parking facilities near transit, and availability of microtransit options to supplement existing public transit.</p> <p>A previous version of the bill would have also created a pilot grant program for projects that reduce vehicle miles traveled to support the planning and development of sustainable communities, but this was deleted from the recent version of the bill. We originally recommended supporting the bill if it was amended to identify lack of transit-supportive land uses and lack of safe pedestrian and bicycle access as barriers to transit usage, which are not currently included. Our Sacramento advocate is in contact with the author's office to convey our concerns.</p>
Watch	<a href="#">AB 1568</a> <a href="#">McCarty</a> D	<p><b>Housing law compliance: prohibition on applying for state grants.</b></p> <p>Coauthored by Senator Wiener, a prior version of the bill would have required a city or county to meet its annual minimum housing production goal for that reporting period in order to remain eligible to receive its annual apportionment of its Senate Bill 1 local streets and roads funds.</p> <p>As amended, the bill would instead prohibit a local jurisdiction from applying for state grants after January 1, 2025, other than certain fuel taxes and fees protected by the California Constitution, if it is determined to be out of compliance with the state's Housing Element Law. This law requires that all cities and counties engage in detailed planning for their fair share of housing, as determined through the Regional Housing Needs Assessment process, in the housing element of their comprehensive plan.</p>

Support/ Sponsor	<a href="#">AB 1605</a> <a href="#">Ting D</a>	<p><b>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</b></p> <p>This bill authorizes the San Francisco Board of Supervisors to implement a pilot reservation and pricing program on the Lombard Crooked Street, to provide congestion relief and revenues to manage one of San Francisco's most popular tourist attractions, which is also a local residential street. Visitors would be required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and other traffic management costs.</p> <p>We are planning to make an amendment to the bill that would clarify that while the Board of Supervisors would be granted the authority to implement the reservation program, the SFMTA would maintain their existing jurisdictions over traffic control devices, parking enforcement, etc. We are working with the SFMTA and City Attorney's Office to finalize the language.</p> <p>The San Francisco Board of Supervisors unanimously adopted a resolution of support for AB 1605 on April 16. On April 22, the bill was successfully passed out of the Assembly Transportation Committee. On May 2, the bill passed off the Assembly Floor. It will be heard next at the Senate Transportation Committee. We continue to work with our legislators in Sacramento, Commissioner Stefani's office, and local agency partners to advance the bill.</p>
Watch	<a href="#">SB 50</a> <a href="#">Wiener D</a>	<p><b>Planning and zoning: housing development: incentives.</b></p> <p>On May 1, this bill was substantially amended as a compromise with the authors of a competing bill, SB 4 (McGuire and Beall) that shared the intent of increasing statewide housing production but was more limited in the scope of what would be allowed to proceed under a streamlined local approval process. SB 50 now differentiates between counties under 600,000 in population and those over, with lower allowable height and density waivers in smaller counties and cities. However, fourplexes in any jurisdiction would be approved by right under most conditions. New exemptions were also introduced for coastal zones, fire hazard severity zones, and legislatively-adopted historic districts. The definition of high-frequency bus service that triggered the streamlining process was reduced from fifteen-minute headways to ten-minute headways. Finally, the bill provides additional protections for sensitive communities by allowing implementation to be delayed until 2026.</p> <p>The Planning Department is working to analyze the impact of these recent changes, but after an early review staff anticipates the reduction in required bus frequencies will shrink the areas identified as having high-quality transit, balanced with making fourplexes eligible for streamlined permitting by right throughout the city. Eligible sensitive communities, primarily in the southeast part of the city, would also be allowed to defer implementation for an additional five years.</p>

Support	<a href="#">SB 152 Beall</a> D	<p><b>Active Transportation Program.</b></p> <p>Sponsored by the MTC, the prior version of this bill would have delegated project selection for 75% of state Active Transportation Program to Metropolitan Planning Agencies (MTC for the Bay Area), with 15% available for small/rural regions, and leaving the remaining 10% to be administered by the California Transportation Commission (CTC) as a statewide competitive program.</p> <p>To address concerns from bicycle and pedestrian advocacy organizations that want to see a more robust statewide program, the bill has been amended the distribution to 60% for regions, 15% for small/rural areas, and 25% for the statewide competitive program, with a requirement that the CTC consider geographic balance in its grant awards. It also would require additional transparency on how disadvantaged communities are defined at the regional level, and additional reporting requirements for how disadvantaged communities perform in the project selection process.</p> <p>In April, the City's State Legislation Committee adopted a support position on the bill. The bill passed out of the Senate Committee on Transportation and has been referred to Appropriations.</p>
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Table 3. Bill Status for Active Positions Taken in the 2019-2020 Session

Adopted Positions	Bill # Author	Bill Title	Bill Status <sup>1</sup> (as of 5/7/2019)
Support/Sponsor	<a href="#">AB 1605 Ting</a> D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Senate Transportation
Support	<a href="#">AB 40 Ting</a> D	Zero-emission vehicles: comprehensive strategy.	Assembly Transportation
	<a href="#">AB 47 Daly</a> D and <a href="#">Frazier</a> D	Driver records: points: distracted driving.	Assembly Appropriations
	<a href="#">AB 147 Burke</a> D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
	<a href="#">AB 252 Daly</a> D	Department of Transportation: environmental review process: federal program.	Assembly Appropriations
	<a href="#">AB 1286 Muratsuchi</a> D	Shared mobility devices: agreements.	Assembly Floor
	<a href="#">SB 127 Wiener</a> D	Transportation funding: active transportation: complete streets.	Senate Appropriations
	<a href="#">SB 152 Beall</a> D	Active Transportation Program	Senate Appropriations

Support if Amended	<a href="#">AB 1142 Friedman</a> D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Senate Transportation
Oppose	<a href="#">AB 553 Melendez</a> R	High-speed rail bonds: housing.	Assembly Transportation
	<a href="#">AB 1167 Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Assembly Transportation

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



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RESOLUTION ALLOCATING \$663,500 IN PROP K SALES TAX FUNDS, WITH  
CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$663,500 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Traffic Calming and Pedestrian Circulation/Safety, and Bicycle Circulation/Safety; 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 each of the aforementioned programmatic categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) Howard Street – Embarcadero to 3<sup>rd</sup> Street [NTIP Capital] project requires an amendment to the Bicycle Circulation/Safety 5YPP to reprogram funds from two other projects to fund the current request as described in Attachment 3 and the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$663,500 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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



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

RESOLVED, That the Transportation Authority hereby amends the Bicycle Circulation/Safety 5YPP for the SFMTA's Howard Street – Embarcadero to 3<sup>rd</sup> Street [NTIP Capital] project, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$663,500 in Prop K funds, with conditions, 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 relevant 5YPPs; and be it further

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

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

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



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

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

Attachments:

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2018/19
5. Prop K/Prop AA Allocation Request Forms (2)

					Leveraging				
Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	District(s)
Prop K	38, 40	SFMTA	Divisadero Intersection Improvements [N'TIP Capital]	\$ 273,500	\$ 273,500	39%	0%	Design, Construction	5
Prop K	39	SFMTA	Howard Street - Embarcadero to 3rd Street [N'TIP Capital]	\$ 390,000	\$ 390,000	27%	0%	Design	6
TOTAL					\$ 663,500	\$ 663,500	32%	0%	

Footnotes

- <sup>1</sup> "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).
- <sup>2</sup> Acronym: SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- <sup>4</sup> "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38, 40	SFMTA	Divisadero Intersection Improvements [NTIP Capital]	\$273,500	Improve traffic safety at 10 intersections by applying quick and effective measures along the Vision Zero High Injury Network segment of Divisadero between Turk and Haight streets. Potential improvements include daylighting, pedestrian safety zones, advanced limit lines, larger signal lenses, and pedestrian signal improvements (e.g., leading pedestrian intervals and longer crossing times). SFMTA will conduct public outreach from May through November 2019, complete design by December 2019, and complete construction by September 2020.
39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$390,000	Requested funds would fund the design phase for a protected bikeway on Howard Street between The Embarcadero and 3rd Street (.75 miles), connecting to the existing (5th to 11th Street) and planned (3rd to 5th Street) protected bikeway on Howard Street. Scope includes a curbside bikeway, floating parking, painted hatched buffer areas, curb ramps, and bus boarding islands. To accommodate the protected bikeway, a travel lane or parking lanes may be removed. SFMTA will complete design by March 2020 and expects to complete construction by March 2021.
<b>TOTAL</b>			<b>\$663,500</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38, 40	SFMTA	Divisadero Intersection Improvements [NTIP Capital]	\$ 273,500	The Transportation Authority is recommending a <b>multi-phase allocation</b> to avoid the loss of District 5 NTIP funds that are available in Fiscal Year 2018/19.  <b>Special Condition:</b> \$250,200 in Prop K funds for construction are placed on <b>reserve</b> to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.
39	SFMTA	Howard Street - Embarcadero to 3rd Street [NTIP Capital]	\$ 390,000	<b>5-Year Prioritization Program (5YPP) Amendment:</b> Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$25,000 not needed for the planning phase of The Embarcadero at Pier 39/Fisherman's Wharf project, and \$290,000 from Ocean Avenue Safety Improvements to the subject project. Planning for the Ocean Avenue project can advance in Fiscal Year 2019/20 with the \$350,000 in remaining Prop K funds. We will work with SFMTA to fill the \$290,000 funding gap through the next SFMTA Capital Improvement Program process, to be completed in early 2020.
<b>TOTAL</b>			<b>\$663,500</b>	

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

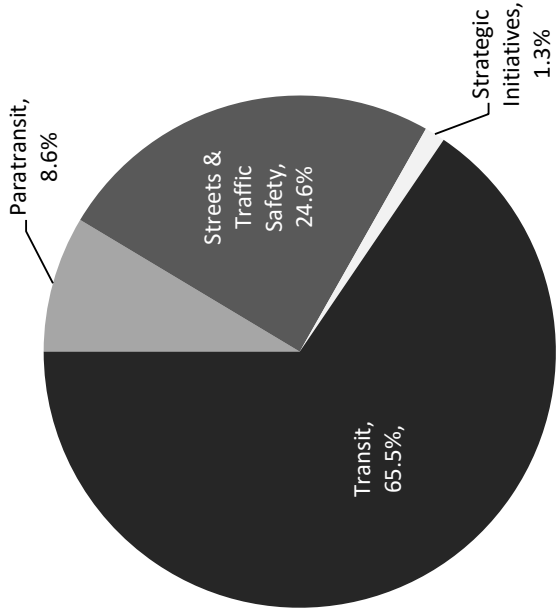
Attachment 4.  
Prop K Allocation Summary - FY 2018/19

PROP K SALES TAX

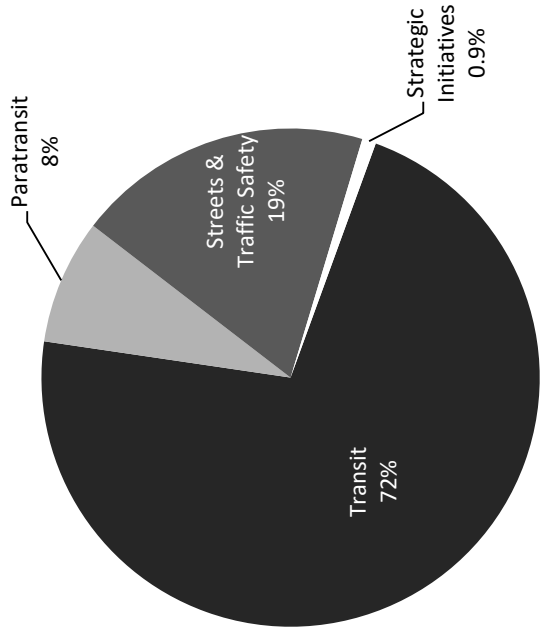
	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 87,268,475	\$ 33,882,699	\$ 29,434,670	\$19,463,931	\$3,918,112	\$569,063	\$ -	\$ -
Current Request(s)	\$ 663,500	\$ 61,650	\$ 476,750	\$ 125,100	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 87,931,975	\$ 33,944,349	\$ 29,911,420	\$ 19,589,031	\$ 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

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Divisadero Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Traffic Calming, Pedestrian Circulation/Safety
<b>Current Prop K Request:</b>	\$273,500
<b>Supervisory District(s):</b>	District 05

### REQUEST

#### Brief Project Description

Improve safety at intersections by applying quick and effective countermeasures along the Vision Zero High Injury Network segment of Divisadero between Turk and Haight streets. Potential improvements include daylighting, pedestrian safety zones, advanced limit lines, larger signal lenses, and pedestrian signal improvements (e.g., leading pedestrian intervals and longer crossing times).

#### Detailed Scope, Project Benefits and Community Outreach

At the request of District 5 Supervisor Vallie Brown, the SFMTA requests Neighborhood Transportation Improvement Program (NTIP) funds to design and implement intersection improvements at 10 intersections on Divisadero Street between Turk and Haight Streets. Possible intersection improvements along this Vision Zero High Injury Network segment of Divisadero are as follows:

- Turk:  
 -Daylighting at SE corner, pedestrian safety zone at all corners except southwest corner, 6 new 12" signal lenses  
 Golden Gate:  
 -Pedestrian safety zones at all corners except northeast corner, Daylighting at northeast corner, 4 new 12" signal lenses  
 McAllister:  
 - 2 new advanced limit lines, 9 new 12" signal lenses  
 Fulton:  
 - pedestrian safety zone at northwest corner, Daylighting at southeast corner, two new advanced limit lines, eight new 12" signal lenses  
 Grove:  
 - 2 new advanced limit lines, Daylighting at southeast corner, 4 new 12" signal lenses  
 Hayes:  
 - 2 new advanced limit lines, 10 new 12" signal lenses, pedestrian signal improvements  
 Fell:  
 - 5 new 12" signal lenses, Pedestrian signal improvements  
 Oak:  
 - 3 new 12" signal lenses, Daylighting at northwest and southeast corners, Pedestrian signal improvements  
 Page:  
 - 10 new 12" signal lenses, 4 new advanced limit lines, Daylighting at all approaches except southwest corner, Pedestrian signal improvements  
 Haight:  
 - 4 new advanced limit lines, Pedestrian signal improvements

See attached conceptual designs for details. Project will be designed by SFMTA-Livable Streets and implemented by SFMTA Shops.

Project Benefits:

*Increasing signal lens sizes from 8" to 12"* will allow all travelers to take notice of traffic signals and whether they should go, stop, or slow down. *Pedestrian signal improvements* minimize multimodal conflict and provide dedicated time for pedestrians to safely cross the street. *Leading pedestrian intervals* start the "walk" signal before the green signal for drivers. This prioritizes pedestrians and establishes their presence in the crosswalk before vehicles attempt to turn through the intersection. Increasing the time it takes for pedestrians to cross the street provides more time for pedestrians with limited mobility to cross the street. *Daylighting* removes parking at the corners of intersections to improve visibility for people walking and people driving. Drivers have a clearer view of the intersection, and pedestrians can better see vehicles approaching the crosswalk. *Pedestrian safety zones* function similarly to daylighting in terms of benefits. They provide a buffer between pedestrians at corners of intersections and turning vehicles. The buffer causes cars to slow down as they turn, improves pedestrian visibility, and decreases the distance pedestrians have to cross along the right of way. *Advanced limit lines* indicate where vehicles must stop in compliance with a stop sign or signal. This provides more space for people crossing at intersections and provides extra time to respond to potential conflicts.

Livable Streets staff is currently working with the District 5 Supervisor's Office and key stakeholders to finalize design elements. Based on the outcome of these discussions, the project may remove up to nine parking spaces in order to daylight intersections (i.e., install red zones). (Note: SFMTA Board action is required if a red zone or pedestrian safety zone extends along a street past 20 feet.) The locations and number of parking spots to be removed through this project will be known by December 2019.

The SFMTA will maintain communications with the District 5 Supervisor's Office via regular check-ins over the life of the project. In addition, outreach will be performed through door-to-door outreach to businesses and through SFMTA attendance/presentations at stakeholder and community meetings, including the North of Panhandle Neighborhood Association (NOPNA) and the Alamo Square Association.

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

#### **Project Location**

Divisadero Street between Turk and Haight Streets

#### **Project Phase(s)**

Design Engineering (PS&E), Construction

#### **Justification for Multi-phase Request**

The TA is recommending a multi-phase allocation to avoid the loss of NTIP funds that are available through the end of the fiscal year.

### **5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$273,500

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Divisadero Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2019	Oct-Nov-Dec	2019
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2020		
Operations				
Open for Use			Jul-Aug-Sep	2020
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2021

### SCHEDULE DETAILS

May through November 2019: Business door-to-door outreach, stakeholder meetings  
 December 2019: 100% design, any required legislation and environmental clearance  
 January - September 2020: SFMTA Shops implement; implementation of certain elements (e.g. advanced limit lines)  
 may be fully designed and implemented prior to January 2020



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Divisadero Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Traffic Calming	\$145,000	\$0	\$0	\$145,000
PROP K: Pedestrian Circulation/Safety	\$128,500	\$0	\$0	\$128,500
<b>Phases in Current Request Total:</b>	<b>\$273,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$273,500</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$23,300	\$23,300	Based on similar previous project
Construction	\$250,200	\$250,200	Based on similar previous project and current standard countermeasure costs.
Operations	\$0	\$0	
<b>Total:</b>	<b>\$273,500</b>	<b>\$273,500</b>	

<b>% Complete of Design:</b>	5.0%
<b>As of Date:</b>	03/25/2019
<b>Expected Useful Life:</b>	5 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - DESIGN

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
SFMTA Livable Streets	\$ 20,666	
City Attorney	\$ 500	
Contingency	\$ 2,067	10%
TOTAL PHASE	\$ 23,233	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 23,233
TOTAL	\$ 23,233

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### MAJOR LINE ITEM BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)				
Budget Line Item	Unit Cost	Units	Total Cost	
Advanced Limit Lines	\$ 100	15	\$ 1,500	
Daylighting	\$ 150	10	\$ 1,500	
Pedestrian Safety Zone	\$ 500	7	\$ 3,500	
Signal Upgrade	\$ 3,000	59	\$ 177,000	
Leading Pedestrian Interval and Retiming	\$ 3,000	5	\$ 15,000	
3. Construction Management/Support (10%)	\$ 19,850		\$ 19,850	
5. Contingency (15%)	\$ 31,778		\$ 31,778	
<b>TOTAL CONSTRUCTION PHASE</b>			<b>\$ 250,128</b>	

Unit costs are inclusive of labor and materials at an 80/20 split, respectively.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Divisadero Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$273,500	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$273,500	Total Prop AA Recommended:	\$0

SGA Project Number:	140-xx1	Name:	Divisadero Intersection Improvements [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2020
Phase:	Design Engineering	Fundshare:	100.0

#### 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-140	\$11,650	\$11,650	\$0	\$0	\$0	\$23,300

#### Deliverables

1. Upon project completion (anticipated December 2019), provide evidence of completion of 100% design (e.g. copy of certifications page).

#### 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.

#### Notes

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

SGA Project Number:	138-xx4	Name:	Divisadero Intersection Improvements [NTIP Capital] - Construction Reserve - EP 38			
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2021			
Phase:	Construction	Fundshare:	100.0			
<b>Cash Flow Distribution Schedule by Fiscal Year</b>						
Fund Source	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Total
PROP K EP-138	\$0	\$72,500	\$72,500	\$0	\$0	\$145,000
<b>Deliverables</b>						
1. Please provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.						
<b>Special Conditions</b>						
1. \$145,000 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.						
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.						
<b>Notes</b>						
1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.						

SGA Project Number:	140-xx5	Name:	Divisadero Intersection Improvements [NTIP Capital] - Construction Reserve - EP 40
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2021
Phase:	Construction	Fundshare:	100.0

**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-140	\$0	\$52,600	\$52,600	\$0	\$0	\$105,200

**Deliverables**

1. Please provide 2-3 digital photos of project area prior to construction. With each quarterly report, provide 2-3 digital photos of work in progress. Upon project completion, provide 2-3 digital photos of completed project.

**Special Conditions**

1. \$105,200 in Prop K funds for construction are placed on reserve to be released by Transportation Authority staff after receipt of evidence of environmental clearance and completion of final design, as confirmed by the District Supervisor, and an updated construction schedule. Funds may be released prior to December 2019 to allow SFMTA to implement certain elements of the project (e.g. advanced limit lines) that may be designed prior to December 2019.

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

**Notes**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	0.0%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Divisadero Intersection Improvements [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$273,500
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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.

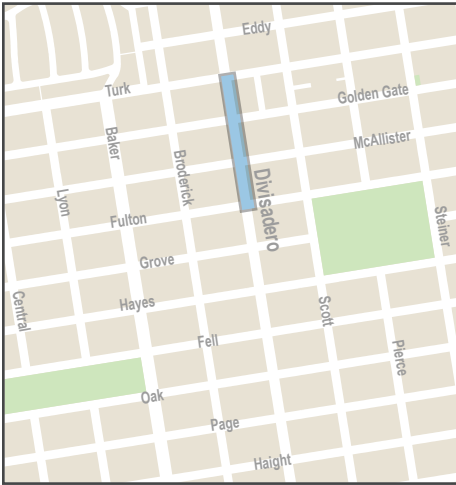
Initials of sponsor staff member verifying the above statement
CR

### CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Shayda Haghgoo	Joel C Goldberg
<b>Title:</b>	Transportation Planner	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2673	(415) 646-2520
<b>Email:</b>	shayda.haghgoo@sfmta.com	joel.goldberg@sfmta.com

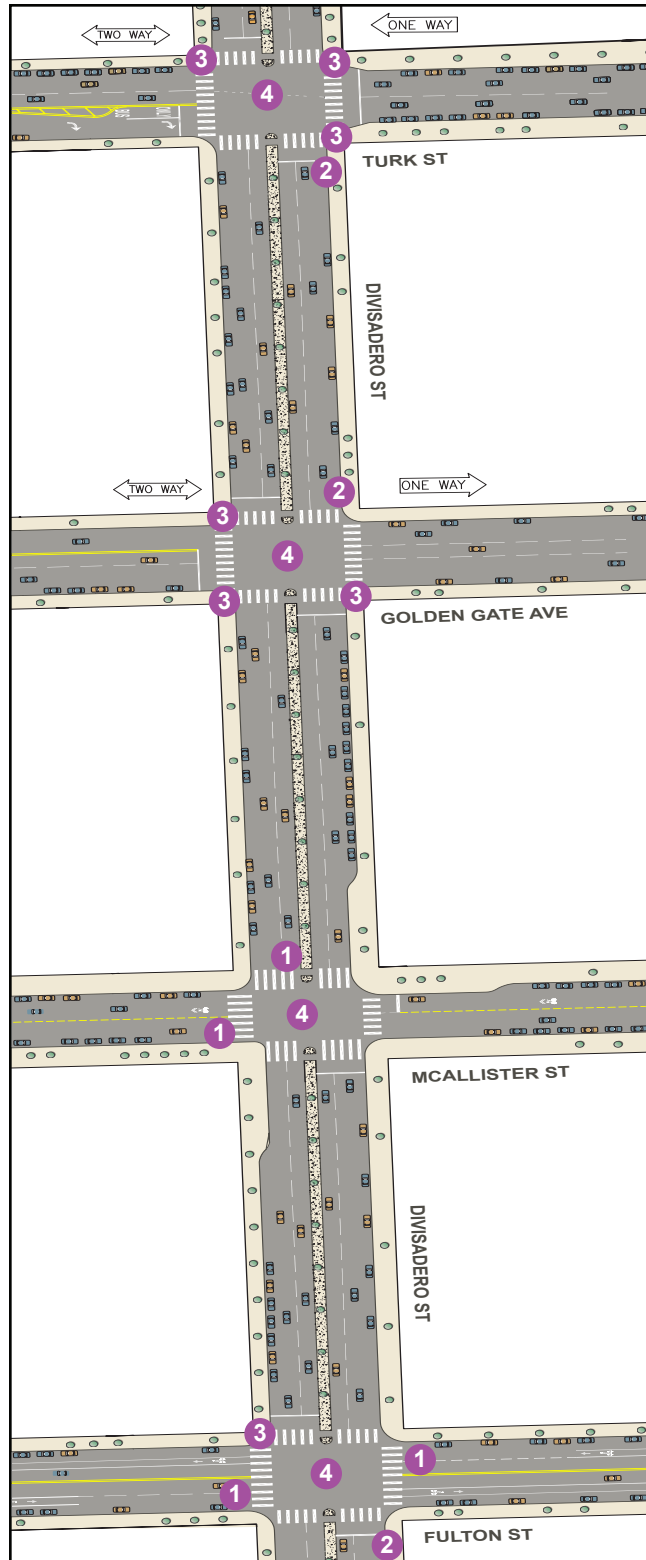
# 36 DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

## TURK TO FULTON STREETS



## PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lenses size from 8" to 12"



**Turk Street**  
(resize 6 signal heads)

**Golden Gate Avenue**  
(resize 4 signal heads)

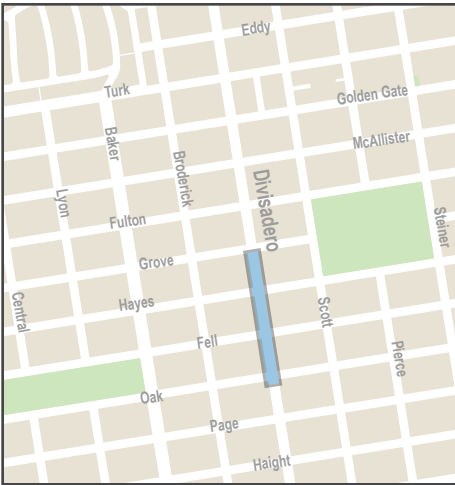
**McAllister Street**  
(resize 9 signal heads)

**Fulton Street**  
(resize 8 signal heads)



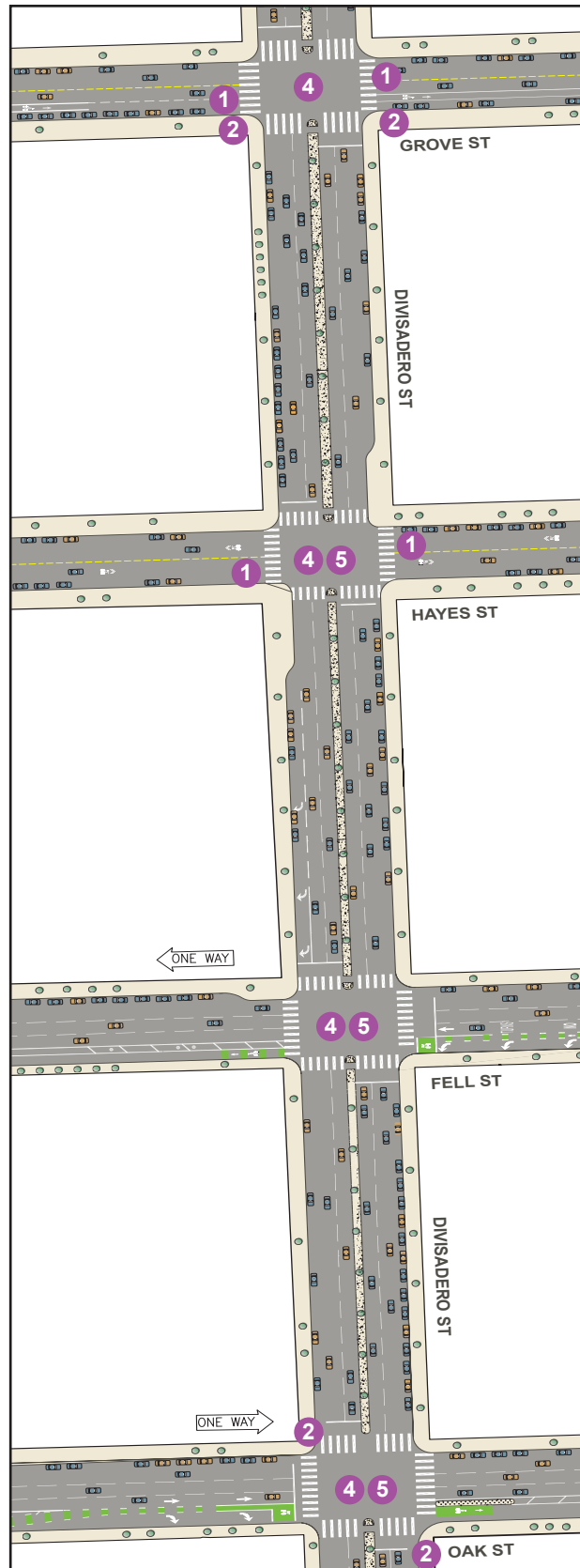
# DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

## GROVE TO OAK STREETS



## PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lenses size from 8" to 12"
- 5 Leading pedestrian intervals & longer crossing times



### Grove Street

(resize 4 signal heads)

### Hayes Street

(resize 10 signal heads)

### Fell Street

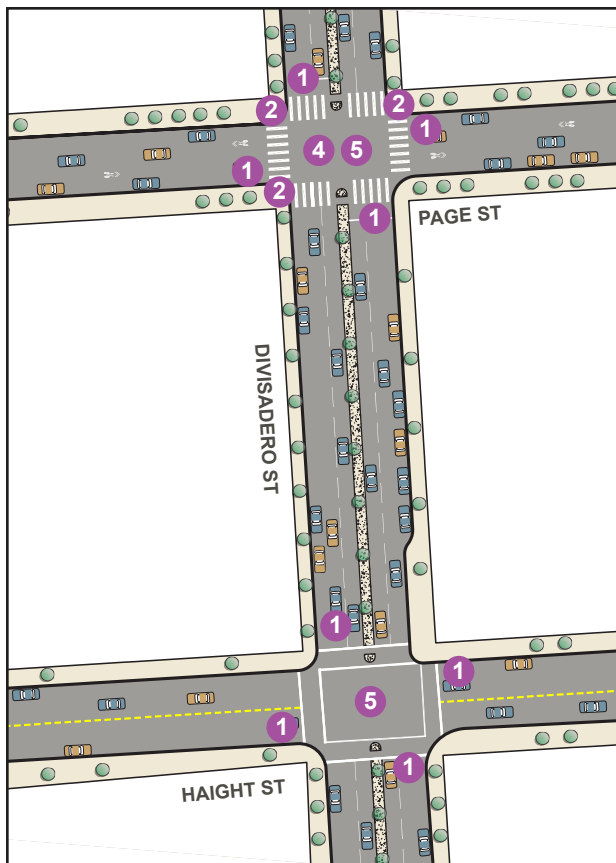
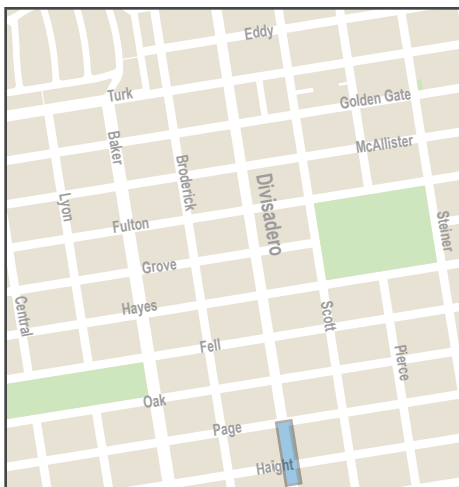
(resize 5 signal heads)

### Oak Street

(resize 3 signal heads)

# 38 DIVISADERO CORRIDOR IMPROVEMENTS - SCOPE

## PAGE TO HAIGHT STREETS



### Page Street

(10 new signal heads)

### Haight Street

## PROPOSED IMPROVEMENTS

- 1 Advanced limit lines
- 2 Daylighting
- 3 Pedestrian safety zone
- 4 Increase signal lenses size from 8" to 12"
- 5 Leading pedestrian intervals & longer crossing times

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Bicycle Circulation/Safety
<b>Current Prop K Request:</b>	\$390,000
<b>Supervisory District(s):</b>	District 06

### REQUEST

#### Brief Project Description

Bikeway improvements on Howard Street from 3rd Street to The Embarcadero, creating a continuous, protected bikeway from 11th Street in western SoMa, through downtown and adjacent to the Transbay Terminal, with a connection to The Embarcadero.

#### Detailed Scope, Project Benefits and Community Outreach

The Transportation Authority's Neighborhood Transportation Improvement Program (NTIP) is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs. Commissioner Haney has requested that this project advance with District 6 NTIP funds.

Prop K funds are requested for the design phase for improvements on Howard Street from 3rd Street to The Embarcadero, including: protected bikeway featuring a curbside bikeway; traffic delineators; floating parking; painted hatched buffer areas; and bus boarding islands. To accommodate the protected bikeway, a travel lane or parking lanes may be removed.

This project is a highly-demanded safety project to improve conditions along a high volume bicycling corridor in a dense transportation and downtown building environment. The project extends existing (5th to 11th Street) and planned (3rd to 5th Street) protected bikeway on Howard Street. The project length is approximately 0.75 miles, and intersects existing bikeways on 2nd Street and Fremont Street (south of Howard), and will connect to the proposed bikeway on Beale Street. This segment of bikeway improvements on Howard will complete a continuous protected bikeway from 11th Street in western SoMa, through downtown and adjacent to the Transbay Terminal, with a connection to The Embarcadero.

A future, larger capital project is planned for this area and is part of the South Downtown Design and Activation Plan.

#### Project Location

Howard Street between The Embarcadero and 3rd Street

#### Project Phase(s)

Design Engineering (PS&E)

#### Justification for Multi-phase Request

This is quick build project with Supervisor support. It will complete the bike lane along Howard where there was a recent bicyclist fatality (near Howard and 6th streets).

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	New Project
<b>Justification for Necessary Amendment</b>	
Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP to reprogram \$25,000 not needed for the planning phase of The Embarcadero at Pier 39/Fisherman's Wharf project, and \$290,000 from Ocean Avenue Safety Improvements to the subject project. Planning for the Ocean Avenue project can advance in Fiscal Year 2019/20 with the \$350,000 in remaining Prop K funds. We will work with SFMTA to fill the \$290,000 funding gap through the next SFMTA Capital Improvement Program process, to be completed in early 2020.	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2019	Jan-Feb-Mar	2020
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2020		
Operations				
Open for Use			Jul-Aug-Sep	2020
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2021

### SCHEDULE DETAILS

SFMTA will be working to implement quickly with an outreach process that will include direct outreach to stakeholders, such as the Supervisor's Office, TJPA CAC, Yerba Buena Community Benefits District, East Cut, Yerba Buena Alliance, Building Owners and Managers Association and properties along the corridor. There will be up to two open houses to inform the public and stakeholders of the preferred design(s).

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Bicycle Circulation/Safety	\$390,000	\$0	\$0	\$390,000
<b>Phases in Current Request Total:</b>	\$390,000	\$0	\$0	\$390,000

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$390,000	\$0	\$0	\$390,000
TBD (E.G. PROP B GENERAL FUND, TRANSIT CENTER IMPACT FEES)	\$1,636,000	\$0	\$0	\$1,636,000
<b>Funding Plan for Entire Project Total:</b>	\$2,026,000	\$0	\$0	\$2,026,000

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$390,000	\$390,000	Previous projects with similar features (e.g. protected bike lanes, signal timing, transit islands)
Construction	\$1,636,000	\$0	Estimate based on similar recent projects
Operations	\$0	\$0	
<b>Total:</b>	\$2,026,000	\$390,000	

<b>% Complete of Design:</b>	5.0%
<b>As of Date:</b>	03/25/2019
<b>Expected Useful Life:</b>	20 Years

**MAJOR LINE ITEM BUDGET**

**SUMMARY BY MAJOR LINE ITEM - DESIGN**

Budget Line Item	Totals	% of phase
1. Total Labor	\$ 379,800	97%
4. Contingency	\$ 10,200	3%
<b>TOTAL PHASE</b>	<b>\$ 390,000</b>	

**TOTAL LABOR COST BY AGENCY**

<b>SFMTA</b>	\$ 225,000
<b>SFPW</b>	\$ 165,000
<b>TOTAL</b>	<b>\$ 390,000</b>

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$390,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$0

SGA Project Number:	139-xxxxxx	Name:	Howard Street - Embarcadero to 3rd Street
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2020
Phase:	Design Engineering	Fundshare:	100.0

#### 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
	\$50,000	\$340,000	\$0	\$0	\$0	\$390,000

#### Deliverables

1. With the first quarterly progress report due July 15, 2019, provide 2-3 photos of typical before conditions.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page) as well as an updated scope, schedule, and budget. The latter can be included as part of an allocation request for the construction phase.

#### Special Conditions

1. Funding this request requires an amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.
2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

#### Notes

1. Prop K amount includes \$75,000 in District 6 NTIP Capital funds.
2. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	80.75%	No Prop AA



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2018/19
<b>Project Name:</b>	Howard Street - Embarcadero to 3rd Street [NTIP Capital]
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$390,000
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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
<b>Name:</b>	Matt Lasky	Joel C Goldberg
<b>Title:</b>		Grants Procurement Manager
<b>Phone:</b>	(415) 701-5228	(415) 646-2520
<b>Email:</b>	matt.lasky@sfmta.com	joel.goldberg@sfmta.com

## 2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

## Bicycle Circulation and Safety (EP 39)

## Programming and Allocations to Date

Pending May 21, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day 2015	CON	Allocated	\$76,000					\$76,000
SFMTA	Bike To Work Day Promotion	CON	Programmed		\$0				\$0
SFMTA	Bike To Work Day Promotion	CON	Allocated			\$38,475			\$38,475
SFMTA	Bike To Work Day Promotion	CON	Allocated				\$38,475		\$38,475
SFMTA	Bike To Work Day Promotion	CON	Allocated					\$38,475	\$38,475
SFMTA	Bicycle Promotion	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Promotion	CON	Programmed		\$0				\$0
SFMTA	Bicycle Promotion	CON	Programmed			\$0			\$0
SFMTA	Bicycle Promotion	CON	Programmed					\$0	\$0
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed	\$0					\$0
SFMTA	Bicycle Safety Education Classes	CON	Allocated	\$72,000					\$72,000
SFMTA	Bicycle Safety Education and Outreach	CON	Allocated		\$170,000				\$170,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed		\$0				\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated		\$80,000				\$80,000
SFMTA	Bicycle Safety, Education & Outreach (e.g., Classes)	CON	Programmed			\$0			\$0
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated				\$117,243		\$117,243
SFMTA	Youth Bicycle Safety Education Classes	CON	Allocated					\$90,000	\$90,000
SFMTA	Bicycle Safety Education and Outreach	CON	Allocated					\$90,529	\$90,529
System Performance and Innovation									
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed	\$0					\$0
SFMTA	Bicycle Counters & Barometers	CON	Allocated	\$97,500					\$97,500
SFMTA	Bicycle Counters & Barometers	DES/ CON	Programmed				\$0		\$0
SFMTA	Market Street Green Bike Lanes and Raised Cycletrack	CON	Allocated	\$758,400					\$758,400
SFMTA	Innovative Treatments	PLAN	Programmed	\$0					\$0
SFMTA	Innovative Treatments	PLAN	Programmed		\$0				\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Innovative Treatments	PLAN	Programmed			\$0			\$0
SFMTA	Innovative Treatments	PLAN	Programmed				\$0		\$0
SFMTA	Innovative Treatments	PLAN	Programmed					\$0	\$0
SFMTA	Innovative Treatments	DES	Programmed	\$0					\$0
SFMTA	Innovative Treatments	DES	Programmed		\$0				\$0
SFMTA	Innovative Treatments	DES	Programmed			\$0			\$0
SFMTA	Innovative Treatments	DES	Programmed				\$0		\$0
SFMTA	Innovative Treatments	DES	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed	\$0					\$0
SFMTA	Innovative Treatments	CON	Programmed		\$0				\$0
SFMTA	Innovative Treatments	CON	Programmed			\$0			\$0
SFMTA	Innovative Treatments	CON	Programmed				\$0		\$0
SFMTA	Innovative Treatments	CON	Programmed					\$0	\$0
SFMTA	Innovative Treatments	CON	Programmed						\$0
SFMTA	Spot Improvements	CON	Programmed	\$0					\$0
SFMTA	5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	Allocated	\$82,700					\$82,700
SFMTA	7th Avenue and Lincoln Way Intersection Improvements	CON	Allocated	\$115,324					\$115,324
SFMTA	Spot Improvements	CON	Programmed		\$0				\$0
SFMTA	Spot Improvements	CON	Programmed			\$0			\$0
SFMTA	Spot Improvements	CON	Programmed				\$0		\$0
SFMTA	Spot Improvements	CON	Programmed					\$0	\$0
Bicycle Network Expansion and Upgrades									
SFMTA	Bike Strategy Project Planning and Scoping	PLAN	Allocated	\$76,356					\$76,356
SFMTA	Bike Strategy Conceptual Design	PLAN	Allocated	\$100,144					\$100,144
SFMTA	Bicycle Wayfinding Signs - Pilot	PLAN	Allocated		\$20,000				\$20,000
SFMTA	Bicycle Wayfinding Signs - Design	PLAN	Allocated		\$173,000				\$173,000
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	PLAN	Programmed		\$0				\$0
SFMTA	Central Richmond Neighborway	PLAN	Allocated			\$155,000			\$155,000
SFMTA	Bicycle Network Expansion and Upgrades	DES	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrade	DES	Programmed		\$0				\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed	\$0					\$0
SFMTA	Bicycle Network Expansion and Upgrades	CON	Programmed		\$0				\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed			\$0			\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed				\$0		\$0
SFMTA	Bicycle Network Expansion and Upgrades	ANY	Programmed					\$0	\$0
SFCTA	YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN	Allocated					\$240,000	\$240,000
SFMTA	YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN	Allocated					\$10,000	\$10,000
SFMTA	Safe Streets Project Evaluation Program	PLAN	Allocated				\$189,850		\$189,850
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	Allocated	\$123,882					\$123,882
SFMTA	Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	Allocated	\$132,218					\$132,218
SFMTA	Sharrows	CON	Programmed		\$0				\$0
SFMTA	Western Addition - Downtown Bikeway Connector [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed	\$0					\$0
SFMTA	Embarcadero Bikeway Enhancements [NTIP]	ENV	Programmed		\$0				\$0
SFMTA	Second Street Vision Zero Improvements [Vision Zero]	CON	Allocated	\$158,500					\$158,500
DPW	Second Street Improvement - EP 39	CON	Allocated			\$110,000			\$110,000
SFMTA	Twin Peaks Connectivity	PLAN, PA&ED	Allocated	\$23,000					\$23,000
Any	NTIP Placeholder	ANY	Programmed		\$0				\$0
SFMTA	Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	Allocated		\$188,931				\$188,931
SFMTA	Arguello Boulevard Improvements	CON	Allocated					\$70,700	\$70,700

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
SFMTA	Golden Gate Avenue Buffered Bike Lane [N'TIP Capital]	CON	Allocated		\$50,000				\$50,000
SFMTA	Cesar Chavez/Bayshore/ Potrero Intersection Improvements [N'TIP Capital]	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Valencia Bikeway Implementation Plan [N'TIP Planning]	PLAN	Allocated				\$145,000		\$145,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [N'TIP Capital]	CON	Allocated				\$100,000		\$100,000
ANY	N'TIP Placeholder	ANY	Programmed					\$289,000	\$289,000
SFMTA	Battery and Sansome Bicycle Connections [N'TIP Capital] <sup>1</sup>	CON	Allocated					\$200,000	\$200,000
SFMTA	Howard Street - Embarcadero to 3rd Street [N'TIP Capital] <sup>2</sup>	PS&E	Pending					\$390,000	\$390,000
SFMTA	Beale Street Bikeway	PS&E	Programmed					\$330,000	\$330,000
SFMTA	Ocean Avenue Safety Improvements <sup>2</sup>	PLAN	Programmed					\$110,000	\$110,000
SFMTA	The Embarcadero Enhancements	PA&ED	Allocated					\$550,000	\$550,000
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements <sup>2</sup>	PLAN/CER	Programmed					\$0	\$0
SFMTA	The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER	Allocated					\$175,000	\$175,000
SFMTA	20th Avenue Neighborhood	CON	Allocated					\$560,000	\$560,000
Transit Access									
Caltrain	San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	Allocated	\$20,000					\$20,000
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	DES/CON	Programmed				\$0		\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed		\$0				\$0
Caltrain	Caltrain Bike Facility Improvements	CON	Programmed				\$0		\$0
BART	Station Bicycle Parking and Access Improvements	CON	Allocated					\$550,000	\$550,000
BART	16th/Mission Bike Station [N'TIP]	DES	Programmed	\$0					\$0

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2014/15	2015/16	2016/17	2017/18	2018/19	
BART	24th/Mission Bike Station [N'TIP]	DES	Programmed	\$0					\$0
BART	Glen Park Bike Station	DES	Programmed	\$0					\$0
<b>Total Programmed in 5YPP</b>				\$1,886,024	\$681,931	\$303,475	\$590,568	\$3,693,704	\$7,155,702
<b>Total Allocated and Pending in 5YPP</b>				\$1,886,024	\$681,931	\$303,475	\$590,568	\$2,964,704	\$6,426,702
<b>Programmed in 2019 Strategic Plan</b>				\$1,886,024	\$681,931	\$303,475	\$590,568	\$3,693,704	\$7,155,702
<b>Deobligated since 2019 Strategic Plan Adoption</b>				\$0					\$0
<b>Cumulative Remaining Programming Capacity</b>				\$0	\$0	\$0	\$0	\$0	\$0

Programmed
Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

Agency	Project Name	Phase	Status	Fiscal Year				Total
				2014/15	2015/16	2016/17	2017/18	2018/19

**FOOTNOTES:**

Comprehensive 2014 5YPP amendment concurrent with 2019 5YPP adoption (Resolution 2019-022, approved 11/27/2018).

Bicycle Promotion: Reduced from \$46,797 to \$0 in FY 16/17 and 18/19. Promotion activities conducted through Bike to Work Day Promotion and Bicycle Outreach and Education.

Bicycle Safety, Education & Outreach (e.g., Classes): Reduced from \$144 to \$0 in FY 16/17. Funds to be reprogrammed to bicycle education projects in 2019 5YPP.

Bicycle Counters & Barometers: Reduced from \$54,115 to \$0 in FY 14/15 and 17/18. SFMTA is not planning to install additional counters or barometers. Innovative Treatments: Reduced from \$523,974 to \$0 in FY 14/15 - 18/19. Innovative treatments discontinued as a distinct project because they are installed as part of individual near and long term bicycle projects where feasible.

Spot Improvements: Reduced from \$467,130 to \$0 in FY 15/16 - 18/19. Project advanced with non-Prop K funds.

Bicycle Network Expansion and Upgrades: Reduced from \$1,481,453 to \$0 in FY 15/16 - 18/19. Projects advanced with non-Prop K funds.

Sharrows: Reduced from \$138,100 to \$0 in FY 15/16. Funds not required; sharrows have been installed on all Class 3 portions of the SF bike network.

Western Addition - Downtown Bikeway Connector [NTIP]: Reduced from \$62,000 to \$0 in FY 14/15. Project advancing through implementation of the Western Addition Community Based Transportation Plan [NTIP Planning] with Prop K funds in the 2019 5YPP period through the Citywide Neighborway Program and/or non-Prop K sources. NTIP programming amount incorporated into FY 18/19 placeholder.

Embarcadero Bikeway Enhancements [NTIP]: Reduced from \$200,000 to \$0 in FY 14/15 and 15/16. Updated project scope will advance with Prop K funds in FY 18/19 through The Embarcadero Enhancements project. NTIP programming amount incorporated into FY 18/19 placeholder.

Caltrain Bike Facility Improvements: Reduced from \$400,000 to \$0 in FY 15/16 and 17/18. Updated project scope will advance with Prop K funds in the 2019 5YPP.

NTIP Placeholder: Added placeholder with \$564,000 in FY 18/19.

Beale Street Bikeway: Added project with \$330,000 in FY 18/19 for design.

Ocean Avenue Safety Improvements: Added project with \$400,000 in FY 18/19 for planning.

The Embarcadero Enhancements: Added project with \$550,000 in FY 18/19 for planning.

The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements: Added project with \$200,000 in FY 18/19 for planning. 20th Avenue Neighborway: Added project with \$560,000 in FY 18/19 for construction.

<sup>1</sup> 5YPP amendment to fund Battery and Sansome Bicycle Connections [NTIP Capital] (Resolution 2019-28, 11/28/2018).  
NTIP Placeholder: Reduced from \$564,000 to \$364,000

Battery and Sansome Bicycle Connections [NTIP Capital]: Added project with \$200,000 in Fiscal Year 2018/19 for construction.

<sup>2</sup> 5YPP amendment to fund Howard Street - Embarcadero to 3rd Street [NTIP Capital] (Resolution 2019-xx, xx/xx/2019).

The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements: Reduced from \$25,000 to \$0 in Fiscal Year 2018/19

Ocean Avenue Safety Improvements: Reduced from \$400,000 to \$110,000 in Fiscal Year 2018/19

NTIP Placeholder: Reduced from \$364,000 to \$289,000

Howard Street - Embarcadero to 3rd Street [NTIP Capital]: Added project with \$390,000 in Fiscal Year 2018/19 for design.

# 2014 Prop K 5-Year Project List (FY 2014/15 - 2018/19)

## Bicycle Circulation and Safety (EP 39)

### Cash Flow (\$) Maximum Annual Reimbursement

Pending May 21, 2019 Board

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Bicycle Safety, Education and Outreach					
Bike To Work Day 2015	CON	\$76,000			\$76,000
Bike To Work Day Promotion	CON	\$0			\$0
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bike To Work Day Promotion	CON	\$38,475			\$38,475
Bicycle Promotion	PLAN	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Promotion	CON	\$0			\$0
Bicycle Safety, Education & Outreach (e.g, Classes)	CON	\$0			\$0
Bicycle Safety Education Classes	CON	\$72,000			\$72,000
Bicycle Safety Education and Outreach	CON	\$170,000			\$170,000
Bicycle Safety, Education & Outreach (e.g, Classes)	CON	\$0			\$0
Youth Bicycle Safety Education Classes	CON	\$80,000			\$80,000
Bicycle Safety, Education & Outreach (e.g, Classes)	CON	\$0			\$0
Youth Bicycle Safety Education Classes	CON	\$117,243			\$117,243
Youth Bicycle Safety Education Classes	CON	\$90,000			\$90,000
Bicycle Safety Education and Outreach	CON	\$45,529	\$45,000		\$90,529
System Performance and Innovation					
Bicycle Counters & Barometers	DES/ CON	\$0			\$0
Bicycle Counters & Barometers	CON	\$97,500			\$97,500
Bicycle Counters & Barometers	DES/ CON	\$0			\$0
Market Street Green Bike Lanes and Raised Cycletrack	CON	\$758,400			\$758,400
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0



Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	PLAN	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	DES	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Innovative Treatments	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
5th Street Green Shared Roadway Markings (Sharrows) [Vision Zero]	CON	\$82,700			\$82,700
7th Avenue and Lincoln Way Intersection Improvements	CON	\$115,324			\$115,324
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Spot Improvements	CON	\$0			\$0
Bicycle Network Expansion and Upgrades					
Bike Strategy Project Planning and Scoping	PLAN	\$76,356			\$76,356
Bike Strategy Conceptual Design	PLAN	\$100,144			\$100,144
Bicycle Wayfinding Signs - Pilot	PLAN	\$20,000			\$20,000
Bicycle Wayfinding Signs - Design	PLAN	\$173,000			\$173,000
Bicycle Network Expansion and Upgrades	PLAN	\$0			\$0
Bicycle Network Expansion and Upgrades	PLAN	\$0			\$0
Central Richmond Neighborway	PLAN	\$155,000			\$155,000
Bicycle Network Expansion and Upgrades	DES	\$0			\$0
Bicycle Network Expansion and Upgrade	DES	\$0			\$0

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Bicycle Network Expansion and Upgrades	CON	\$0			\$0
Bicycle Network Expansion and Upgrades	CON	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0			\$0
Bicycle Network Expansion and Upgrades	ANY	\$0	\$0		\$0
YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN		\$180,000	\$60,000	\$240,000
YBI Hillcrest Road/Treasure Island Road Bike Path	PLAN		\$10,000		\$10,000
Safe Streets Project Evaluation Program	PLAN	\$189,850			\$189,850
Shared Roadway Bicycle Markings (Sharrows) - Environmental, Design	PA&ED, PS&E	\$123,882			\$123,882
Shared Roadway Bicycle Markings (Sharrows) - Construction	CON	\$132,218			\$132,218
Sharrows	CON	\$0			\$0
Western Addition - Downtown Bikeway Connector	ENV	\$0			\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$0			\$0
Embarcadero Bikeway Enhancements [NTIP]	ENV	\$0			\$0
Second Street Vision Zero Improvements [Vision Zero]	CON	\$158,500			\$158,500
Second Street Improvement - EP 39	CON	\$110,000			\$110,000
Twin Peaks Connectivity	PLAN, PA&ED	\$23,000			\$23,000
NTIP Placeholder	ANY	\$0			\$0
Arguello Boulevard Near-term Improvements [NTIP Capital]	CON	\$188,931			\$188,931
Arguello Boulevard Improvements	CON	\$70,700			\$70,700

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
Golden Gate Avenue Buffered Bike Lane [NTIP Capital]	CON	\$50,000			\$50,000
Cesar Chavez/Bayshore/ Potrero Intersection Improvements [NTIP Capital]	PLAN	\$50,000			\$50,000
Valencia Bikeway Implementation Plan [NTIP Planning]	PLAN	\$100,000	\$45,000		\$145,000
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements (The Hairball) [NTIP Capital]	CON	\$100,000			\$100,000
NTIP Placeholder	ANY	\$0	\$289,000		\$289,000
Battery and Sansome Bicycle Connections [NTIP Capital]1	CON	\$100,000	\$100,000		\$200,000
Howard Street - Embarcadero to 3rd Street [NTIP Capital]2	PS&E	\$50,000	\$340,000		\$390,000
Beale Street Bikeway	PS&E	\$66,000	\$264,000		\$330,000
Ocean Avenue Safety Improvements2	PLAN		\$110,000		\$110,000
The Embarcadero Enhancements	PA&ED	\$50,000	\$500,000		\$550,000
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements2	PLAN/CER	\$0	\$0		\$0
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	PLAN/CER	\$20,000	\$155,000		\$175,000
20th Avenue Neighborhood	CON	\$0	\$560,000		\$560,000
<b>Bicycle Network Expansion and Upgrades</b>					
San Francisco Bicycle Parking Facility Improvements - Supplemental Funds	CON	\$20,000			\$20,000
Caltrain Bike Facility Improvements	DES/CON	\$0			\$0
Caltrain Bike Facility Improvements	DES/CON	\$0			\$0
Caltrain Bike Facility Improvements	CON	\$0			\$0
Caltrain Bike Facility Improvements	CON	\$0			\$0
Station Bicycle Parking and Access Improvements	CON	\$50,000	\$500,000		\$550,000
16th/Mission Bike Station [NTIP]	DES				\$0

Project Name	Phase	Fiscal Year			Total
		2014/15 - 2018/19	2019/20	2020/21	
24th/Mission Bike Station [N'TIP]	DES				\$0
Glen Park Bike Station	DES	\$0			\$0
Cash Flow Programmed in 5YPP		\$3,997,702	\$3,098,000	\$60,000	\$7,155,702
Cash Flow Allocated and Pending		\$3,931,702	\$2,435,000	\$60,000	\$6,426,702
					\$0
Cash Flow Programmed in 2019 Strategic Plan		\$4,122,502	\$3,033,200	\$0	\$7,155,702
Deobligated since 2019 Strategic Plan Adoption		\$0			\$0
Cumulative Remaining Cash Flow Capacity		\$124,800	\$60,000	\$0	\$0

Programmed

Pending Allocation/Appropriation

Board Approved Allocation/Appropriation



# Memorandum

**Date:** April 17, 2019  
**To:** Transportation Authority Board  
**From:** Anna LaForte – Deputy Director for Policy and Programming  
**Subject:** 5/14/2019 Board Meeting: Allocate \$663,500 in Prop K Sales Tax Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$663,500 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for two requests:</p> <ol style="list-style-type: none"> <li>1. Divisadero Intersection Improvements [NTIP Capital] (\$273,500)</li> <li>2. Howard Street - Embarcadero to 3rd Street [NTIP Capital] (\$390,000)</li> </ol>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" 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"/> Contracts</p> <p><input type="checkbox"/> Other: _____</p>
<p><b>SUMMARY</b></p> <p>We are presenting two SFMTA requests totaling \$663,500 in Prop K funds to the Board for approval. Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	

## DISCUSSION

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

## FINANCIAL IMPACT

The recommended action would allocate \$663,500 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

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

## Agenda Item 6

**CAC POSITION**

The CAC was briefed on this item at its April 24, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

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

Attachment 5 – Prop K/AA Allocation Request Forms (2)

RESOLUTION OF SUPPORT FOR EXPEDITING DELIVERY OF VISION ZERO SAFETY PROJECTS AND PRIORITIZING SAFETY OVER TRAFFIC FLOW AND PARKING WHEN DESIGNING FOR STREET IMPROVEMENTS

WHEREAS, Vision Zero is San Francisco's policy and commitment to build better and safer streets, educate the public on traffic safety, enforce traffic laws and adopt policy changes that save lives, with the goal of zero traffic deaths in the city by 2024; and

WHEREAS, Every year in San Francisco, about thirty people lose their lives and over 500 people are severely injured while traveling on city streets; and

WHEREAS, Ten people have been killed in traffic deaths in San Francisco in the first three months of 2019, including six pedestrians, one bicyclist, one person riding in a motor vehicle, and two motorists; and

WHEREAS, Recent fatal crashes underscore the need for quick action; and

WHEREAS, Achieving Vision Zero requires a commitment to expedite all safety projects in San Francisco, both on and off the High Injury Network, which is the thirteen percent of San Francisco's streets that account for 75 percent of the city's severe traffic injuries and fatalities; and

WHEREAS, City Charter Section 8A includes the Transit-First Policy, which states that decisions regarding the use of limited public street and sidewalk space shall encourage the use of public rights of way by pedestrians, bicyclists, and public transit, and shall strive to reduce traffic and improve public health and safety; and

WHEREAS, San Francisco agencies with responsibility for implementing street safety projects, including the San Francisco Municipal Transportation Agency (SFMTA), should enable expedited project delivery on the High Injury Network through:



- Efficient planning, design and piloting implementation of project concepts to support timely completion of safety improvements;
- Robust and timely community outreach and engagement, as part of the planning, design and piloting processes;
- Streamlined project approval processes as necessary (e.g., Transportation Code amendments or other modifications to the legislative process);
- Identifying necessary resources for staffing and funding; and

WHEREAS, To meet the Vision Zero goal, the SFMTA must prioritize traffic safety over traffic flow and parking when designing for street improvements; now therefore be it

RESOLVED, That the Transportation Authority hereby urges the SFMTA to expedite delivery of Vision Zero safety projects to eliminate traffic deaths and severe injuries on San Francisco streets; and be it further

RESOLVED, That the Transportation Authority hereby urges the SFMTA to prioritize traffic safety over traffic flow and parking when designing for street improvements; and be it further

RESOLVED, That the Transportation Authority will work with the SFMTA to identify funding, if determined to be necessary, to ensure that the necessary resources for expedited project delivery are available; and be it further

RESOLVED, That the Vision Zero Committee shall request that the SFMTA provide quarterly reports to track the delivery of top priority safety projects; and to report on the identification, implementation and effectiveness of strategies to facilitate faster implementation of Vision Zero projects.



RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS AND DOCUMENTS REQUIRED FOR UTILITIES AND THE RIGHT-OF-WAY ACQUISITION FOR THE YERBA BUENA ISLAND SOUTHGATE ROAD REALIGNMENT IMPROVEMENTS PROJECT, INCLUDING OFFERS TO PURCHASE FOR AN AGGREGATE AMOUNT NOT TO EXCEED \$5,534,760 AND A GRATUITOUS SERVICES AGREEMENT, ALL WITH THE UNITED STATES COAST GUARD, AND UTILITY AGREEMENTS WITH VARIOUS PROVIDERS IN AN AMOUNT NOT TO EXCEED \$750,000, AND TO EXECUTE ALL AGREEMENTS, DOCUMENTS AND DEEDS REQUIRED TO TRANSFER THE ACQUIRED RIGHT-OF-WAY TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE TREASURE ISLAND DEVELOPMENT AUTHORITY, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AGREEMENT PAYMENT TERMS AND NON-MATERIAL AGREEMENT TERMS AND CONDITIONS

WHEREAS, At its March 19, 2019 meeting, the Board gave final approval for the Executive Director to execute various agreements for the Yerba Buena Island Southgate Road Realignment Improvements Project (Project), including license agreements with the United States (U.S.) Coast Guard and amendments to the right-of-way and construction Memorandums of Agreements (MOAs) with the Treasure Island Development Authority (TIDA); and

WHEREAS, The amendment to the right-of-way MOA included an amount not to exceed \$5,534,760 for right-of-way property acquisition, and there are now additional agreements required for utilities and to acquire right-of-way and prepare the Project for construction; and

WHEREAS, TIDA has requested that the Transportation Authority take these actions to satisfy right-of-way certification conditions prior to issuing an invitation to bid for construction,



anticipated in July; and

WHEREAS, There are two Offers to Purchase anticipated to be executed for a total amount not to exceed \$5,534,760, with the first Offer to Purchase for the acquisition of the U.S. Coast Guard property Quarters 8 and 9 and the second Offer to purchase for additional property following its placement on the U.S Coast Guard's divestiture list; and

WHEREAS, There is also a Gratuitous Services Agreement which will allow for the removal of lead contaminated soil identified on the U.S. Coast Guard property and which will be completed as part of the construction of the Project; and

WHEREAS, Following the Transportation Authority's acquisition of the property, the majority of the property will be transferred to TIDA as soon as practicable and the remaining portion will be transferred to the California Department of Transportation (Caltrans) after construction of the Project is complete; and

WHEREAS, The property acquisition is contingent upon the authorization of federal, state and regional grant funds, currently expected in June 2019; and

WHEREAS, There are several utility agreements that will need to be entered into with various providers in order to accommodate future TIDA redevelopment plans and tolling systems efforts, including the following: Pacific Gas & Electric (gas), AT&T (cables), Comcast (cables), San Francisco Public Utilities Commission (electrical), City and County of San Francisco Department of Technology (tolling system fiber), and could include additional City departments; and

WHEREAS, The total cost for the utility agreements is estimated at 750,000 and is included in the Project budget of \$51,030,807; and

WHEREAS, The right-of-way acquisitions are included in the Transportation Authority's Fiscal Year 2018/19 mid-year budget amendment and will be funded with federal Highway Bridge Program, state Prop 1B, Bay Area Toll Authority or TIDA funds specifically designated for the

Project; and

WHEREAS, All obligations assumed by the Transportation Authority under the Offers to Purchase are deemed to be Transportation Authority Right-of-Way Costs, subject to TIDA's reimbursement obligation pursuant to the existing right-of-way MOA with TIDA; and

WHEREAS, TIDA shall indemnify the Transportation Authority and assume all liabilities incurred from entering into the agreements; and

WHEREAS, At its April 24, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority authorizes the Executive Director to execute agreements and documents required for utilities and the right-of-way property acquisition for the Project, including offers to purchase for an aggregate amount not to exceed \$5,534,760 and a gratuitous services agreement, all with the U.S. Coast Guard, and utility agreements with various providers in an amount not to exceed \$750,000, and to execute all agreements, documents and deeds required to transfer the acquired right-of-way to Caltrans and TIDA; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate 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.



Attachments (3):

1. First Offer to Purchase for Quarters 8 and 9
2. Gratuitous Services Agreement
3. Map of parcels

## Attachment 1: First Offer to Purchase for Quarters 8 and 9

**OFFER TO PURCHASE BETWEEN  
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY  
AND UNITED STATES OF AMERICA**

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (“**Authority**” or “**Purchaser**”), hereby offers to purchase, in cash and for fair market value, the federal real property generally located on Yerba Buena Island, City of San Francisco, State of California, including improvements thereon, described in **Exhibit A** (Draft Quitclaim Deed) attached hereto and incorporated herein (the “**Property**”), from the UNITED STATES OF AMERICA (the “**Government**”), on the terms and subject to the conditions set forth herein (the “**Offer**”). The Property is currently controlled by the U.S. Coast Guard (“Coast Guard”), which has determined that the conveyance of the land and improvements described in the Draft Quitclaim Deed shall not diminish the mission capacity of the Coast Guard, but instead shall further the mission capability of the Coast Guard with regard to military family housing or unaccompanied housing.

**TERMS AND CONDITIONS**

1. **PURCHASE PRICE.** The Purchaser shall pay the Government for said Property the purchase price of Three Million Three Hundred Seventy One Thousand and 00/100 U.S. Dollars (\$3,371,000) (the “**Purchase Price**”).
2. **INSPECTION.** By execution of this Offer, the Purchaser certifies that it has conducted all appropriate or necessary inspections of the Property. Failure of the Purchaser to inspect or to be fully informed as to the condition of all or any portion of the Property shall not constitute grounds for withdrawal of the Offer, rescission of any contract resulting from the Government’s acceptance of the Offer, or any claim or demand for adjustment of the Purchase Price. The Purchaser shall be deemed to have relied solely on its own judgment in assessing the condition of all or any portion of the Property.
3. **RIGHT OF POSSESSION.** Notwithstanding anything to the contrary contained in this Offer, the Government shall deliver the right of possession and use of the Property to Purchaser, including the right of Purchaser, its contractors, assignees and designees, to remove and dispose of improvements, and to respond to releases of hazardous substances, hazardous waste, and solid waste pursuant to the Gratuitous Services Agreement referenced and defined in Section 4, on the date Purchaser deposits into Escrow the full amount of the Purchase Price. The Purchase Price includes, but is not limited to, full payment for such possession and use, including damages, if any, between the date of possession and the Closing Date. Notice will be given by Purchaser to the Government that deposit into Escrow has occurred. Once Government receives notice and confirms that full purchase price has been deposited into Escrow then the Government will provide notice to purchaser that removal of improvements may commence.
4. **“AS-IS, WHERE IS” PROVISION (CONDITION OF PROPERTY).** Purchaser shall accept the Property on an “as is, where is” with all faults basis, without warranty, express or implied, with any and all latent and patent defects. Except as expressly set forth in this Offer, the Government disclaims any and all express or implied warranties including but not limited to warranties of title, zoning, habitability, merchantability, suitability, fitness for any purpose, or any other warranty whatsoever. The Government makes no representations or warranties concerning the title, zoning, development potential, character, condition, size, quantity, quality and state of repair of the Property. Except as expressly provided in this Offer, no

employee or agent of the Government is authorized to make any representation or warranty as to the quality or condition of the property; merchantability, suitability or fitness of the property for any use whatsoever, known or unknown to the Government; or compliance with any environmental protection, pollution or land use laws, rules, regulations, orders, or requirements including, but not limited to, those pertaining to the handling, generating, treating, storing, or disposing of any hazardous waste or substance. Unless expressly provided for in this Offer, the Government makes no agreement or promise to alter, improve, adapt or repair the Property. In no event shall the Government be responsible or liable for latent or patent defects or faults, if any, in the property or for remedying or repairing the same including, without limitation, defects related to asbestos or asbestos containing materials, lead, lead-based paint, underground storage tanks, mold, radon or hazardous or toxic materials, chemicals or waste, or for constructing or repairing any streets, utilities or other improvements shown on any plat of the property. The condition of the Property and any information relating thereto shall not constitute grounds for withdrawal of the Offer, rescission of any contract resulting from the Government's acceptance of the Offer, or any claim or demand for adjustment of the Purchase Price.

A. Notwithstanding this "as is, where is" provision, nothing in this provision shall be construed to modify or negate the Government's obligations pursuant to the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or any other statutory obligations.

B. CERCLA 120(h)(3) Compliance.

- i. The parties acknowledge that some of the soil of the Property (Coast Guard's Parcels 2 and 3), and of Coast Guard's Parcels 1 and 4, is suspected to contain hazardous substances, or hazardous waste, or solid waste. Purchaser agrees to perform on behalf of the Coast Guard all actions necessary to meet CERCLA 120(h)(3) requirements for conveyance of the Property, along with the conveyance of Parcels 1 and 4, at no cost to the Coast Guard, as authorized pursuant to a Gratuitous Services Agreement between the parties attached hereto as **Exhibit B**.
- ii. As required by CERCLA, the Quitclaim Deed conveying the Property to Purchaser must provide the grantee (1) a notice of the type and quantity of hazardous substances known to have been stored for one year or more on the Property, or released or disposed of on the Property to the extent such information is available on the basis of a complete search of agency files; (2) a covenant warranting that (i) all remedial action necessary to protect human health and the environment has been taken before the date of conveyance, and (ii) the Government shall take any additional remedial action, response action or corrective action which are found to be necessary regarding hazardous substances located on the Property after the date of this conveyance.
- iii. Per Commandant policy stated at Section 4.6.2 of the Real Property Management Manual, COMDTINST M11011.11 (2012), notice of the type and quantity of hazardous substances known to have been stored or released on the Property shall be based on a Phase 1 Liability Assessment set forth in Chapter 4 of the "Civilian Federal Agency Task Force, Guide on Evaluating Environmental Liability for Property Transfers" or alternative protocols that satisfy the basic requirements of

a Phase 1, to include a review of existing records, visual survey of the site, appropriate interviews, and a report in any reasonable format sufficient to meet the information requirements in the Phase 1. Physical sampling is required if the contamination survey indicates that a disposal or a release of a CERCLA hazardous substance may have occurred, or if certain types of structures are located on the property that are associated with releases of lead or solvents.

- iv. The Coast Guard is legally responsible for attaining CERCLA 120(h)(3) compliance on all YBI parcels prior to conveyance of the Property and/or Parcels 1 and 4, and is the lead federal agency authorized to exercise the authority of CERCLA 104(a), as delegated by Presidential Executive Order 12580, Section 2(e), and as defined by the National Oil and Hazardous Substances Pollution Contingency Plan at 40 CFR 300.5. As such, Purchaser shall clear all correspondence, documents, studies, or reports through Coast Guard's CEU Oakland Environmental Branch prior to release to the California Department of Toxic Substances Control. CEU Oakland will provide clearance or make recommendations for changes as necessary to ensure applicable legal and Coast Guard requirements are met.
- v. If Purchaser is obligated to perform any additional hazardous substance, hazardous waste, or solid waste removal, remediation, or corrective action, following transfer of title, including but not limited to any demolition of existing structures or excavation of land to prepare for future improvements and uses, Purchaser understands and agrees that Purchaser shall be solely responsible for such actions and the costs thereof.

C. Special Provisions to License Agreement HSCG89-19-6-60003 shall be included as **Exhibit F** and all actions required shall be part of this Agreement.

D. The structures named "Quarters 8" and "Quarters 9" on the Property are currently not being used as housing by the Government, and have not been used as housing for at least five (5) years. Purchaser does not intend to use either structure as housing in the future.

- 5. ZONING. Verification of the present zoning and determination of permitted uses thereunder, along with compliance of the Property for present or proposed future uses, shall be the responsibility of the Purchaser and the Government makes no representation in regard thereto. The Government does not guarantee that any zoning information is necessarily accurate or will remain unchanged. Any inaccuracies or changes in the zoning information shall not constitute grounds for withdrawal of the Offer, rescission of any contract resulting from the Government's acceptance of the Offer, or any claim or demand for adjustment of the Purchase Price.
- 6. UTILITY SERVICES. Utility services typical for the location of the Property (such as water, sewer, electrical, gas, and telecommunications) are believed to be available to the Property. However, the Government does not guarantee that any particular utility service(s) which may be desired by the Purchaser are or will be available to the Property before, on, or after the Closing Date. The Purchaser shall contact any desired utility service provider(s) to determine the availability of service(s) to the Property. Purchaser shall be responsible for procurement of any and all utility services to the Property desired by the Purchaser as of the Closing Date. Notwithstanding the foregoing, the parties acknowledge and agree that Purchaser's obligation

to purchase the Property is conditioned on the parties establishing rights and responsibilities for sanitary sewer and storm drain systems, including, at minimum, a mutually agreed upon easement across Government's adjacent property to connect to sanitary sewer, and a mutually agreed upon easement allowing the storm drains to continue to run across Government's adjacent property (together, the "Easements"). The Easements shall be recorded as part of the close of escrow for this transaction, unless otherwise agreed in writing by the parties. The parties agree that the existing storm drain structure and improvements currently serving Quarters 9 are to be included as part of the "Property" purchased by the Purchaser. This includes the portions of the storm drain that branch onto Government adjacent property.

7. **TITLE EVIDENCE.** Any title evidence for the Property desired by the Purchaser shall be procured by the Purchaser at its sole cost and expense, and Purchaser shall cause Escrow Holder (as such term is defined herein) to provide a preliminary title report for the Property promptly after acceptance of this Offer by the Government. The Government shall cooperate with reasonable requests by the Purchaser to examine and inspect any relevant documents in the Government's possession relating to the title of the Property. The Government shall further cooperate with reasonable requests by Purchaser with respect to efforts to remove items from title that Purchaser and Government agree should be so removed, all at no expense to the Government. The Government shall not be obligated to pay for any expense incurred by the Purchaser in connection with title matters or any survey of the Property.
8. **PROPERTY TO BE CONVEYED BY DEED WITHOUT WARRANTIES.** Other than those identified in paragraph 4, subsection B, the Property shall be conveyed by quitclaim deed without warranties in conformity with local law and practice.
9. **PROPERTY TO BE CONVEYED SUBJECT TO COVENANTS, RESERVATIONS, EASEMENTS, & RESTRICTIONS.** The Property shall be conveyed subject to the notices, disclosures, covenants, reservations, easements, and restrictions described in **Exhibit A** (Quitclaim Deed), as well as any and all existing covenants, reservations, easements, restrictions, and rights, whether recorded or unrecorded (including for private and public roads, highways, streets, pipelines, railroads, utilities, waterlines, sewer mains and lines, drainage, power lines, and other rights-of-way).
10. **CLOSING DATE AND DELAYS.** The date of Conveyance (the "**Closing Date**") shall be the first federal business day that is thirty (30) days after the Government's notice of acceptance of this Offer, except as otherwise provided below.
  - A. Except as otherwise agreed by the parties in writing, the Closing Date shall occur no earlier than five (5) business days after the Purchaser and the Government execute and notarize an original (or separate counterpart originals) of the final Easements and deliver the same to Escrow Holder, or Purchaser waives this requirement.
  - B. Section 4 B. CERCLA cleanup must be completed prior to closing.
  - C. Purchaser may request to extend the Closing Date. The Government reserves the right to refuse, for any reason, Purchaser's request to extend the Closing Date. The Government may condition its consent to the Purchaser's request to extend the Closing Date upon such additional terms and conditions as the Government deems reasonably necessary.



11. TENDER OF PAYMENT AND DELIVERY OF INSTRUMENT OF CONVEYANCE. Upon acceptance of this Offer by the Government, Purchaser shall open an escrow account 0131-618431-020 with First American Title Company (“**Escrow Holder**”), an independent, unaffiliated escrow company, to handle the closing. All closing costs, including escrow fees and document handling expenses, shall be borne solely by the Purchaser. As part of the closing, the Government and Purchaser will provide escrow instructions to the Escrow Holder regarding recording, disposition of proceeds and related matters, as and when necessary.

- A. Upon acceptance of this Offer by the Government, Escrow Holder is hereby appointed and instructed to deliver, pursuant to the terms of this Offer, the documents and funds to be deposited into escrow pursuant hereto.

Escrow Holder’s contact information is as follows:

Jules L. Fulop, Senior Escrow Officer  
 First American Title Company  
 Northern California Homebuilder Services  
 4750 Willow Road, #100  
 Pleasanton, CA 94588  
 Direct: (925) 201-6606  
 Fax: (800) 648-7806  
 Email: JFulop@firstam.com

- B. Upon Purchaser’s notification of the Government’s acceptance of the Offer, the Purchaser may request that the Government revise **Exhibit A** (Quitclaim Deed), provided that the Government shall be under no obligation to make any revision except as strictly required to carry out the terms and conditions set forth in this Offer. Thereafter, the Government shall execute one original deed, as may be revised, to convey the Property to the Purchaser.
- C. On or before the Closing Date, Purchaser shall tender final payment of the balance of the Purchase Price in the form of a cashier’s check, certified check or electronic wire transfer to the Escrow Holder.
- D. On or before the Closing Date, the Government shall deliver to the Escrow Holder the original deed executed by the Government.
- E. Promptly after delivery by the Government of the original and fully-executed deed into escrow, Purchaser shall tender final payment of all escrow fees, the cost of the Title Policy (as such term is defined herein), and all recording costs and fees, and any portion of the Purchase Price not previously tendered, all in the form of a cashier’s check, certified check or electronic wire transfer to the Escrow Holder. Purchaser shall further acknowledge acceptance of the conveyance of the Property to the Purchaser (the “**Conveyance**”) by executing an appropriate Certificate of Acceptance pursuant to Government Code Section 27281 and delivering same to Escrow Holder.
- F. Escrow Holder shall, when all required funds and instruments have been deposited into the escrow by the appropriate parties and when all other conditions have been fulfilled, cause the Quitclaim Deed and attendant Certificate of Acceptance to be recorded in the Office of the County Recorder of San Francisco. Upon the Closing, Escrow Holder shall deliver to Purchaser the original of the Title Policy, and to the Government, Escrow

Holder's check for the full Purchase Price of the Property, and to Purchaser or Government, as the case may be, all other documents or instruments which are to be delivered to them.

- G. Escrow Holder may accept instructions regarding this transaction on behalf of Purchaser from the following individuals, or other individual(s) authorized by same:

Tilly Chang; Authority Executive Director  
 Eric Cordoba; Authority Deputy Director for Capital Projects  
 Cynthia Fong; Authority Deputy Director for Finance and Administration  
 Neal Parish, Wendel, Rosen, Black & Dean LLP; Attorneys for Authority

12. **TAXES, ASSESSMENTS, AND OTHER COSTS.** The Purchaser shall pay all taxes, assessments, and other costs imposed on this transaction and shall obtain at its own expense and affix to all instruments of conveyance and security documents such transfer, revenue and documentary stamps as may be required by Federal and local law.
13. **RECORDING.** As specified in the escrow instructions, the Escrow Holder shall record the deed and any related instruments of conveyance in the manner prescribed by local recording statutes at the Purchaser's expense. The Escrow Holder shall provide the Government with a conformed copy of the recorded deed within five (5) business days of the Conveyance.
14. **LIABILITY FOR TAXES.** Upon the Conveyance of the Property, sums paid, or due to be paid by the Government in lieu of taxes pursuant to statutory authority, shall be prorated and the Purchaser shall assume responsibility for all general and special real and personal property taxes which may have been or may be assessed on the Property for the period after the Closing Date. The Government makes no representation regarding whether any past due taxes or past due payments in lieu of taxes are owed by the Government for the Property.
15. **CONTINUING OFFER.** This Offer shall be deemed a firm and continuing Offer from the date of receipt until accepted or rejected by the Government; provided, however, that after 60 days have elapsed from the date of Government's receipt of the Offer, the Purchaser may consider the Offer rejected if the Purchaser has not received actual notice of rejection; and further provided that the Government may accept the Offer after 60 days have elapsed from the date of Government's receipt of the Offer only with the consent of the Purchaser.
16. **NOTICE OF ACCEPTANCE OR REJECTION.** Actual notice by the Government of acceptance or rejection of the Offer shall be deemed to have been sufficiently given when received by a duly authorized representative of the Purchaser or three calendar days after the date the Government deposits such notice, postage-prepaid, with a common carrier addressed for delivery to the Purchaser at:

Purchaser: San Francisco County Transportation Authority  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103  
 Attn: Cynthia Fong  
 Deputy Director for Finance and Administration

With copies to: San Francisco County Transportation Authority  
 1455 Market Street, 22nd Floor  
 San Francisco, CA 94103

Attn: Eric Cordoba  
Deputy Director for Capital Projects

Neal A. Parish  
Wendel, Rosen, Black & Dean LLP  
1111 Broadway, 24th Floor  
Oakland, CA 94607

17. **AGREEMENT UPON ACCEPTANCE OF OFFER.** The Government's acceptance of this Offer shall constitute a contractual agreement between the Purchaser and the Government, effective as of the date of notice of acceptance to the Purchaser (the "**Agreement**"). The Agreement shall constitute the whole contract to be succeeded only by the formal instruments of transfer, unless modified in writing and signed by both parties. No oral statements or representations made by, or for, or on behalf of either party shall be a part of such contract. Nor shall the Agreement or any interest therein, be transferred or assigned by the Purchaser without the consent of the Government, and any assignment transaction without such consent shall be void.
18. **RESCISSION OF ACCEPTANCE.** The Government, in its sole discretion, may rescind its acceptance of the Offer and the resulting Agreement prior to the Conveyance for any reason (including military conflict, national emergency, evidence of material misrepresentation or other wrongful conduct by the Purchaser, or other cause). Any rescission will be without any liability on the part of the Government other than to return to the Purchaser all amounts paid by Purchaser, without interest. The Government's right to rescind the acceptance of Purchaser's Offer shall terminate upon conveyance of the Property.
19. **REVOCATION OF OFFER AFTER ACCEPTANCE OR DEFAULT BY PURCHASER.** In the event of the Purchaser's revocation of the Offer after acceptance, or in the event of any default by the Purchaser in the performance of the contract created by such acceptance, at the sole option of the Government, either (a) the Purchaser shall forfeit to the Government all amounts paid by Purchaser including the Deposit and any other payments relating to the Property, in which event the Purchaser shall be relieved of further liability or (b) the Government may avail itself of any legal or equitable rights which it may have, including by law or under the Offer or Agreement.
20. **GOVERNMENT LIABILITY.** If this Offer to Purchase is accepted and the Government fails for any reason to perform its obligations as set forth herein and the Government returns to the Purchaser all amounts paid by Purchaser, without interest, then the Government shall have no further liability to the Purchaser.
21. **COVENANT AGAINST CONTINGENT FEES.** The Purchaser warrants that it has not employed or retained any person or agency to solicit or secure this contract upon any agreement or understanding for a commission, percentage, brokerage, or contingent fee. Breach of this warranty shall give the Government the right to terminate the contract without liability or, in its sole discretion, to recover from the Purchaser the amount of such commission, percentage, brokerage or contingent fee in addition to the Purchase Price and other consideration herein set forth. This warranty shall not apply to any commission payable by the Purchaser upon the contract secured or made through bona fide established commercial agencies maintained by the Purchaser for the purpose of doing business. "Bona

fide established commercial agencies” may be construed to include licensed real estate brokers engaged in the business generally.

22. **OFFICIALS NOT TO BENEFIT.** No member of or delegate to the Congress or resident commissioner shall be admitted to any share or part of this Offer or to any benefit that may arise from it, but this provision shall not be construed to apply if made with a business organization for its general benefit.
23. **CONDITION PRECEDENT TO PURCHASER’S OBLIGATION TO CLOSE.** The Purchaser’s obligation to purchase the Property from the Government is expressly conditioned upon Escrow Holder’s issuance, or agreement to issue, an owner’s policy of title insurance to Purchaser in the amount of the Purchase Price (“**Title Policy**”) upon the Closing, at Purchaser’s expense.
24. **GOVERNMENT PERSONAL PROPERTY.** The Personal Property of the Government shall remain the property of the Government and shall not be conveyed to the Purchaser unless the Government, in its sole and absolute discretion, elects to release its interest in such Government Retained Personal Property to the Purchaser.
25. **EXHIBITS.** The following Exhibits are incorporated herein: **Exhibit A** (Quitclaim Deed) and **Exhibit B** (Form of Gratuitous Services Agreement), **Exhibit C** (SHPO, Caltrans, and USCG MOA), **Exhibit D** (First Amendment to Exhibit C), **Exhibit E** (National Historic Preservation Covenant for Quarters 9), **Exhibit F** (Special Provisions to License Agreement HSCG89-19-6-60003).
26. As a point of reference to clarify the intent of the parties, this Offer represents Project A of Purchaser’s Roadmap Letter to the Government dated August 28, 2018. A copy is included as **Exhibit G**.

*[signatures on following pages]*

**AUTHORITY OF PURCHASER**

In Witness of, the San Francisco County Transportation Authority has caused this Offer to be executed and delivered to the United States of America this \_\_\_\_ day of \_\_\_\_\_, 2019.

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

### ACCEPTANCE BY THE UNITED STATES GOVERNMENT

The Offer to Purchase, as set forth hereinabove, is hereby accepted on behalf of the United States of America this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

### STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

On this \_\_\_\_\_ day of \_\_\_\_\_, 2019, before the undersigned, a Notary Public in the and for the State of California, personally appeared, \_\_\_\_\_ to me known to be the \_\_\_\_\_, and to me known to be the individual described in and who executed the foregoing instrument and who under oath stated that he was duly authorized, empowered, and delegated by the Commandant of the U.S. Coast Guard to execute the said instrument, and acknowledged the foregoing instrument to be his free and voluntary act and deed, acting for and through the Commandant of the U.S. Coast Guard, acting for and on behalf of the United States of America, for the uses and purposes therein mentioned.

\_\_\_\_\_  
Notary Public in and for the State of California

Commission expires: \_\_\_\_\_

## Attachment 2: Gratuitous Service Agreement

## EXHIBIT "B-1"

## GRATUITOUS SERVICES AGREEMENT

**THIS GRATUITOUS SERVICES AGREEMENT** is between the **UNITED STATES COAST GUARD** ("RECIPIENT") and **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY** ("PROVIDER").

1. The duration of this gratuitous services agreement is from June 1, 2019 to June 1, 2024. This duration of this agreement cannot be extended except by the express, written, mutual consent of both parties. However, both parties can mutually consent to early termination of this agreement. Additionally, this agreement can be unilaterally terminated by either party, with or without cause, with or without prior notification to the other party, in writing or verbally. Both parties are prohibited from claiming or seeking damages from the other party or from the United States because of any mutual or unilateral early termination of this agreement.

2. The terms of this agreement cannot be modified except by the express, written, mutual consent of both parties.

3. PROVIDER offers to provide the following gratuitous services to RECIPIENT:

Remove lead-contaminated material identified within Parcels 2 and 3 (USCG Quarters 8 and 9 respectively) and at sampling site S21 all as noted within the Site Investigation Report for the Southgate Road Realignment Project, prepared by Geocon Consultants, Inc. and dated December 2018, including providing clean backfill and surface restoration on Parcel 3 and at sampling site S21.

4. RECIPIENT agrees to accept PROVIDER'S gratuitous services identified in **Paragraph 3** above to the extent permitted by law.

5. PROVIDER agrees to provide the gratuitous services described in **Paragraph 3** above with the full understanding that RECIPIENT and the United States will not compensate, provide any financial benefit to, or reimburse PROVIDER in any manner for providing those services.

6. PROVIDER agrees and declares that he/she has no expectation of receiving any compensation, financial benefit, or reimbursement of any kind from RECIPIENT or the United States for providing gratuitous services under this agreement.

7. PROVIDER agrees to make no claim for compensation, financial benefit, or reimbursement of any kind against RECIPIENT or the United States for gratuitous services provided under this agreement.

8. PROVIDER understands and agrees that it would be unlawful for RECIPIENT to accept PROVIDER services if PROVIDER had any expectation of any compensation, financial benefit, or reimbursement from RECIPIENT or the United States.

9. Both parties understand and agree that PROVIDER does not become a RECIPIENT employee or United States employee for any purpose under this agreement.

10. RECIPIENT declares that it will not replace or displace any federal employee because of this agreement.

11. RECIPIENT declares that it is not using this agreement in lieu of hiring a federal employee or contractor to perform the services described in Paragraph 4 above.

12. Both parties declare that this document constitutes the sole and complete gratuitous services agreement between them.

**RECIPIENT:**

**UNITED STATES COAST GUARD**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

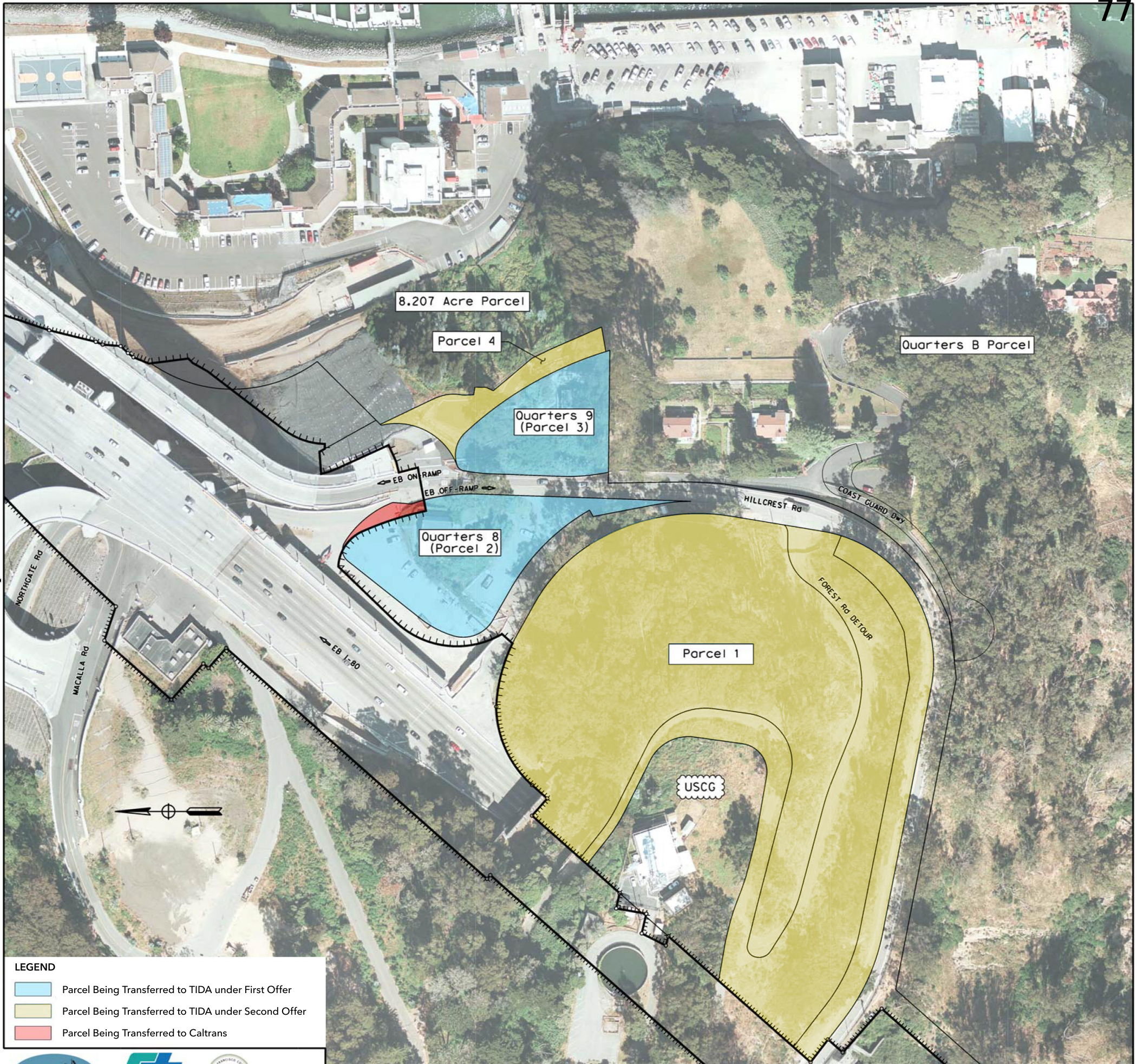
**RECIPIENT**

**SAN FRANCISCO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_



Attachment 3: Map of Parcels



LEGEND

- Parcel Being Transferred to TIDA under First Offer
- Parcel Being Transferred to TIDA under Second Offer
- Parcel Being Transferred to Caltrans



**EXHIBIT A**  
APRIL 2019

YERBA BUENA ISLAND  
PROJECTS

**PROPOSED  
RIGHT OF WAY  
REQUIREMENTS**







# Memorandum

**Date:** May 13, 2019

**To:** Transportation Authority Board

**From:** Eric Cordoba – Deputy Director for Capital Projects

**Subject:** 05/21/19 Board Meeting: Authorize the Executive Director to Execute Agreements and Documents Required for Utilities and Right-of-Way Property Acquisition for the Yerba Buena Island Southgate Road Realignment Improvements Project, Including Offers to Purchase for an Aggregate Amount Not to Exceed \$5,534,760 and a Gratuitous Services Agreement, all with the United States Coast Guard, and Utility Agreements with Various Providers in an Amount Not to Exceed \$750,000, and to Execute all Agreements, Documents and Deeds Required to Transfer the Acquired Right-of-Way to the California Department of Transportation and the Treasure Island Development Authority

## RECOMMENDATION ☐ Information ☒ Action

- Authorize the Executive Director to execute the following agreements and documents required for utilities and right-of-way property acquisition and transfers for the construction phase of the Yerba Buena Island (YBI) Southgate Road Realignment Improvements Project:
  - Offers to Purchase and a Gratuitous Services Agreement with the United States (U.S.) Coast Guard
  - All agreements, documents and deeds required to transfer the acquired right-of-way to the California Department of Transportation (Caltrans) and the Treasure Island Development Authority (TIDA)
  - Utility agreements for gas, electrical, cables, and tolling system fiber with Pacific Gas & Electric Company, AT&T, Comcast, and any necessary City and County of San Francisco departments
- Authorize the Executive Director to negotiate 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

The requested action is a supplement to the action taken by the Board in March to advance the YBI Southgate Road Realignment Improvements Project (Project) to the construction phase. On behalf of TIDA, the Transportation Authority will be acquiring property on YBI from the U.S. Coast Guard to enable construction of the Project according to the current schedule and for continued use of Vista Point. The Transportation Authority will subsequently be transferring the majority

of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete. In addition, several utility agreements will need to be entered into with various providers in order to accommodate future TIDA redevelopment plans and tolling systems efforts.	
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## DISCUSSION

### Background.

At its March 19, 2019 meeting, the Board gave final approval for the Executive Director to execute various agreements for the Project, including license agreements with the U.S. Coast Guard and amendments to the right-of-way and construction Memorandums of Agreements (MOAs) with TIDA. The amendment to the right-of-way MOA included an amount not to exceed \$5,534,760 for right-of-way property acquisition. TIDA has now requested that the Transportation Authority, rather than TIDA as originally anticipated, purchase the property from the U.S. Coast Guard, in lieu of TIDA purchasing the property directly, so that construction activities may continue as currently scheduled and for continued use of Vista Point. As described further below, the Transportation Authority will subsequently be transferring the majority of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete.

### Agreements.

Following the agreements approved by the Board in March, there are now additional agreements required for utilities and to acquire right-of-way and prepare the Project for construction as discussed below. TIDA has requested that the Transportation Authority take these actions to satisfy right-of-way certification conditions prior to issuing an invitation to bid for construction, currently planned for July. We anticipate bringing the construction contract award to the Board for approval in October 2019, with construction activities starting in November 2019.

Offers to Purchase: Pursuant to TIDA's request, the Transportation Authority will act on behalf of TIDA to acquire real property interests from the U.S. Coast Guard for the Project right-of-way as shown in the Attachment 3 map. At this point, there are two Offers to Purchase anticipated to be executed, for a total amount not to exceed \$5,534,760. The first Offer to Purchase will be for the acquisition of U.S. Coast Guard property Quarters 8 and 9, and the form of this initial Offer is attached hereto as Attachment 1. The title to the property will not transfer to the Transportation Authority until the lead contaminated soil is removed per the Gratuitous Services Agreement discussed below, and a No Further Action Letter (NFA) is obtained by the U.S. Coast Guard from the Department of Toxic Substance Control (or NFA equivalent is provided by U.S. Coast Guard), currently anticipated as a six to nine month process. The Transportation Authority and the U.S. Coast Guard will execute the second Offer to Purchase, which will be substantially in the same form as the initial Offer to Purchase (Attachment 1), once the additional property covered by that Offer is placed on the U.S. Coast Guard's divestiture list. The right-of-way acquisition will be funded with TIDA, Bay Area Toll Authority (BATA), state and federal funds.

All obligations assumed by the Transportation Authority under the Offers to Purchase are deemed to be Transportation Authority Right-of-Way Costs, subject to TIDA's reimbursement obligation pursuant to the existing Memorandum of Agreement (MOA) with TIDA for the right-of-way phase of the Project.

Gratuitous Services Agreement: This agreement allows for removal of lead contaminated soil identified on U.S. Coast Guard property that will be acquired for the Project. This work will be completed as part of the construction of the Project on U.S. Coast Guard property, while right-of-way acquisition is being completed. The proposed agreement is attached hereto as Attachment 2.

Right-of-Way Transfer: The Transportation Authority will acquire the real property interests needed for the Project. Once the Transportation Authority acquires the property, the majority of the property will be transferred to TIDA as soon as practicable and the remaining portion will be transferred to Caltrans after construction is complete. The requested action also authorizes the Executive Director to sign the deeds and related documents to permit the transfer of property to TIDA and Caltrans.

Utility Agreements: Several utility agreements will need to be entered into with various providers in order to accommodate future TIDA redevelopment plans and tolling systems efforts. These agreements are for utilities to be installed within and through the Project limits and include the following: Pacific Gas & Electric (gas), AT&T (cables), Comcast (cables), San Francisco Public Utilities Commission (electrical), the City's Department of Technology (tolling system fiber), and could include additional City departments. These utility agreements are still being developed and will be very similar to the utility agreements approved through Resolution 13-41 for the YBI Ramps Improvement Project. The total cost for these agreements is estimated at \$750,000 and is included in the Project budget of \$51,030,807.

TIDA shall indemnify the Transportation Authority and assume all liabilities incurred from entering into the agreements executed as a result of this item.

### **Funding.**

There are no changes to the funding plan since it was last presented to the Board in March, as shown in the table below. The property acquisition is contingent upon the authorization of federal, state and regional grant funds, currently expected in June 2019.

<b>YBI Southgate Road Realignment Improvements Project</b>							
<b>Overall Funding Plan</b>							
<b>PHASE</b>	<b>FEDERAL HIGHWAY BRIDGE PROGRAM</b>	<b>STATE PROP 1B</b>	<b>BATA</b>	<b>TIDA</b>	<b>FUTURE BATA</b>	<b>FUTURE FEDERAL HIGHWAY BRIDGE PROGRAM<sup>1</sup></b>	<b>TOTAL</b>
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
<b>TOTAL</b>	<b>\$ 27,746,319</b>	<b>\$2,263,145</b>	<b>\$ 11,251,000</b>	<b>\$ 500,000</b>	<b>\$1,217,321</b>	<b>\$ 8,053,022</b>	<b>\$ 51,030,807</b>

### **Schedule.**

The Project schedule is projected as follows:

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

## Agenda Item 8

- Execute Caltrans Cooperative Agreement, U.S. Coast Guard Agreements (Offers to Purchase and Gratuitous Services Agreement), Utility Agreements, and Right-of-Way Certification – June 2019
- Request Construction Phase Funding – June 2019
- Obtain Construction Phase Funding Allocation Approval – July 2019
- Advertise Construction Contract – July 2019
- Award Construction Contract – October 2019
- Begin Construction – November 2019
- Open to Traffic – Spring 2021

**FINANCIAL IMPACT**

The right-of-way acquisitions and utility agreements are included in the Transportation Authority's Fiscal Year 2018/19 mid-year budget amendment and will be funded with federal Highway Bridge Program, state Prop 1B, BATA and/or TIDA funds specifically designated for the Project, as shown above.

**CAC POSITION**

The CAC was briefed on this item at its April 24, 2019 meeting and adopted a motion of support for the staff recommendation. Following the CAC's approval, we revised the memo to also authorize the Executive Director to execute utility agreements with various providers in an amount not to exceed \$750,000.

**SUPPLEMENTAL MATERIALS**

Attachment 1 – First Offer to Purchase for Quarters 8 and 9  
 Attachment 2 – Gratuitous Services Agreement  
 Attachment 3 – Map of Parcels



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# Memorandum

**Date:** May 16, 2019  
**To:** Transportation Authority Board  
**From:** Maria Lombardo – Chief Deputy Director  
**Subject:** 05/21/19 Board Meeting: Horizon and Plan Bay Area 2050 - Update

**RECOMMENDATION** ☒ Information ☐ Action

None. This is an information item.

**SUMMARY**

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are in the middle of a futures planning initiative called Horizon, which explores a range of uncertainties about what the next thirty years may bring to the region. The intent is to identify key transportation strategies and projects that perform well across different potential futures, supporting resiliency in our regional transportation system. The Horizon effort is the precursor to Plan Bay Area (PBA) 2050, the region's long-range transportation and land-use plan, which is scheduled for adoption in 2021. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority must submit a list of San Francisco's transportation priorities for inclusion in PBA 2050. MTC/ABAG have established a multi-step process which collects input on different types of projects at different times in the PBA development process before asking for a final financially constrained project list (anticipated in fall 2019). As an interim step, MTC/ABAG have requested that the CMAs identify regionally-significant projects and submit them with a board resolution by July 2019. This memo provides an update on both Horizon and PBA 2050, including our process for developing the list of the city's regionally-significant projects and a draft set of San Francisco goals to guide our input into PBA 2050. We will return to the Board in July for action on the PBA 2050 goals and the regionally-significant project list.

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

**DISCUSSION**

**Background**

Every four years, MTC and ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy to guide the region's long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040. MTC and ABAG are kicking off the official process for the next update, PBA 2050, in September 2019, when the Horizon effort will be winding down.

PBA must respond to state-imposed population and growth numbers and must only include transportation investments that fit within a reasonable fund estimate, among other requirements. PBA 2040 includes an action plan that covers broader topics such as resiliency, housing affordability, and displacement, but the bulk of PBA 2040 is focused on the development of a financially constrained transportation investment strategy and assigning housing and employment growth across the region. For the last 16 months, MTC and ABAG staff have been working on the Horizon effort, which explores a broader range of topic areas than what is required of PBA, and which will inform the transportation and land use decisions in PBA 2050.

As the CMA for San Francisco, the Transportation Authority is responsible for providing San Francisco's input into PBA 2050, drawing upon the San Francisco Transportation Plan, and working in coordination with the local transportation agencies and regional transit providers. Consistency with PBA is important from a very practical project development perspective, as well: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document.

### Horizon

MTC and ABAG intend to wrap up Horizon this summer and move into PBA 2050 officially in September. Attachment 1 shows the latest schedule for the Horizon and PBA 2050 efforts. All of Horizon's major project components are underway or nearing completion and will inform PBA 2050. Horizon's guiding principles, established through region-wide outreach at the beginning of 2018, are: Affordable, Connected, Diverse, Healthy and Vibrant. Horizon's overarching goal is to identify projects and strategies that help the region achieve this series of guiding principles.

The three main streams of work for Horizon are:

- **Futures Planning:** MTC/ABAG staff created three divergent futures where the Bay Area must respond in very different ways to address factors such as sea level rise, job choices, level of automation, immigration, and available resources. Over the summer, MTC/ABAG will test how effectively various strategies, such as housing policies, transportation investment packages, and job incentives, will help support the guiding principles in each future.
- **Perspective Papers:** MTC/ABAG have released three of six planned perspective papers to date: Autonomous Vehicles, Toward a Shared Future, and Regional Growth Strategies. Still to come are The Future of Jobs, Bay Crossings, and Sea Level Rise. Each of these papers provides strategies to help address these critical challenges facing the region over the next thirty years, some of which are being analyzed as part of the Futures Planning work described above.
- **Project Performance Assessment:** Last year, MTC/ABAG issued an open call for transformative project ideas from public agencies, non-government organizations, and members of the public that they could test through the Horizon effort. This summer, MTC staff will conduct a project performance assessment of the 91+ transformative projects they selected in each of the three futures. The list, shown in Attachment 2, includes a number of



large projects from the current PBA 2040, as well as other projects not currently in PBA 2040.

In the fall, MTC/ABAG will release the results of this analysis, and the projects and strategies that perform the best across multiple futures will be recommended for inclusion in PBA 2050. It is important to note though, that these are not the only projects that will be considered for PBA 2050 (see next section).

## **PBA 2050**

According to the most recent schedule, MTC/ABAG are planning to officially launch PBA 2050 in September. Important MTC/ABAG actions anticipated in late 2019 include:

- **Adopt PBA 2050 Vision, Goals and Targets:** For PBA 2040, MTC/ABAG established a series of thirteen goals and targets ranging from housing affordability to greenhouse gas emissions reductions. We expect to see a similar range of goal areas and targets set for this plan, which may be informed by the Horizon guiding principles listed above.
- **Update the regional growth framework:** MTC and ABAG established Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the first PBA adopted in 2013. The regional agencies are considering how to update and potentially expand those geographies, with approval of guidelines anticipated later this month. They will be asking local cities to submit proposals for new PDAs and PCAs this summer, and will establish a new geography, Priority Production Areas (focused on manufacturing and warehousing zoning) for local nominations. Given the region's housing affordability challenges, MTC/ABAG staff may recommend expanding the geographies of the growth framework beyond the locally-nominated PDAs, if the self-nomination process doesn't sufficiently address this issue. These changes may have implications for the amount of growth that will be assigned to these areas in PBA 2050 and the subsequent Regional Housing Needs Assessment, as well as for funding eligibility (e.g. priority for One Bay Area Grant funds or Senate Bill 1 Trade Corridors funds).
- **Approve list of major transportation investments:** This will be informed by the project performance assessment results from Horizon, as described above, as well as input from CMAs and regional transit operators.

We will seek input from the CAC, our Board and our MTC/ABAG representatives prior to the anticipated approval actions at the regional agencies.

## **Establishing San Francisco's Priorities for PBA 2050**

Our approach to PBA 2050 is informed by the 2017 San Francisco Transportation Plan; other city adopted plans such as the San Francisco Municipal Transportation Agency's (SFMTA's) Capital Improvement Program; key city policies such as the City's long-standing Transit First and Vision Zero policies; as well as the ongoing ConnectSF process, through which we are partnering with the SFMTA and the Planning Department to update the San Francisco Transportation Plan in parallel with the PBA 2050 update. (See Agenda Item 10 for an update on the ConnectSF process.)

Similar to what we did for the last PBA update, we have drafted a proposed set of goals for San Francisco to guide our PBA 2050 input. The proposed goals are shown in Attachment 3. We are

seeking input from San Francisco project sponsors and our MTC representatives, in addition to the Transportation Authority Board, on the proposed goals.

Request for Regionally-Significant Projects: On April 16, 2019 the Transportation Authority released a request for public agencies to submit regionally-significant projects in San Francisco to consider for PBA 2050. For this purpose, MTC has defined a regionally-significant project as one that changes the capacity of a transit system or roadway and costs more than \$250 million, such as a major rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway. We anticipate that San Francisco's list will mostly focus on current PBA (PBA 2040) projects that are not yet completed and do not have all their funds secured such as Better Market Street and the Downtown Rail Extension.

In parallel with this effort, the multi-agency ConnectSF process will be seeking input from the public on transportation needs and priorities, with an anticipated round of outreach occurring this summer. We will consider input received from the ConnectSF effort for PBA 2050 and vice versa.

In general, entirely new project ideas generated by members of the public or public agencies will be vetted through the ConnectSF process before they are incorporated into PBA. Our final PBA 2050 list will include programmatic placeholders – such as for future rail planning and project development, to allow new project ideas that emerge from ConnectSF to advance before they need to be individually listed in PBA.

#### **NEXT STEPS**

To support development of PBA 2050, MTC/ABAG will be conducting project performance evaluation of selected projects through the end of 2019 that will inform detailed alternatives analysis and investment trade-off discussions in late 2019 or early 2020, leading to identification of a preferred transportation investment strategy for PBA 2050 in Spring 2020. MTC has indicated that there will be ongoing opportunities for discussions about investment priorities and the CMAs will be asked to provide a comprehensive list of county priorities (e.g. including state of good repair needs, other programmatic needs such as bike improvements, and regionally-significant projects) with a financially constrained target this coming winter.

As noted above, we are planning to return to the CAC and the Board in June/July for approval of our PBA 2050 goals and a regionally-significant project list to submit to MTC by its July deadline.

Throughout the PBA 2050 process, we will work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities in PBA 2050.

#### **FINANCIAL IMPACT**

None. This is an information item.

#### **CAC POSITION**

None. This is an information item.

## Agenda Item 9

**SUPPLEMENTAL MATERIALS**

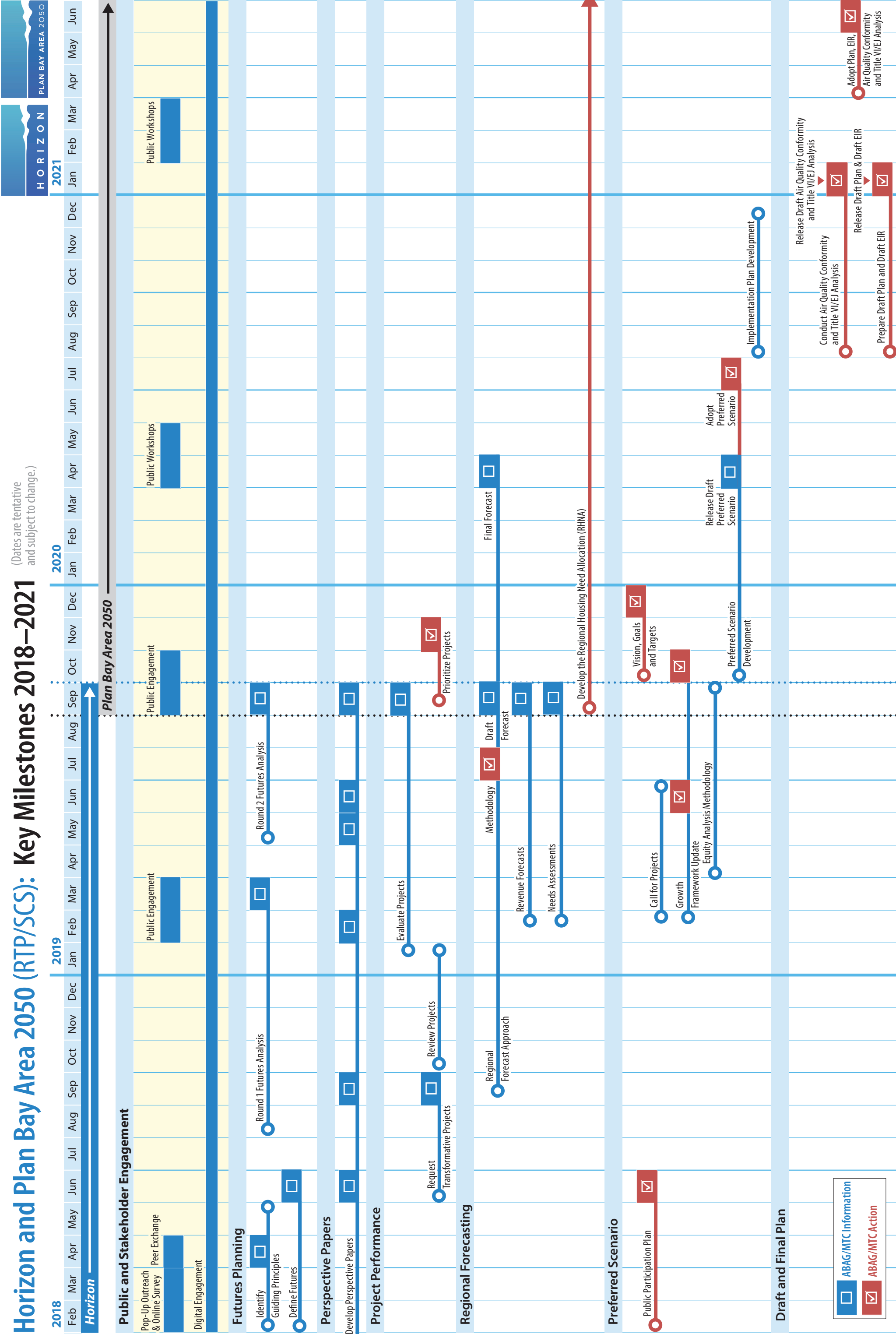
Attachment 1 – MTC Horizon and PBA 2050 Schedule, as of April 12, 2019

Attachment 2 – Transformative Projects List, MTC March 2019

Attachment 3 – Draft San Francisco Goals for PBA 2050

# Horizon and Plan Bay Area 2050 (RTP/SCS): Key Milestones 2018–2021

(Dates are tentative  
and subject to change.)



PROJECT PERFORMANCE  
ASSESSMENT

## Draft List of Transportation Projects (Total: 91+ Projects)

A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)			30 Projects
Local & Express Bus	1	AC Transit Local Service Frequency Increase	
	2	Sonoma Countywide Service Frequency Increase	
	3	Muni Forward + Service Frequency Increase	
Bus Rapid Transit (BRT)	4	San Pablo BRT	
	5	Geary BRT (Phase 2)	
	6	El Camino Real BRT	
BART	7	BART Core Capacity	
	8	BART DMU to Brentwood	
	9	BART to Silicon Valley (Phase 2)	
Commuter Rail	10	Caltrain Downtown Extension	
	11	Caltrain Full Electrification and Blended System <sup>1</sup>	
	12	SMART to Cloverdale	
Light Rail (LRT)	13	Downtown San Jose LRT Subway	
	14	San Jose Airport People Mover	
	15	Vasona LRT (Phase 2)	
	16	Eastridge LRT	
Ferry	17	WETA Service Frequency Increase	
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)	
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)	
	20	SR-152 Realignment and Tolling	
	21	Downtown San Francisco Congestion Pricing	
	22	Treasure Island Congestion Pricing	
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)	
	24	SR-4 Operational Improvements	
	25	SR-4 Widening (Brentwood to Discovery Bay)	
	26	SR-239 Widening	
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)	
Other	28	Bay Bridge West Span Bike Path	
	29	Bay Area Forward (Phase 1)	
	30	Better Market Street	

1. High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures.

B. Transformative Projects from Public Agencies (>\$1 billion)			35 Projects
Local, Express Bus and BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors <sup>2</sup>	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System <sup>1</sup>	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project <sup>2</sup>	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTa North San Jose LRT Subway	
	50	VTa LRT Systemwide Grade Separation	
	51	VTa LRT Systemwide Grade Separation and Full Automation	
	52	VTa LRT Systemwide Grade Separation and Network Expansion <sup>2</sup>	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project <sup>2</sup>	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules <sup>2</sup>	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) <sup>2</sup>	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 <sup>2</sup>	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

\* Submitted by member of public/NGO as well (either partially or fully)

2. Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.



C. Transformative Projects from Individual/NGOs (>\$1 billion)			6 Projects
<b>Jury Selected</b>  <i>Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.</i>	66	Optimized Express Lane Network + Regional Express Bus Network	
	67	Bus Rapid Transit (BRT) on All Bridges	
	68	SMART to Richmond via New Richmond-San Rafael Bridge	
	69	I-80 Corridor Overhaul	
	70	Regional Bicycle Superhighway Network	**
	71	Bay Trail Completion	**
D. Transformative Operational Strategies			6 Projects
<b>Jury Selected</b>	72	Integrated Transit Fare System	
	73	Free Transit	
	74	Higher-Occupancy HOV Lanes	
	75	Demand-Based Tolls on All Highways	
	76	Reversible Lanes on Congested Bridges and Freeways	
	77	Freight Delivery Timing Regulation	
E. Transbay Crossing Projects ***			7 Projects
<b>Crossings</b>	78	Bay crossing project #1	
	79	Bay crossing project #2	
	80	Bay crossing project #3	
	81	Bay crossing project #4	
	82	Bay crossing project #5	
	83	Bay crossing project #6	
	84	Bay crossing project #7	
F. Resilience Projects			7 Projects
<b>Earthquakes</b>	85	BART Caldecott Tunnel Resilience Project	
<b>Sea Level Rise</b>	86	I-580/US-101 Marin Resilience Project	
	87	US-101 Peninsula Resilience Project	
	88	SR-237 Resilience Project	
	89	Dumbarton Bridge Resilience Project	
	90	I-880 Resilience Project	
	91	VTA LRT Resilience Project	
G. Other Major Projects (from Request for Regionally Significant Projects) #			x Projects
	92	Other major project #1	
	93	Other major project #2	
	94	Other major project #3	
	95	Other major project #4	
	96	Other major project #5	
	97	Other major project #6	
	98	Other major project #7 ...	



*\*\* While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.*

*\*\*\* Bay crossing projects are still being defined as part of Horizon Perspective Paper #4 - Bay Crossings - in collaboration with regional and local partner agencies.*

*# A handful of additional projects not previously assessed in Plan Bay Area 2040, costing between \$250 million and \$1 billion, are likely to be submitted for evaluation between March-June 2019 via the Request for Regionally Significant Projects.*

*This list was last updated on March 11, 2019.*



**Attachment 3.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (05/17/19)**

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: <ul style="list-style-type: none"> <li>• Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted</li> <li>• Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)</li> </ul>
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> <li>• BART Core Capacity</li> <li>• Better Market Street</li> <li>• Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center</li> <li>• Downtown Rail Extension</li> <li>• Geary BRT</li> <li>• Muni fleet and facilities expansion</li> <li>• Muni Forward</li> <li>• Vision Zero (support eligibility for MTC fund programs)</li> <li>• Placeholders for transit expansion planning (e.g. west side rail, 19<sup>th</sup> Avenue, Central Subway to Fisherman’s Wharf, etc.)</li> </ul>
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> <li>• Regional transportation measure(s)</li> <li>• Regional housing measure(s)</li> <li>• State road user charge (monitor pilots)</li> <li>• Federal surface transportation bill</li> </ul>
5. Support performance-based decision-making	<ul style="list-style-type: none"> <li>• Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled</li> <li>• Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues</li> <li>• Advocate for discretionary funds for high-performing and regionally significant San Francisco projects</li> </ul>
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> <li>• Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth</li> <li>• Advocate for more funds to support Priority Development Area planning</li> </ul>

**Attachment 3.**  
**Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (05/17/19)**

Goals	Notes
	<ul style="list-style-type: none"> <li>Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment</li> </ul>
7. Focus on equity	<ul style="list-style-type: none"> <li><b>Access to transportation</b> – Late Night Transportation Study, Prosperity Plan</li> <li><b>Affordability</b> – MTC Means-Based Pilot, BART university pass/discount</li> <li><b>Communities of Concern</b> – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program</li> <li><b>Housing/Displacement</b> – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement</li> </ul>
8. Support comprehensive, multimodal planning for the region's network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> <li>Sea level rise/adaption</li> <li>Economic performance and access to jobs</li> </ul>

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# About ConnectSF: Partnership and Collaboration

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future

**San Francisco**  
**Planning**



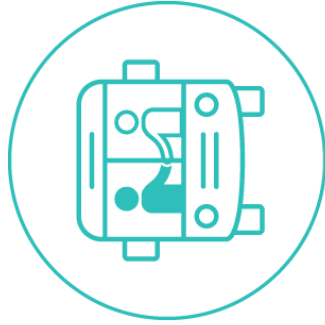
**San Francisco**  
**County Transportation**  
**Authority**



# ConnectSF Vision

# About ConnectSF: Goals

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Equity



Environmental  
Sustainability



Economic  
Vitality

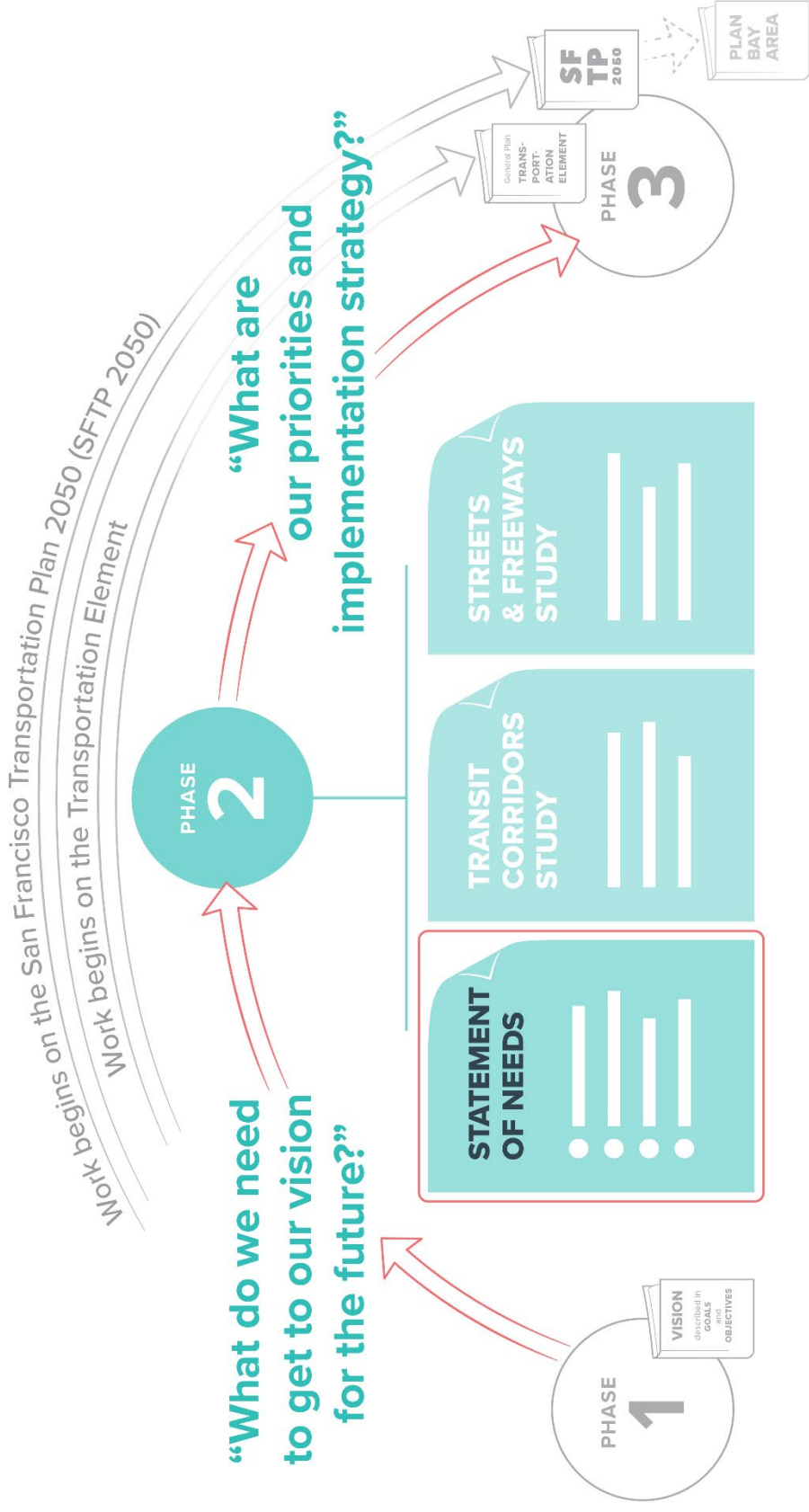


Safety &  
Livability



Accountability  
and Engagement

# About ConnectSF: Overall Process



## Key Question for Statement of Needs

What challenges do we need to address to get to our vision for the future?

Insert photo credit



# We Will Continue to Grow

San Francisco			
	2015	2050	% Change
Population	880,000	1,245,000	29%
Jobs	745,000	924,000	24%

Bay Area			
	2015	2050	% Change
Population	7,330,000	10,350,000	41%
Jobs	3,798,000	5,059,000	33%

# We Will Continue to Grow

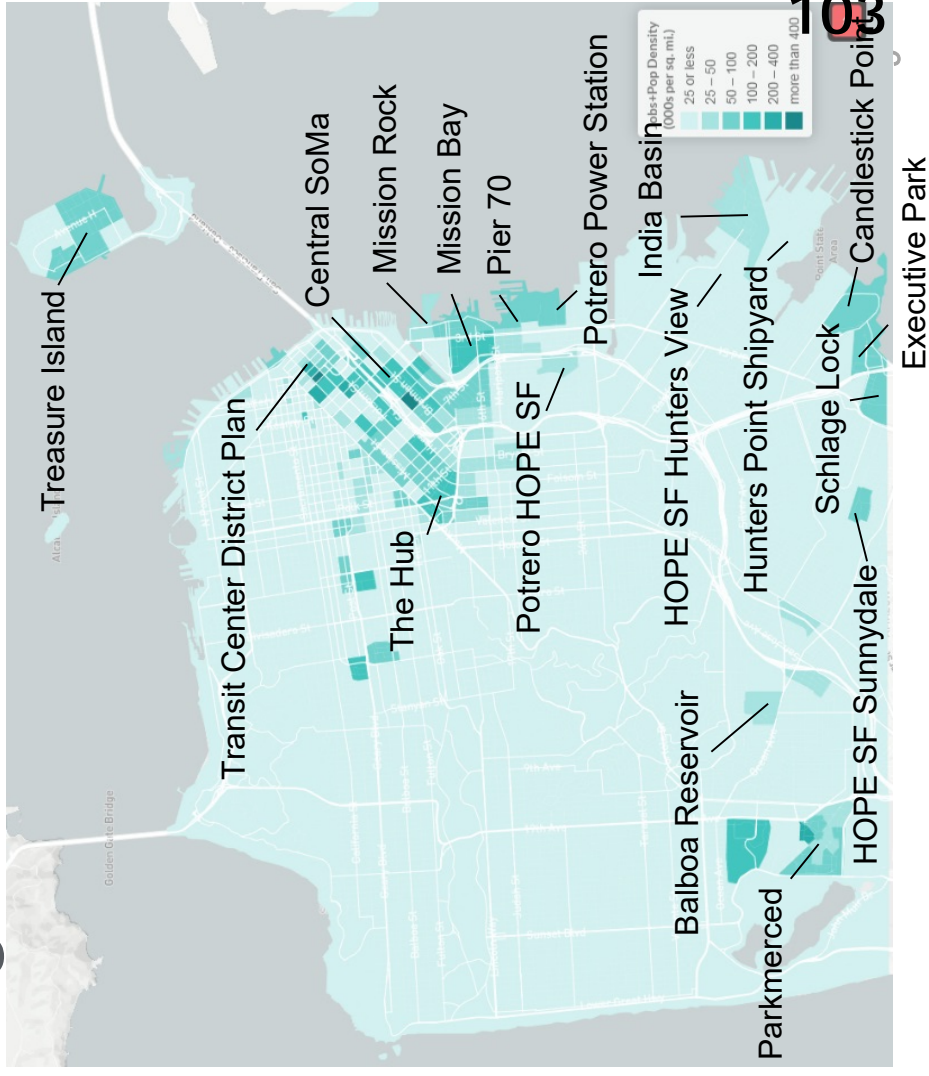
## SF Population and Employment 1980-2050



# Where Are We Growing?

## 2015-2050 Change in SF Population and Employment Density

Based on adopted plans,  
policies, and entitlements



# Transportation Network in Model

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## What is included in 2015 network:

- 2015 local and regional transit network
- 2015 bike network
- 2015 roads, freeways, tolls, parking costs
- TNCs (e.g., Uber, Lyft)

## What else is included in 2050 network:

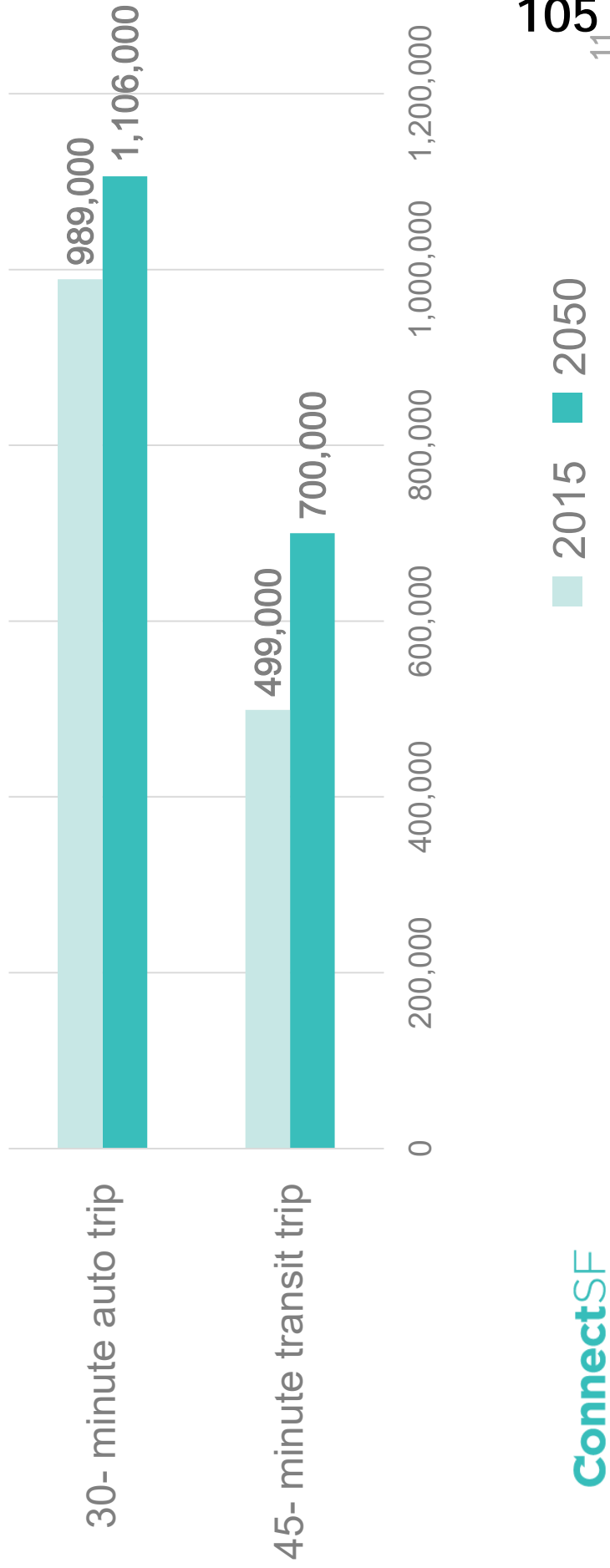
- Planned local and regional transit projects (e.g. bus rapid transit [BRT], Downtown Extension)
- Planned bike network projects

## What is not included in 2050 network:

- Congestion pricing
- New concepts e.g. second transbay BART crossing

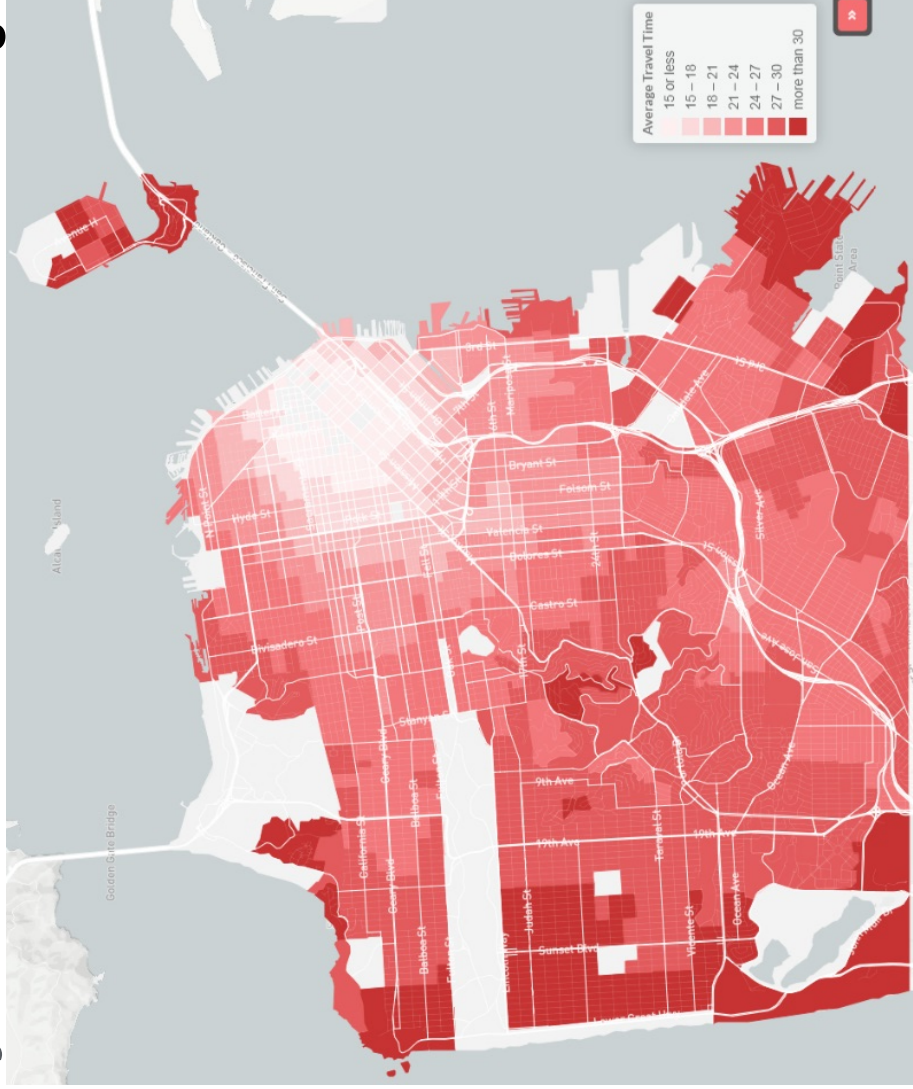
# More Jobs are Accessible

## Number of Jobs Accessible by Mode



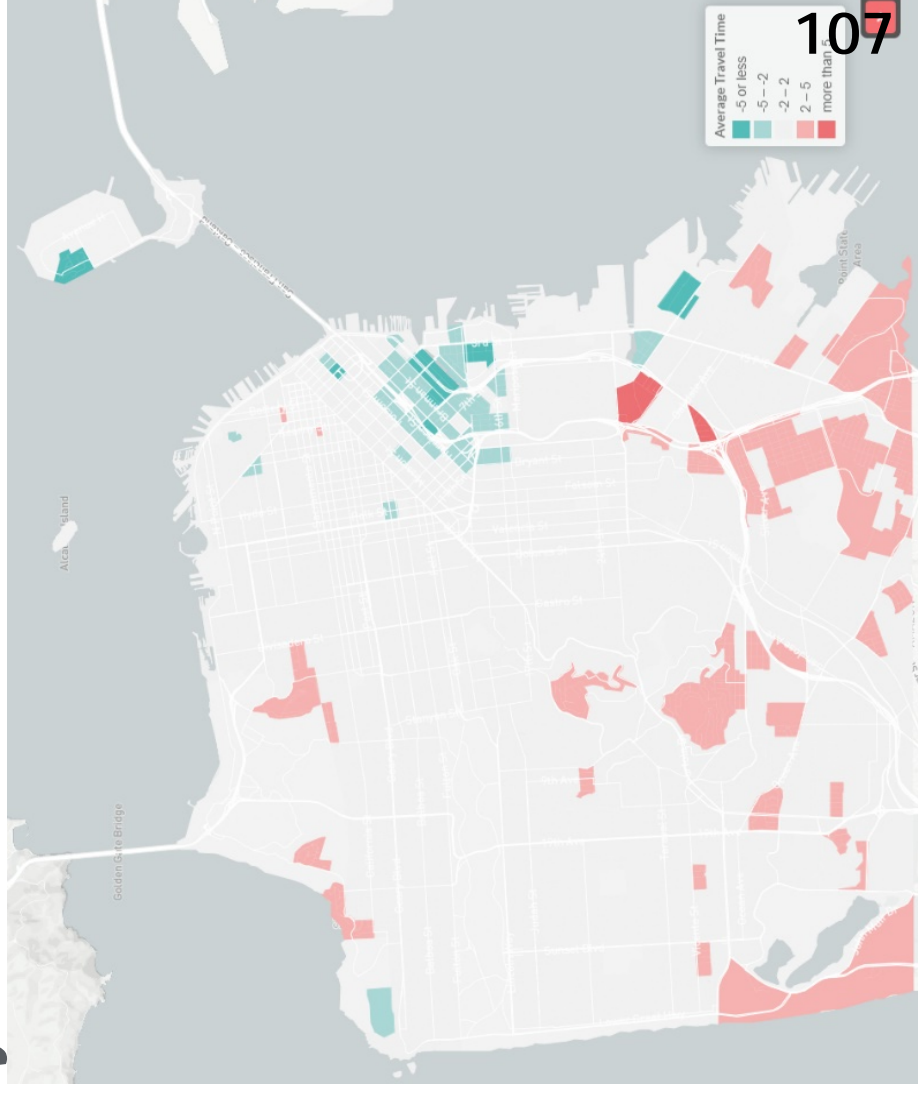
# Commute Times Stay the Same

2050 Average  
Commute Time  
(minutes)



# Commute Times Stay the Same

2015-2050 Change  
in Average Commute  
Time (minutes)



# Projected Outcomes are Unequal

CoCs are Communities of Concern

## Commute Times (minutes)

	2015	2050	% Change
CoC	21.7	23.0	6%
Non-CoC	25.1	25.0	0%

## Share of Population with Access to High - Quality Transit

	2015	2050	% Change
CoC	94.1%	90.5%	-3.9%
Non-CoC	85.3%	88.6%	+3.9%



# Projected Outcomes are Unequal

CoCs are Communities of Concern

## Number of Jobs Accessible by 45 - minute Trip on Transit

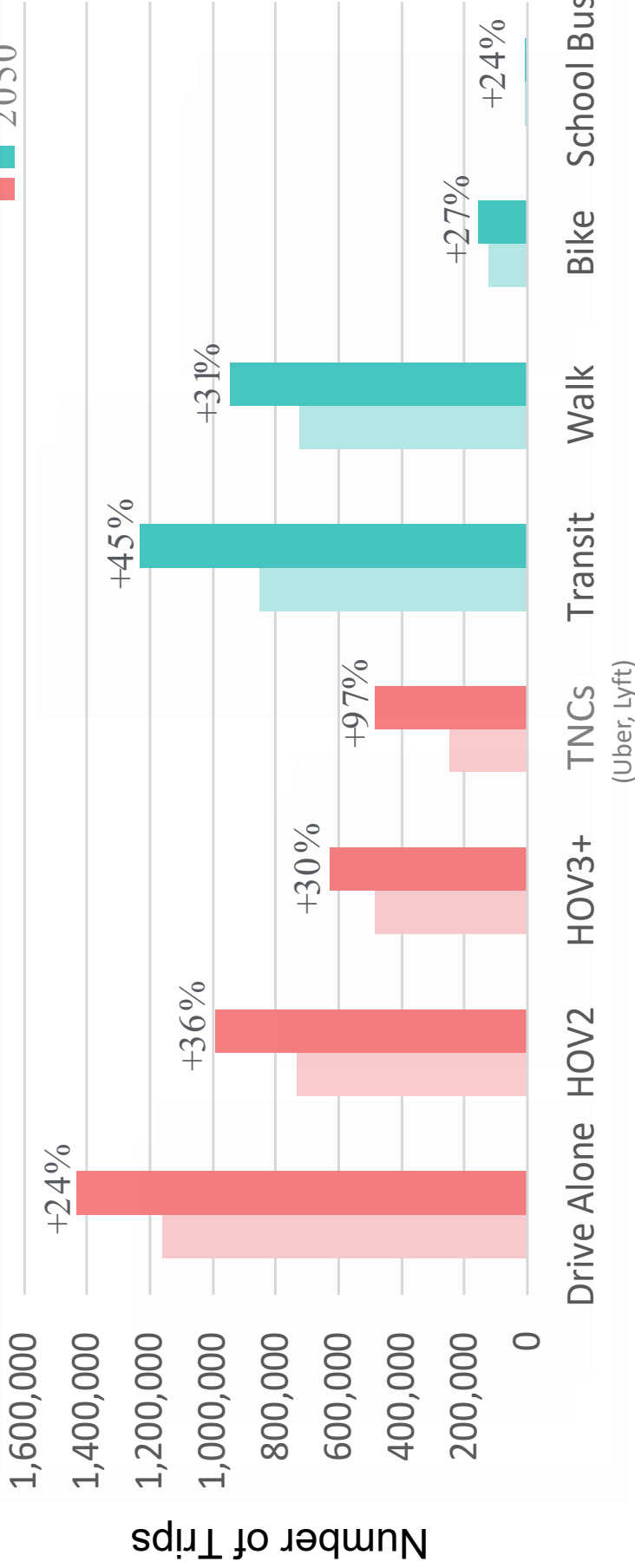
	2015	2050	% Change
CoC	512,800	674,000	31%
Non-CoC	492,300	712,000	45%

## Number of Jobs Accessible by 30 - minute Trip by Car

	2015	2050	% Change
CoC	996,700	1,072,600	8%
Non-CoC	985,800	1,122,300	14%

# More Trips on All Modes of Travel

2015  
2050



Unsustainable Modes

Sustainable Modes

# Personal Miles Driven Increase for SF Residents

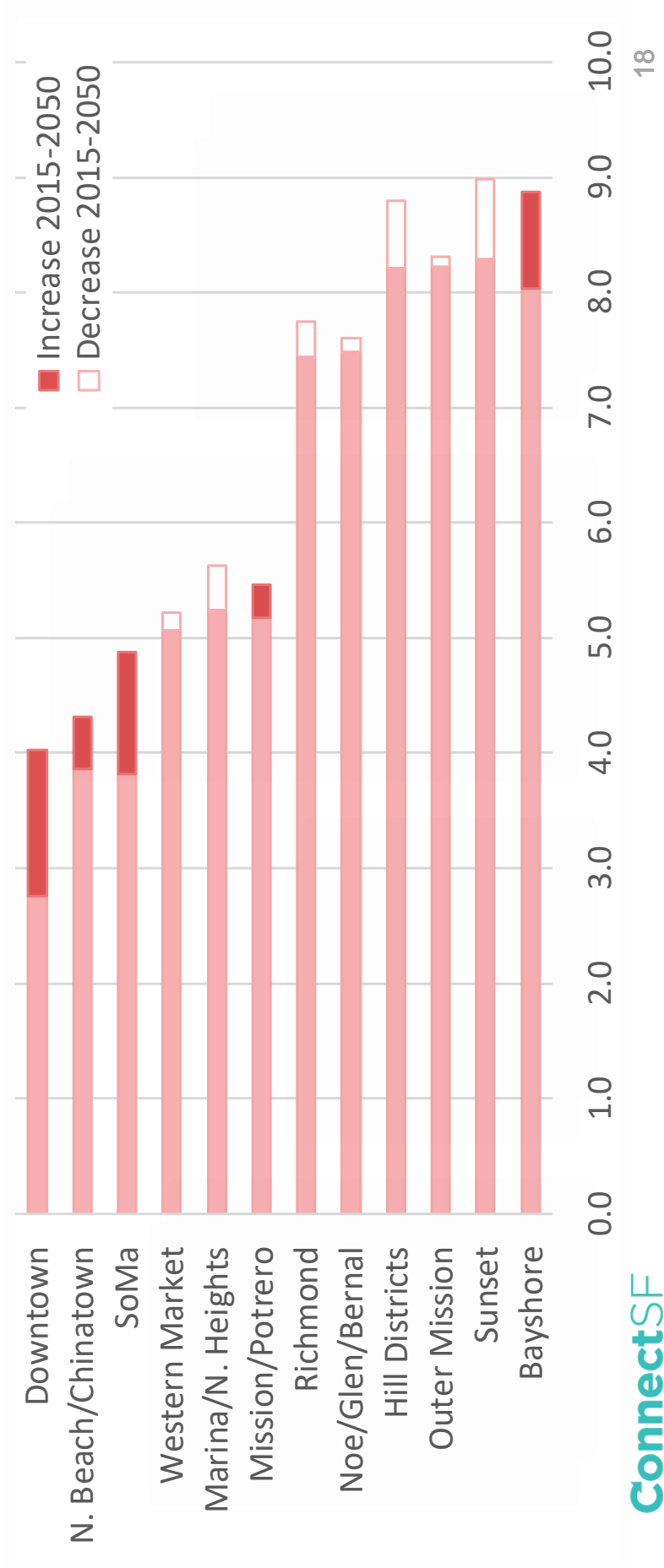
Change in Personal Miles Driven per Capita 2015 -2050

	2015	2050	% Change
San Francisco	6.5	6.6	1%
Bay Area	16.4	14.9	-9%

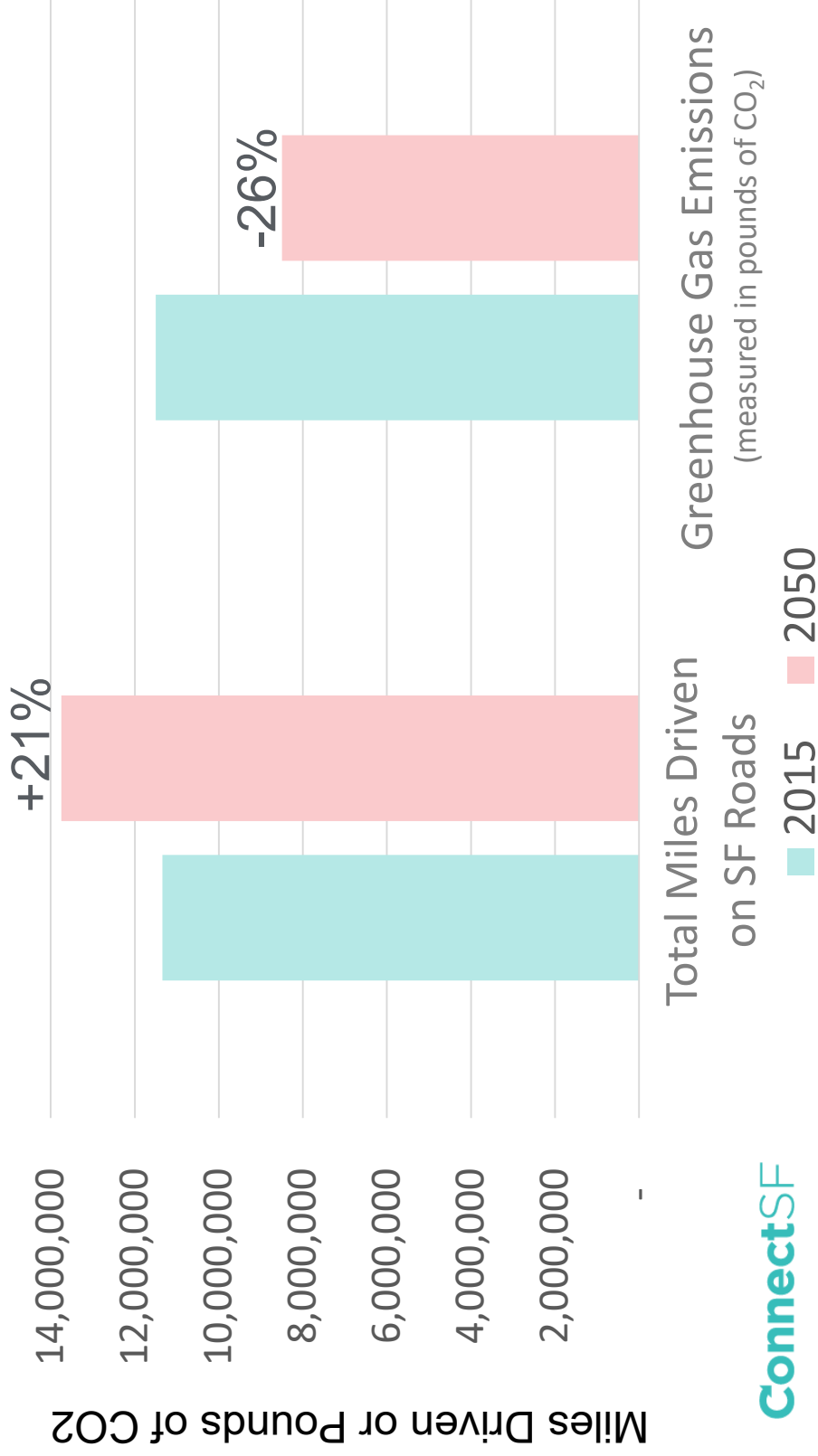
Personal Miles Driven are the number of miles a person travels in a car whether it is their own car, carpool or TNC.

# Personal Miles Driven Increase

Change in Personal Miles Driven per Capita by District (2015 -2050)

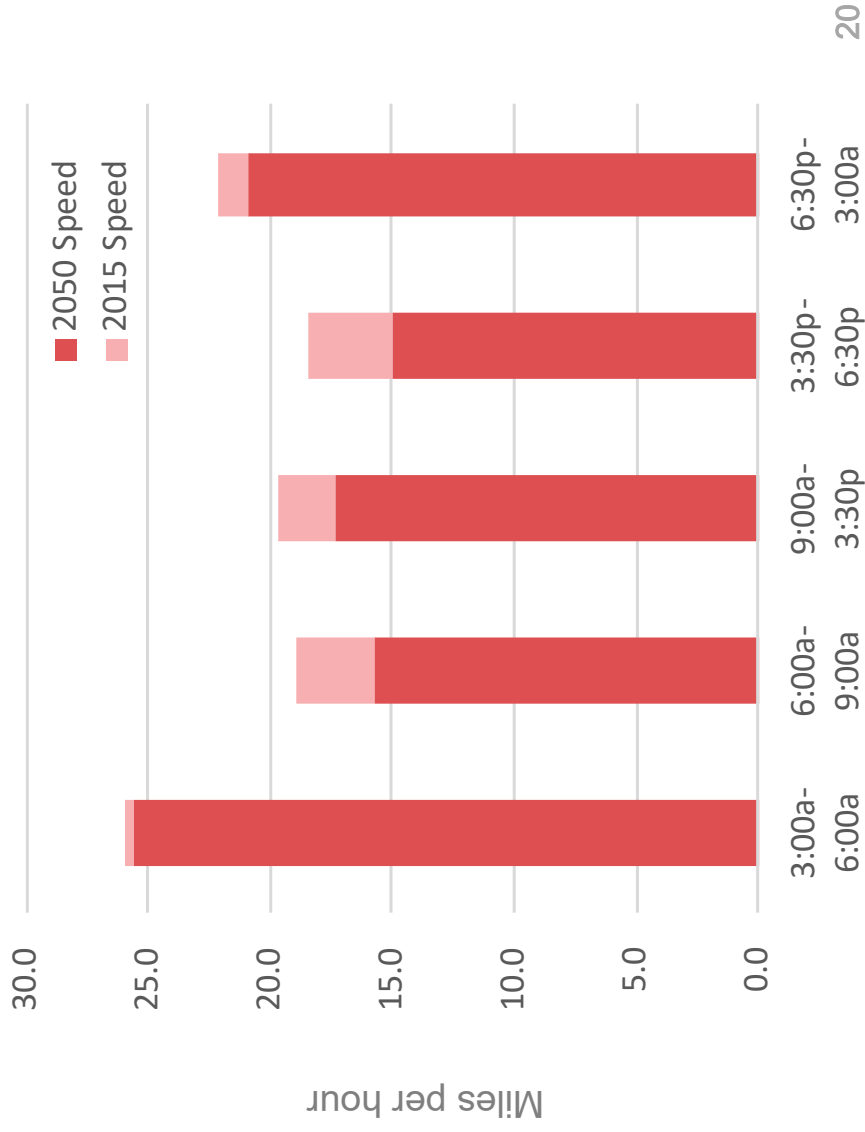


# Total Driving and Emissions in San Francisco



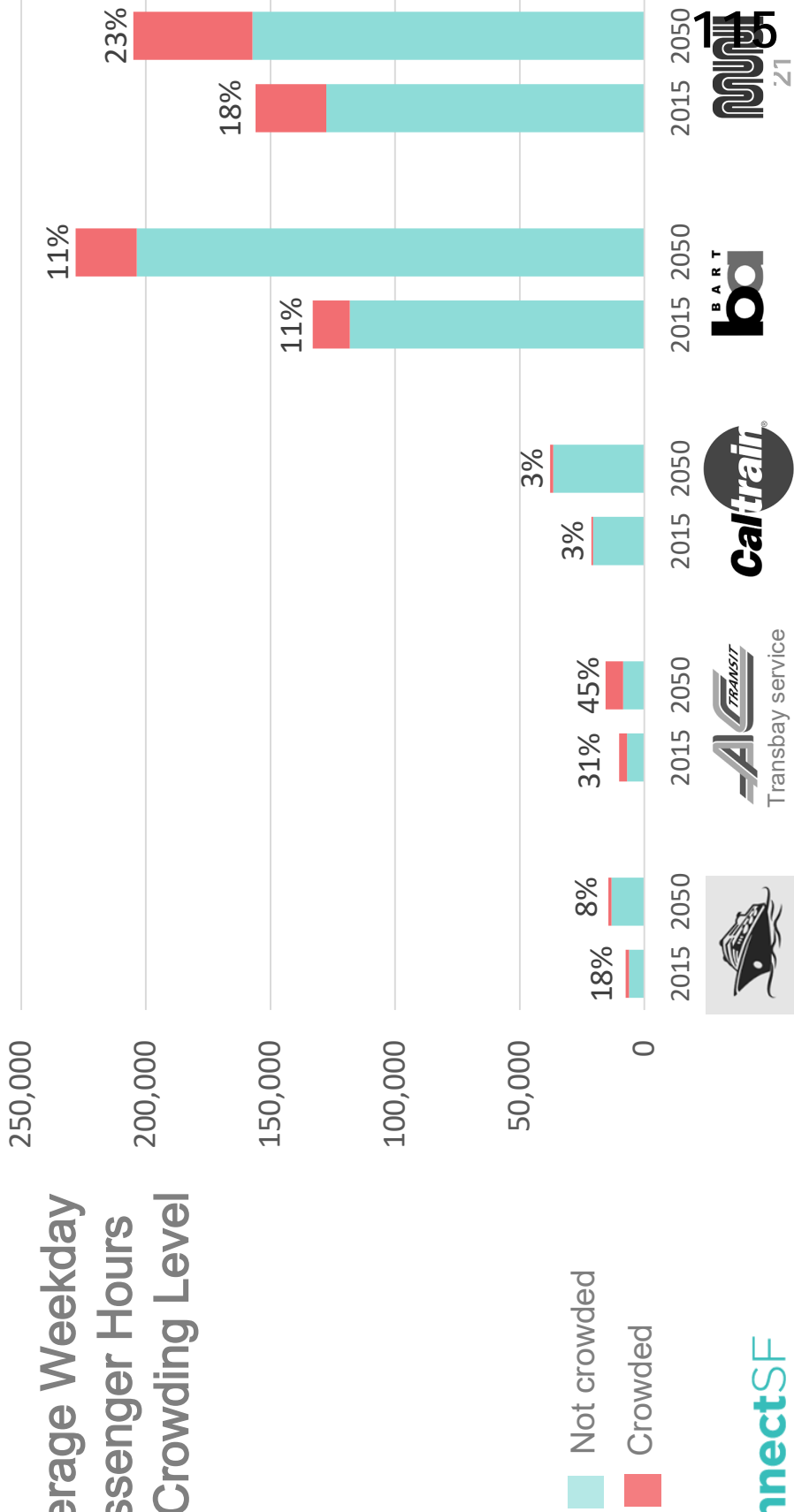
# Auto Speeds Decline; Congestion Gets Worse

Change in Speeds  
by Time of Day for all  
roadways in San  
Francisco



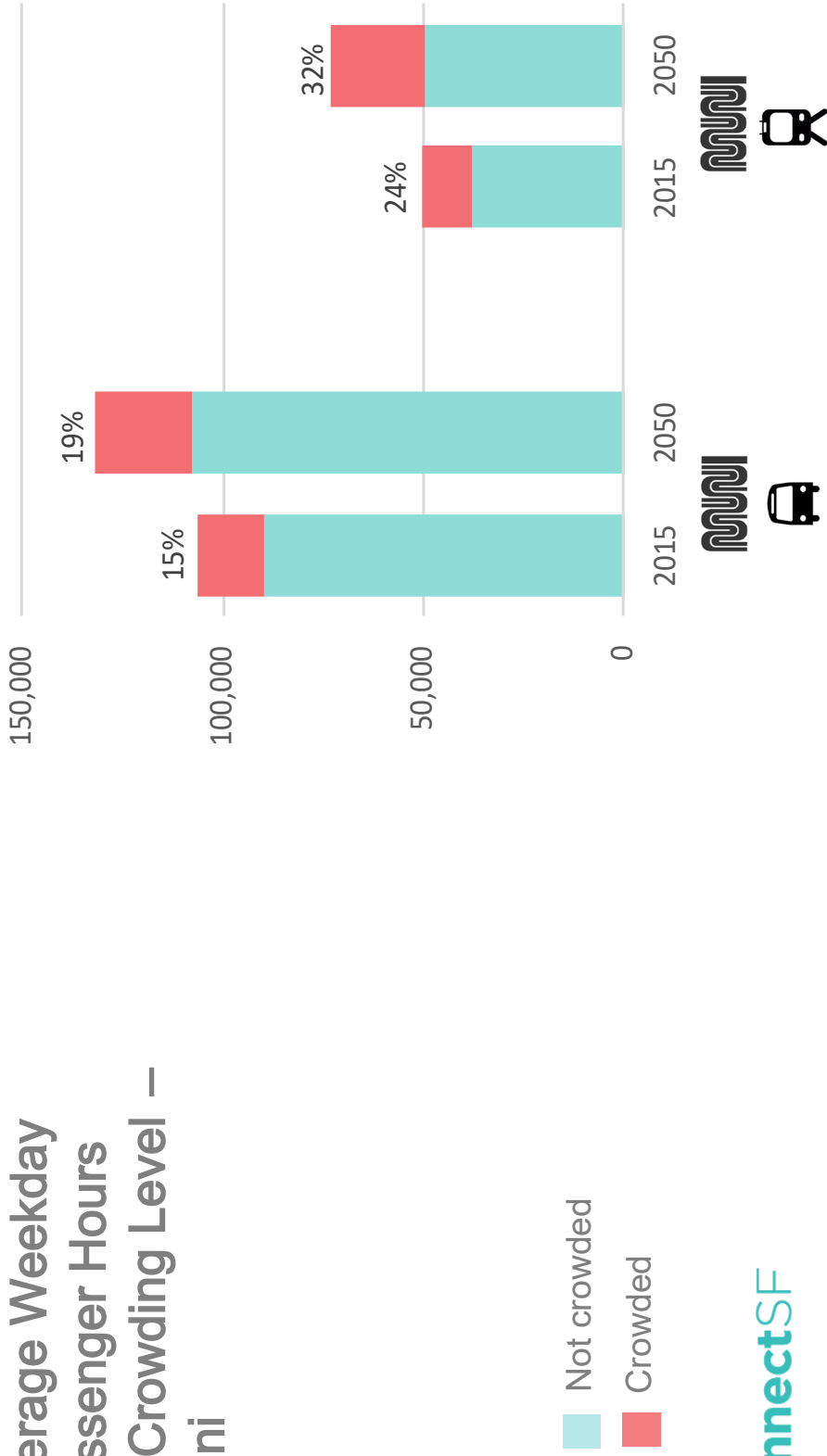
# Transit is More Crowded

## Average Weekday Passenger Hours by Crowding Level



# Transit is More Crowded

Average Weekday  
Passenger Hours  
by Crowding Level –  
Muni





# Transit is More Crowded

2050 AM Passenger Crowding Level

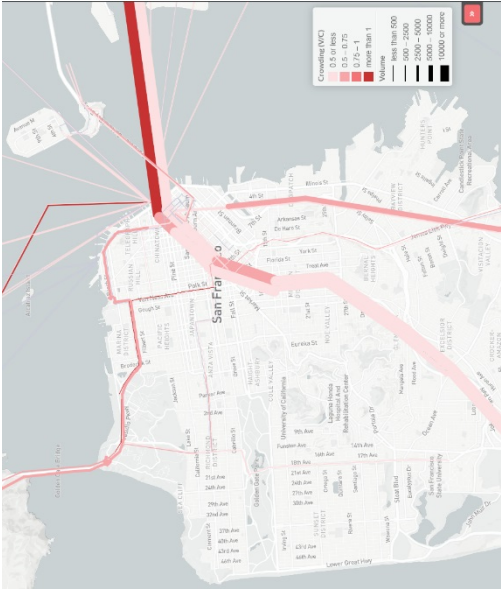
Muni Bus



Muni Rail



Regional Transit



# Key Findings

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## Where We Are Making Progress



ECONOMIC  
VITALITY

Planned growth increases housing and jobs

SF residents have increased transportation access to jobs

No Change

Average commute times stay the same citywide

Performance is uneven across different parts of the city

# Key Findings

## Major Challenges to Address



EQUITY



ECONOMIC  
VITALITY



ENVIRONMENTAL  
SUSTAINABILITY

### Inequitable outcomes in CoCs

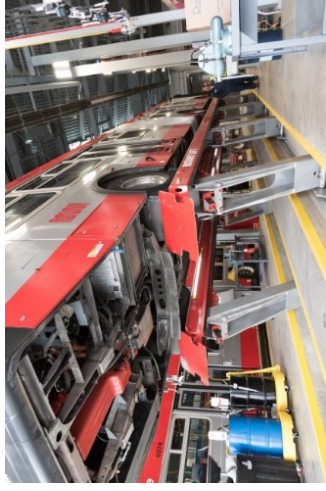
- Commute times worsen
- Access to high-quality transit drops
- Access to jobs by both auto and transit lags behind nonCoCs

### Sustainable modes lose ground

- Falling short of the mode share goal
- Total miles driven increases (Climate Action Plan Goal is to decrease)

### Increased congestion and transit crowding

# What Else is in the Statement of Needs?



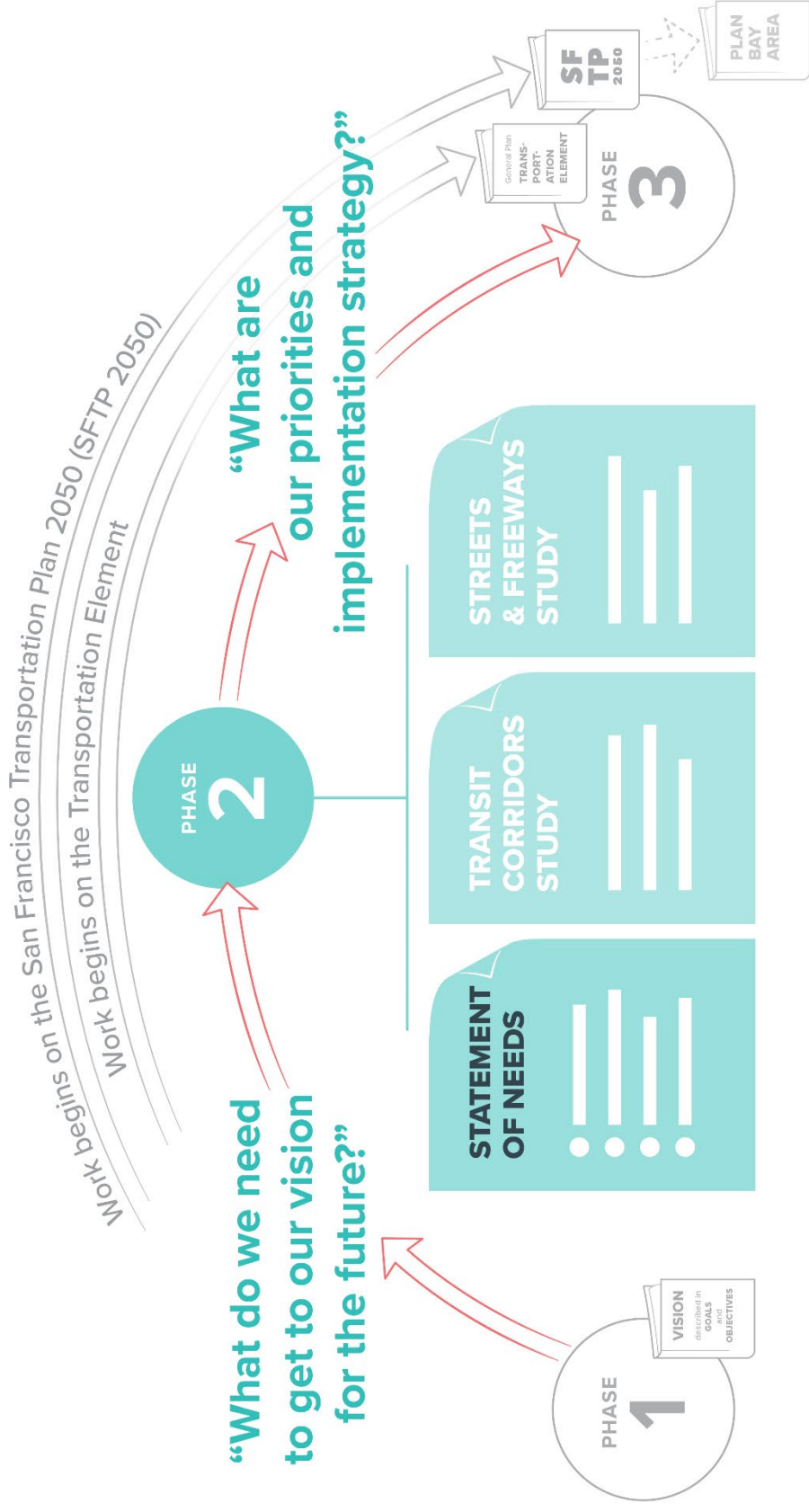
Accountability and  
Engagement

Safety and Livability

State of Good Repair

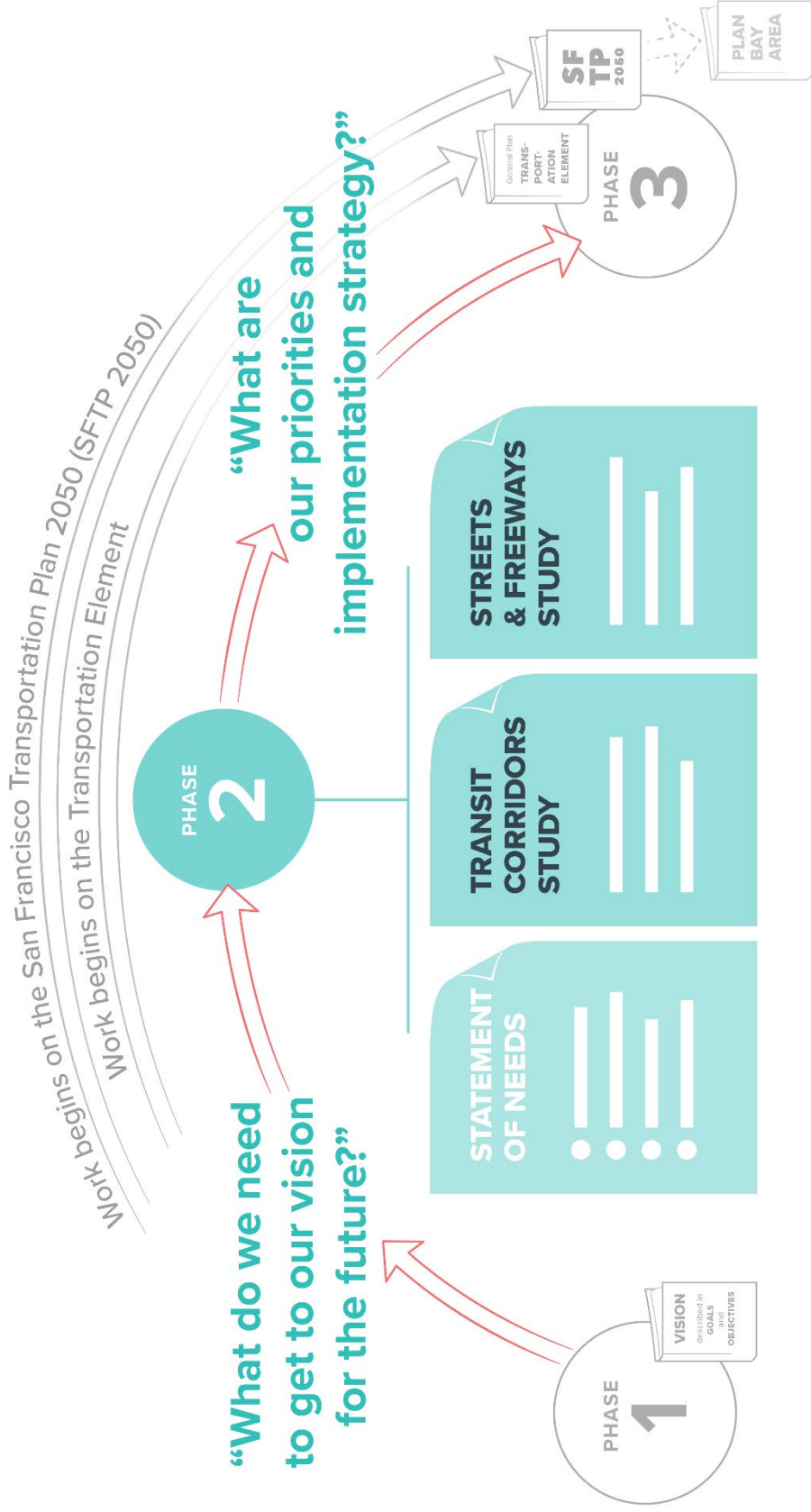


# ConnectSF: Overall Process





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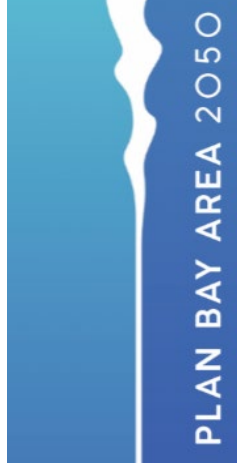


# Regional Coordination

Plan Bay Area 2050 is the region's long-range transportation planning effort led by the Metropolitan Transportation Commission (MTC).

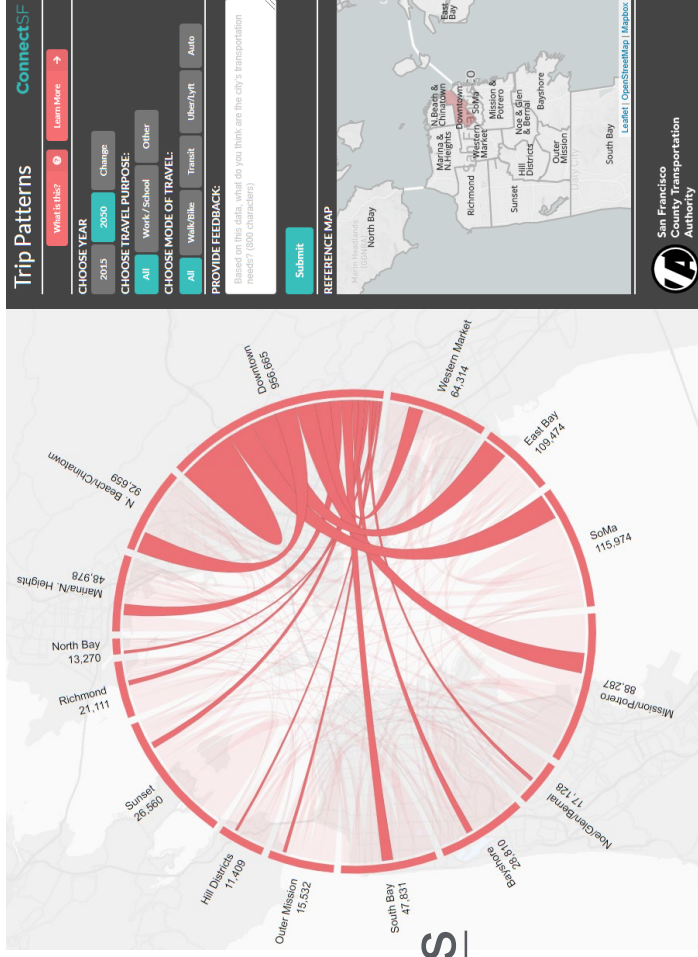


The Transportation Authority is leading San Francisco's project submissions based on the SFTP. ConnectSF's Phase 2 outreach will coordinate with the Transportation Authority's outreach for the MTC project submissions.



# Opportunities for Engagement

1. Explore and provide feedback on interactive maps available at:  
[www.connectSF.org/about/transportation-needs](http://www.connectSF.org/about/transportation-needs)
2. In-person outreach in summer/fall 2019
3. Request a presentation (email [connectsf@sfgov.org](mailto:connectsf@sfgov.org))

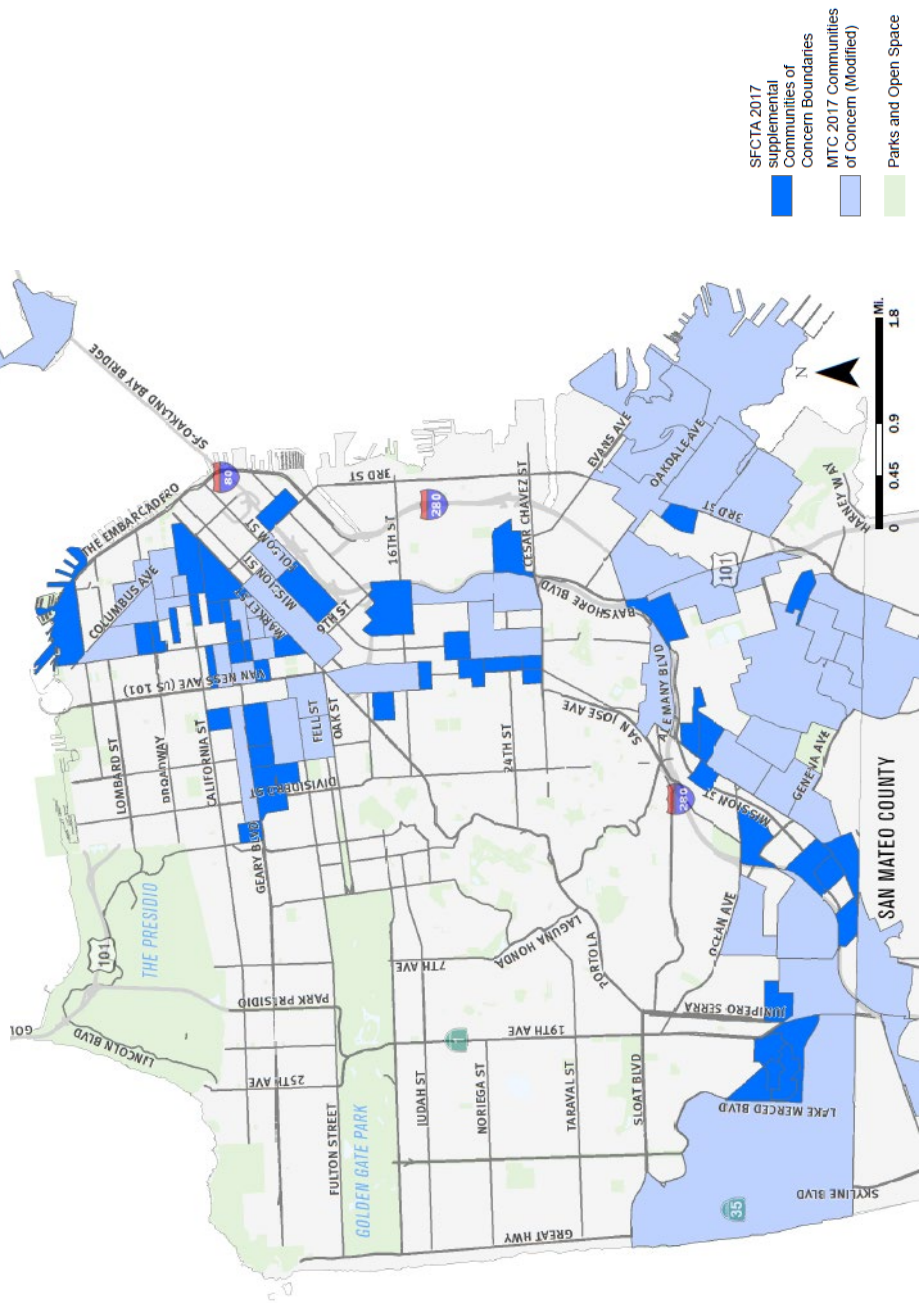








# Communities of Concern



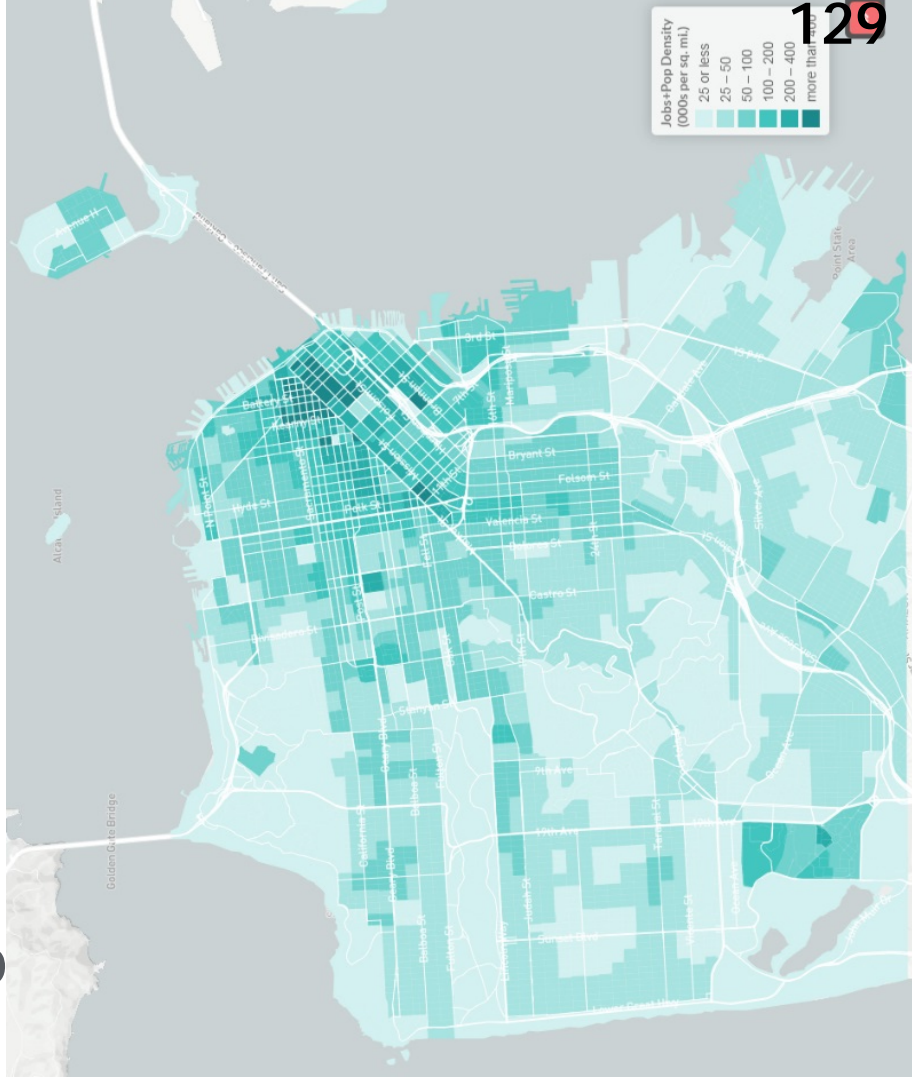
# Neighborhood Districts Used in Transportation Modeling

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# Where Are We Growing?

## 2050 SF Population and Employment Density

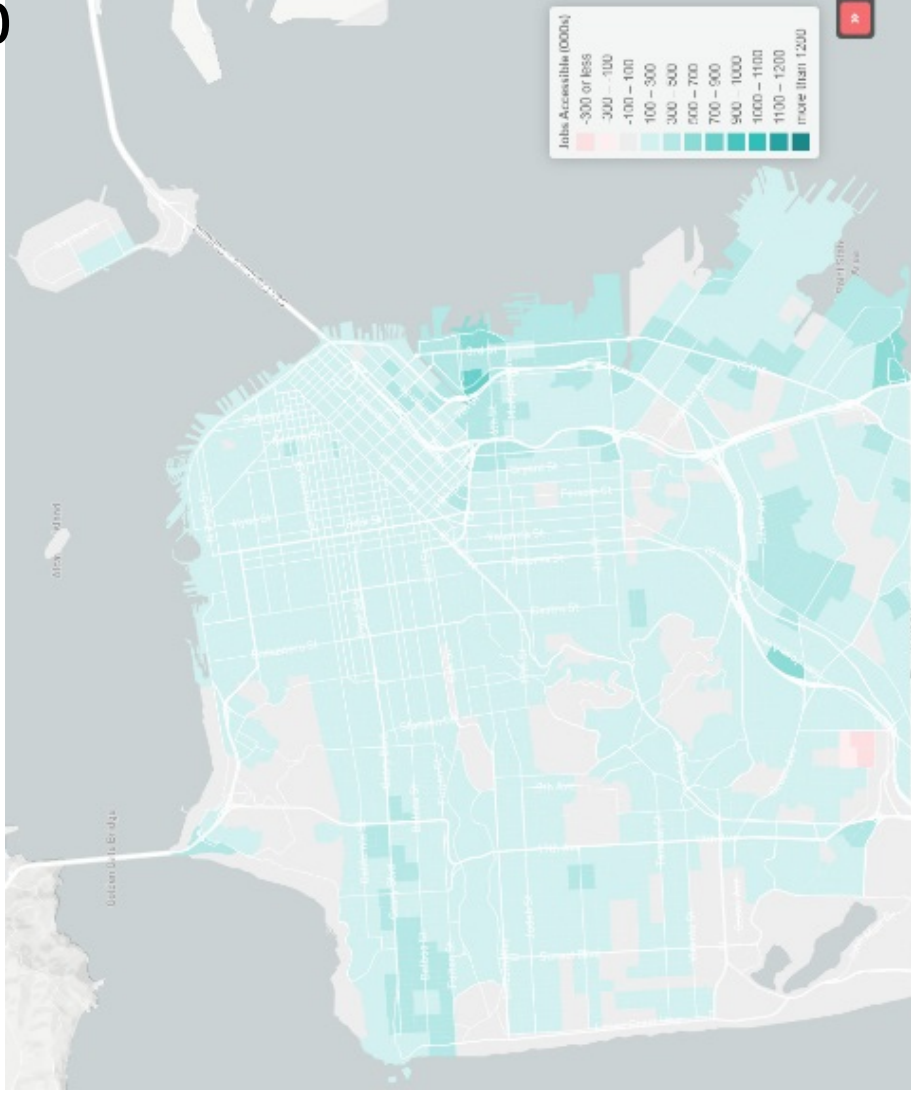




# More Jobs are Accessible

2015-2050 Change in  
Jobs Accessible by  
Transit in 45 Minutes

130



# 2015-2050 Change in 2050 Jobs Accessible by Auto in 30 Minutes



# Unsustainable Mode Share Remains High Outside Downtown<sup>13</sup>





# Auto Speeds Decline; Congestion Gets Worse

Change in AM Speeds  
by Road Segment

