



AGENDA

CITIZENS ADVISORY COMMITTEE Meeting Notice

Date: Wednesday, June 26, 2019; 6:00 p.m.
Location: Transportation Authority Hearing Room, 1455 Market Street, Floor 22
Members: John Larson (Chair), David Klein (Vice Chair), Myla Ablog, Kian Alavi, Ranyee Chiang, Robert Gower, Becky Hogue, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack

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6:00	1.	Call to Order	
6:05	2.	Chair’s Report – INFORMATION	
6:10		<u>Consent Agenda</u>	
	3.	Approve the Minutes of the May 22, 2019 Meeting – ACTION*	5
	4.	Adopt a Motion of Support for the South of Market (SoMa) Ramp Intersection Safety Study Phase 2 Final Report – ACTION*	15
	5.	Adopt a Motion of Support to Amend the District 3 Neighborhood Transportation Improvement Program (NTIP) Planning Project Scope and Schedule – ACTION*	31
	6.	Adopt a Motion of Support to Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services – ACTION*	37
	7.	Update on the San Francisco Municipal Transportation Agency’s Siemens Light-Rail Vehicle Procurement – INFORMATION*	43
	8.	State and Federal Legislation Update – INFORMATION*	51
	9.	Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION*	59
		<u>End of Consent Agenda</u>	
6:15	10.	Major Capital Project Update - Better Market Street – INFORMATION*	63

11. Adopt a Motion of Support to Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project – **ACTION*** 71
- 6:35 12. Adopt a Motion of Support for the Allocation of \$10,757,555 in Prop K Sales Tax Funds for Nine Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions – **ACTION*** 87
- Projects:** (BART) Powell Station Modernization (\$672,975), Embarcadero Station: New Northside Platform Elevator (\$1,000,000); (PortSF) Downtown Ferry Terminal - Passenger Circulation Improvements (\$240,000); (SFMTA) E/F Streetcar Extension to Aquatic Park (\$926,100), Central Richmond Traffic Safety (\$596,420), Ocean Avenue Safety Improvements (\$210,000), Beale Street Bikeway (\$330,000), Vision Zero Quick-Build Program Implementation (\$5,226,200); (SFPW) 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$1,602,871); (SFPW) Geary Boulevard Pavement Renovation (\$3,386,732), Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519), Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)
- 6:55 13. Adopt a Motion of Support to Adopt the Crooked Street Reservations & Pricing Program Study and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification – **ACTION*** 101
- 7:15 14. Adopt a Motion of Support for the Approval of San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Regionally-Significant Project List – **ACTION*** 123
- 7:30 15. Update on the Study of Governance, Oversight, Finance and Project Delivery of the Downtown Extension – **INFORMATION*** 139
- Other Items**
- 7:50 16. Introduction of New Business – **INFORMATION**
During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.
- 7:55 17. Public Comment
- 8:00 18. Adjournment

*Additional Materials

Next Meeting: July 24, 2019

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CAC Meeting Agenda

least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, May 22, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:06 p.m.

CAC members present: Myla Ablog, Ranyee Chiang, Robert Gower, David Klein, John Larson, Jerry Levine and Rachel Zack (7)

CAC Members Absent: Sophia Tupuola (entered during Item 5), Kian Alavi, Becky Hogue and Peter Tannen (4)

Transportation Authority staff members present were Tilly Chang, Colin Dentel-Post, Cynthia Fong, Camille Guiriba, Anna LaForte, Maria Lombardo, Mike Pickford and Alberto Quintanilla

2. Chair's Report – INFORMATION

Chair Larson reported that at the direction of the Board, Transportation Authority staff was conducting a review and evaluation of current and alternative governance, management, oversight, finance and project delivery of the Downtown Rail Extension (DTX) project. The work had been advancing through a series of peer review workshops with input from project stakeholders. He said staff anticipated presenting the draft final report and recommendations to the Board and Citizens Advisory Committee (CAC) at the June 25th and June 26th meetings, respectively.

Chair Larson informed the CAC that a copy of the Executive Director's Report from the May 21, 2019 Board meeting had been placed in-front of them for their reference.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the April 24, 2019 Meeting – ACTION

4. State and Federal Legislation Update – INFORMATION

There was no public comment on the Consent Agenda.

David Klein moved to approve the Consent Agenda, seconded by Rachel Zack.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Chiang, Gower, Klein, Larson, Levine, and Zack (7)

Absent: CAC Members Alavi, Hogue, Tannen and Tupuola (4)

End of Consent Agenda

5. Adopt a Motion of Support for the Proposed Fiscal Year 2019/20 Budget and Work Program – ACTION

Cynthia Fong, Deputy Director for Finance and Administration, presented the item per the staff

memorandum.

Chair Larson said it was nice to see debt expenditures reducing and asked if the budget anticipated any loss of funding from the federal government.

Director Chang said there were no anticipated losses of federal funding but did note that a scheduled meeting on May 22, 2019 between Senate members and the President to discuss a \$2 trillion infrastructure bill was cancelled.

Jerry Levine asked when the Transportation Network Company (TNC) tax bill would go into effect, introduced by Supervisor Peskin and Mayor Breed, if approved by the voters in November 2019.

Director Chang said typically bills were placed into effect January 1st of the following year but would need to follow up to confirm. [Confirmed]

Jerry Levine asked for further details regarding the 30-year Public-Private Partnership (P3) concession arrangement in regard to the Presidio Parkway project and if any further discussion about it would involve the CAC.

Director Chang clarified that the concession arrangement had already been agreed upon in 2009-10 when the \$1 billion in funds needed were acquired to build both phases of the Presidio Parkway project. She said the P3 approach was selected, but not in time for the first half of the project due to structural seismic life safety issues. She added that the first phase was done through the traditional bid build process and was done by Caltrans and public management.

Director Chang said the second half of the project was packaged into a 30-year concession that included design, build, operation, finance and maintenance. She said the first years of the buildout in the southbound direction did not require public funds because of the P3 arrangement, except for a milestone payment after the facility was accepted by Caltrans. She added that within 25-30 years' time when the facility would be due to come back to Caltrans, it would be transferred in a state of good repair.

Robert Gower asked if the overhaul of Breda Light Rail Vehicles (LRV) project was due to the inability to procure additional Siemens LRVs.

Director Chang said the overhaul of the Breda LRVs was needed regardless, but the scope would be down-sized if the replacement of the Breda LRVs was accelerated.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Robert Gower

The item was approved by the following vote:

Ayes: CAC Members Ablog, Chiang, Gower, Klein, Larson, Levine, Tupuola and Zack (8)

Absent: CAC Members Alavi, Hogue and Tannen (3)

6. Adopt a Motion of Support to Award a One Year and Six Months Professional Services Contract to the Top-Ranked Firm(s) in an Amount Not to Exceed \$700,000 for Technical and Communications Services for the Downtown Congestion Pricing Study – ACTION

Colin Dentel-Post, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Larson asked if the deliverable after 18 months would be a recommended pricing structure or set of alternatives studies that would be presented to the Board.

Mr. Dentel-Post said the ideal scenario would be to build one recommended pricing structure that

also included incentives, subsidies, discounts and an investment package. He added that part of the process was to build support by molding the program based on feedback from stakeholders.

Chair Larson asked if interim reports would be presented during the 18 months of the professional services contract.

Mr. Dentel-Post replied in the affirmative and said the CAC and Board would receive updates throughout the process.

Ranyee Chiang asked what the firm's approach would be to facilitate different views in the event stakeholder views could not be integrated into one recommendation. She asked if the firm had authority to prioritize input from certain stakeholders.

Mr. Dentel-Post acknowledged that capturing the many views of stakeholders would be challenging, but said the approach needed to include broad conversations throughout the city and region that focused on equity issues and transit barriers. He also stated that it was important to capture both the concerns around congestion pricing as well the concepts that excited stakeholders to ensure broad support. He added that the ultimate decision would not be made by the consultant firm, but rather Transportation Authority staff and the Board.

Myla Ablog asked if there was a geographical boundary for the project.

Mr. Dentel-Post said there was not a boundary in terms of outreach, but the congestion pricing study would be focused on congestion that is most intense in the South of Market (SoMa), Downtown, and near freeway access points. He said the 2010 study recommended a boundary that was larger than the core area and included everything east of Laguna and north of 18th streets. He added that the new study would reopen the conversation around a geographical boundary.

Chair Larson said the ConnectSF presentation later on the agenda would provide maps that identified current traffic congestion areas.

David Klein asked why the solicitation for bids and contractors was only done through six newspaper outlets and did not include online solicitation.

Ms. Fong said request for proposal (RFP) advertisements were published in newspapers and emailed to hundreds of businesses that signed up to the Transportation Authority's RFP mailing list. She said the RFP was also included in Caltrans mailing list which identifies Disadvantaged Business and Local Business Enterprises.

David Klein asked why potential business impacts were not included in the scope of service. He said he was worried about small businesses that relied on deliveries and worked with small profit margins.

Mr. Dentel-Post stated that businesses were key constituents and outreach to them would be important for the congestion pricing program to succeed. He noted that potential impacts to businesses were identified and raised in the 2010 report. He added that along with environmental and safety goals, there would be a focus to implement a program that did not harm businesses.

Rachel Zack said her district would be affected by congestion pricing and there had been a lot of focus placed on outreach, but she wanted to make sure there would be enough focus on technical analysis in the study. She said she wanted to know more about why the firm was selected and their technical ability to solve congestion.

Mr. Dentel-Post said the firm being recommended had a strong technical background as well as team members who provided technical analysis locally and in New York. He added that Transportation Authority staff would also incorporate their travel demand model. He said the

2010 study showed that the program was feasible and found multiple scenarios that could work. He continued by explaining that the current study needed technical support to help come up with a program that met the goals and addressed stakeholder concerns.

Robert Gower asked Transportation Authority staff to clarify the staff recommendation before the CAC. He said it was difficult to support the recommendation of Nelson\Nygaard Consulting Associates when the proposals of all six firms were not made available.

Chair Larson said the recommendation was for support of the top ranked firm and noted that Transportation Authority staff had reviewed the proposals of all six firms. He said that if that was not a sufficient response for the CAC, that he would ask Transportation Authority staff to further explain the protocol regarding contract award actions.

Maria Lombardo, Chief Deputy Director, said normally the top ranked firm was listed in the memorandum, but due to the timing of these particular interviews, the top ranked firm was not known at the time of packet mailing and thus, was not listed in the memorandum. She added that since negotiations had not been completed with the top ranked firm, noting that the Transportation Authority did not share proposals publicly until after the contract was awarded. Ms. Lombardo said it was within the purview of the CAC to not act on the item.

Rachel Zack said the action to select a firm felt premature compared to information about other RFP responses she had seen in other contexts that showed the ranking of the firms.

There was no public comment.

David Klein moved to approve the item, seconded by Jerry Levine.

The item was not approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson and Levine (4)

Abstained: CAC Members Ablog, Gower, Tupuola and Zack (4)

Absent: CAC Members Alavi, Hogue and Tannen (3)

7. Adopt a Motion of Support for the Allocation of \$4,629,783 in Prop K Sales Tax Funds, with Conditions, for Seven Requests and Appropriate \$100,000 in Prop K Funds for One Request – ACTION

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

Sophia Tupuola asked if the Great Highway and Erosion Plan supported the functionality of the San Francisco Public Utilities Commission's (SFPUC) wastewater treatment facility by Ocean Beach.

Edmund Lee, Junior Civil Engineer at San Francisco Public Works, said the goal and scope of work was to preserve the accessibility of the roadway, which was facing erosion along the coastline. He said as part of SFPUC led city project Ocean Beach long-term improvements they will be repurposing some of the lanes along the Great Highway as part of access roads to their facilities.

Sophia Tupuola said the Ocean Beach wastewater facility treated 20% of wastewater compared to 80% that was being filtered at the Bayview facility.

Myla Ablog asked why the historic open air boat cars were no longer in service.

Cody Hicks, Senior Analyst at the San Francisco Municipal Transportation Agency (SFMTA), said at least one of the open air boat cars was currently in service as he had seen it and noted that weather dictated when the vehicles were available for service.

Jerry Levine asked what the total cost was to rehabilitate the fleet of vintage vehicles in the subject allocation request.

Mr. Hicks said the total project cost was estimated at \$17.25 million

Jerry Levine asked if the total cost was for the 5 cars.

Mr. Hicks replied in the affirmative.

Jerry Levine asked if the SFMTA exhausted all efforts to find other vintage street cars around the world that might be in better shape and can retire cars that are in bad shape.

Mr. Hicks said he was unaware of any efforts to identify and acquire vintage street cars from around the world. He noted that the vintage street cars required unique rehabilitation and could not achieve the same cost efficiencies of scale as the standard street cars.

Jerry Levine said the \$3 million cost to rehabilitate each street cars seemed high.

Chair Larson asked if the SFMTA received in-kind support from historic streetcar groups.

Mr. Hicks stated that historic streetcar groups provided advocacy and outreach support but did not offer in-kind support that supported rehabilitation work.

Chair Larson noted that the vintage street cars had tourist and local appeal.

Chair Larson asked if the BART Powell Station Modernization project needed to include the 50% construction management cost into the total allocation request of \$672,975, if recommended for approval by the CAC.

Michael Wong, Engineer at BART, said the project cost had escalated based on the additional amount of work needed to improve an active operating system that had its own maintenance staff and construction management costs. He said the construction management would need to handle daily onsite work with the contractor and would require a resident engineer, office engineer, field inspector and administrative support to deal with requests for information and day to day project costs. He added that the Powell station had active passengers which requires a field engineer during both day and night shifts.

David Klein asked why the construction management cost was 50% when the typical cost was 15% and why the project required additional oversight.

Mr. Wong said the higher construction management cost was due to the project being conducted on an active system which required union staffing and included various BART teams.

David Klein asked if there was a comparable active project to have the CAC better understand the reason for the higher construction management cost.

Mr. Wong said although the duration of the project was scheduled for 18 months, pre-bid and closeout costs of the project were not taken into account.

During public comment Edward Mason said he believed the cost of the historic streetcar fleet was standard and mentioned a presentation he heard that detailed vintage streetcars that rusted out while being stored at the Muni Marin yard. Given the high cost, Mr. Mason observed that it might be good to re-evaluate if this was the highest priority for limited funds.

Jackie Sachs asked if the project to upgrade Embarcadero BART elevators would interrupt the Central Subway elevators.

Ms. LaForte said based on communication with BART staff, BART and SFMTA were coordinating to make sure the projects were coordinated.

Chair Larson severed the BART Powell Station Modernization project without objection.

Rachel Zack moved to approve the underlying items, seconded by David Klein.

The underlying items were approved by the following vote:

Ayes: CAC Members Ablog, Chiang, Gower, Klein, Larson, Levine, Tupuola and Zack (8)

Absent: CAC Members Alavi, Hogue and Tannen (3)

Robert Gower moved to approve the BART Powell Station Modernization project, seconded by Rachel Zack.

The severed item was not approved by the following vote:

Ayes: Chiang, Klein, Larson and Levine (4)

Abstained: Ablog, Gower, Tupuola and Zack (4)

Absent: Alavi, Hogue and Tannen (3)

8. Adopt a Motion of Support for the Approval of the Fiscal Year 2019/20 Transportation Fund for Clean Air Program of Projects – ACTION

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

Jerry Levine asked when the TFCA was established.

Mr. Pickford said it was established in 1991.

Jerry Levine said he was in support of the proposed projects and asked if evaluations were conducted that detailed the outcome of previously funded projects.

Mr. Pickford said part of the TFCA eligibility requirement was to submit cost effectiveness calculation developed by the Air District and produce a final report and cost effectiveness worksheet at the conclusion of each project.

Ranyee Chiang recused herself from the item due to a conflict of interest.

David Klein asked if there was data around usage for the BART shuttles.

Mr. Pickford said the shuttles had begun service in February and so were relatively new for transit service. He said BART had performed initial anecdotal observations on usage. He said BART staff was in the field instructing riders were to stand and recorded the number of riders they saw riding the shuttles. He added that BART was conducting a survey and that the ridership figures used to fill out the application were based on the preliminary study.

Joel Soden, Senior Transportation Planner at BART, said BART had initial data from SamTrans and Muni automated passenger counters that differed from the reports on the field. He said the mixed data was due to having 8 transit agencies accounting for the data but looked for it to be more refined as the project progressed.

There was no public comment.

Myla Ablog moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Gower, Klein, Larson, Levine, Tupuola and Zack (7)

Abstain: CAC Members Chiang (1)

Absent: CAC Members Alavi, Hogue and Tannen (3)

9. **Adopt a Motion of Support for the Approval of the 2019 Prop AA Call for Projects Programming Recommendations Totaling \$4,140,270 for Five Projects and Amendment of the Prop AA Strategic Plan – ACTION**

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

Chair Larson asked if the requirement to split Prop AA funds between the three program categories according to a specific proportion was written into the proposition.

Mr. Pickford replied in the affirmative.

There was no public comment.

Ranyee Chiang moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Chiang, Gower, Klein, Larson, Levine, Tupuola and Zack (8)

Absent: CAC Members Alavi, Hogue and Tannen (3)

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

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit project at the San Francisco Municipal Transportation Agency (SFMTA), Jorge Rivas, Deputy Director at the Office of Economic and Workforce Development (OEWD) presented the item.

Rachel Zack said the signs along the corridor looked great for businesses but were hard to notice. She asked why there was no construction work on the weekend, given the schedule delays.

Mr. Gabancho said SFMTA had been pressing the contractor to put on weekend crews and the contractor would be providing the SFMTA with a proposal by June 10, 2019.

Ranyee Chiang asked if there could be further elaboration regarding the mixed responses about business signs along the corridor.

Mr. Rivas said the mixed responses had come from pedestrians and drivers. He added that the public questioned whether the signs were meant for drivers or pedestrians. He said the feedback received would be used moving forward.

Sophia Tupuola asked how many businesses along the Van Ness corridor had used the small business development center to date.

Mr. Rivas said three businesses along the Van Ness corridor were currently working with the development center but that did not mean that other businesses had not reached out to seek assistance.

Myla Ablog mentioned that she attended a community meeting at the Northern police station that highlighted the importance of keeping staging areas clean along Van Ness to prevent illegal activities during non-working hours.

Chair Larson seconded Myla's comments and mentioned that he worked near Van Ness and had witnessed such activities. He suggested fencing off vulnerable areas near staging.

David Klein asked if the funds that went towards marketing businesses on Van Ness was part of an action plan or separate.

Mr. Rivas said the marketing dollars were meant to market the Van Ness neighborhood as a whole and not individual businesses. He added that businesses could develop their own marketing plan through the help of OEWD.

David Klein asked what were potential outcomes and impacts an action plan would have for a business.

Mr. Rivas noted that every business was different, but most were seeking financial assistance. He said the action plans were dependent on the capacity of each business and varied from understanding their lease to developing a debt management plan. He also stated that OEWD worked to route each business to the different resources that were available for their needs.

David Klein asked if there was an action plan to expand from the 115 business surveys conducted and three action plans developed.

Mr. Rivas said the 115 surveys were to develop the marketing campaign and as of now outreach had been conducted to 80% of businesses along the corridor. He said OEWD was partnering with SFMTA and other city agencies to get businesses in the queue who were interested in receiving construction mitigation services.

David Klein asked how many more action plans were in the pipeline.

Mr. Rivas said OEWD anticipated 20 more businesses or 10% requesting action plans.

During public comment Edward Mason suggested a campaign enticing Clipper Card users with a 10% discount to shop and dine along the Van Ness corridor. He said the Valley Transportation Authority (VTA) provided a similar discount on a past BRT construction project. He also asked if SFMTA had reached out to AC Transit to discuss any lessons learned from their BRT project along San Pablo Street.

Jackie Sachs said the right turn on red at stop lights and placing bus platforms in the middle of the street made it difficult for disabled individuals to cross the street safely. She asked if SFMTA had taken into consideration the need to provide time for seniors and disabled persons to cross the street.

Chair Larson announced that in order to help with time management, the June Van Ness BRT update would be on consent unless there were significant updates or another presentation from OEWD.

The CAC lost quorum at 8:14 p.m. during Item 11. The meeting was adjourned. Chair Larson continued the meeting as a workshop with any presentations or public comment not on the record.

The CAC regained quorum at 8:16 p.m. during Item 11. Chair Larson called the meeting to order.

11. **ConnectSF Statement of Needs – INFORMATION**

Camille Guiriba, Transportation Planner, and Celina Chan, Planner at the Planning Department, presented the item.

Jerry Levine asked if climate change and the need to potentially build a sea wall in the northeast section of the city were taken into account when looking at future population growth in the area, noting that most of the growth seemed planned for an area likely to be underwater in the future.

Ms. Chan said the city was working on a citywide sea level rise plan that would be presented to the Planning Commission on May 23, 2019.

Ranyee Chiang said the results from the transportation model were disheartening. She asked if the model could be used as an ongoing tool to prioritize projects around equity and reducing commute times.

Ms. Guiriba said the San Francisco transportation model was used throughout the city on various projects and also at the Transportation Authority for understanding transportation impacts for major developments. She said that as part of the San Francisco Transportation Plan (SFTP) in phase 3 of the ConnectSF effort, the project team would conduct a comprehensive project evaluation to prioritize projects that would go into the countywide plan and would use equity metrics to help evaluate projects.

Chair Larson asked if the transportation model took into account the known projects that were already in the pipeline.

Ms. Chan said land use assumptions were based on anticipated street zoning and projects in the pipeline and transportation assumptions were based on projects planned up until 2040. She added that the model detailed how the transportation system would perform with those assumptions.

Chair Larson asked if there was an opportunity to use the transportation model to test new project ideas.

Ms. Guiriba confirmed that was the intent, stating that the Streets and Freeways Study and Transit Corridors Study would develop new concepts to demonstrate how the system would perform in the future with those projects to see if we could get closer to the desired future.

David Klein echoed the comments of the CAC and asked if autonomous vehicles were included in the assumptions.

Ms. Guiriba said they were not included in the transportation model, but said separate research was being conducted to look at assumptions related to autonomous vehicles. She reported that staff's analysis should that there were too many unknowns to accurately predict the impact of autonomous vehicles in the future, but that staff could conduct sensitivity testing to help understand potential bookends of their impacts.

David Klein said the rate of growth of TNCs compared to public transit showed the need for doing something more for transit, like undergrounding transit. He said the proposed TNC tax introduced by Supervisor Peskin and Mayor Breed would help assist transit, but felt the city needed to take a stance against the high rate of TNC vehicles.

Ms. Guiriba notified the CAC that they would have opportunities throughout the study to inform staff during the process of project concepts.

During public comment Edward Mason said the ConnectSF was Senate Bill 50 on steroids and asked if south bay commuters and gentrification were taken into account in the study.

12. Introduction of New Business – INFORMATION

Ms. Ablog noted that the CAC was still awaiting a report from Scoot and requested accountability reports from other rideshare companies that had been discussed at previous CAC meetings, given the TNC tax bill that would be on the ballot in November 2019.

There were no new items introduced.

13. Public Comment

During public comment Edward Mason provided an update on of idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs requested an SFMTA update in regard to issues with the Siemens LRVs and requested an update on the Third Street LRV project.

Aileen Hernandez Delos Reyes, BART liaison to the Transportation Authority, introduced herself

to the CAC and said she looked forward to working with the CAC and welcomed any feedback.

14. Adjournment

The meeting was adjourned at 8:49 p.m.



Memorandum

Date: June 20, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 07/09/2019 Board Meeting: Adopt the SoMa Ramp Intersection Safety Study Phase 2 Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the SoMa Ramp Intersection Safety Study Phase 2 Final Report</p> <p>SUMMARY</p> <p>The second phase of the SoMa Ramp Intersection Safety Study addresses safety issues at ten intersections in the South of Market (SoMa) neighborhood where freeway ramps meet city streets. The project team studied collision patterns and recommended near-term and capital improvements at ten ramp intersections in SoMa such as curb bulb-outs, traffic signal upgrades, lane reconfigurations, and new crosswalks. Public outreach to gather input on the designs included a multilingual survey, an open house, tabling, social media, and stakeholder meetings. Draft recommendations were also shared with the CAC in September 2018 and the Vision Zero Committee of the Board in October 2018. The Transportation Authority has since completed traffic analysis and worked with the San Francisco Municipal Transportation Agency (SFMTA) to develop cost estimates and identify funding and implementation next steps. Recommended improvement concepts for all ten intersections are shown in Attachment 1. The final report is included as an enclosure to this memorandum.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Procurement <input type="checkbox"/> Other: _____
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DISCUSSION

Background.

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

Study Goals and Methodology.

The primary goals of this study are to improve safety and access for all users, especially for the most vulnerable users, including pedestrians, bicyclists, and people with disabilities. Secondary goals include improving transportation circulation, accommodating planned neighborhood growth, supporting other planned transportation projects, and developing recommendations that are feasible to implement within as short a timeframe as possible.

The project team, comprised of Transportation Authority and SFMTA staff, selected ten freeway ramp intersections in SoMa to study based on an analysis of traffic collisions from 2012 to 2016, coordination to determine which intersections were already slated for improvements, and a determination of whether improvements could potentially improve conditions.

The selected ten intersections are:

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

All ten intersections are on the City's Vision Zero High Injury Network. At each selected intersection, the project team analyzed collision reports to identify collision causes and patterns to inform potential design treatments.

Recommended Improvements.

The project team recommended a set of improvements at each intersection based on the collision analysis, opportunities to improve accessibility, traffic analysis, cost estimates, implementation timelines, and feedback received from public outreach. The recommended improvement concepts, shown for each intersection in Attachment 1, include:

- Sidewalk extensions (bulb-outs) to reduce turning speeds and shorten pedestrian crossings;
- Signal upgrades to improve visibility, add exclusive turn phases where needed, add flashing beacon signs at unsignalized crosswalks, and add leading pedestrian intervals;
- New crosswalks where they are currently missing;
- New wayfinding signage to reduce confusion and weaving;
- Improved lighting, particularly under freeway viaducts;

Agenda Item 4

- New protected bicycle lanes on key routes; and
- Reduction in the number of traffic lanes at select locations to calm traffic and provide space for other safety treatments.

The recommendations identified select near-term safety treatments at each intersection, such as pavement markings, signal timing changes, and signage upgrades, that could be implemented in two years or less depending on approvals needed. The remaining recommendations include capital improvements that involve more extensive reconstruction (i.e. concrete work or signal upgrades) and would require additional time to obtain approvals and funding to implement.

Public Outreach.

The project team conducted two major rounds of outreach during the study. The purpose of the first round, conducted in spring 2018, was to learn about users' experiences at the study intersections and their ideas to improve them before proposals were developed. During the second round in summer 2018, the project team shared draft design proposals to solicit feedback. In total, the project team contacted over 70 neighborhood groups, advocacy organizations, partner agencies, and employers. Outreach methods included a mailer to addresses near the intersections, an open house in July 2018, tabling at intersections and Sunday Streets, posters on the street, emails, a social media campaign, and meetings with stakeholder groups. The project team also solicited input through individual stakeholder meetings and a survey, which received over 800 responses. The survey, mailer, posters, handouts, and social media ads were provided in English, Chinese, Filipino, and Spanish and translation services were provided at the open house.

Stakeholders identified a range of safety and accessibility challenges at the intersections including traffic signal visibility, pedestrian and bicycle conditions, vehicle weaving, high-speed turning movements, and a lack of pedestrian crosswalks at some intersections. The design proposals received mostly positive feedback and the project team incorporated a number of stakeholder suggestions into the final recommendations.

Next Steps: Funding and Implementation.

The planning-level cost estimate for design, obtaining approvals, and construction of the improvements at all 10 intersections is approximately \$10.7 million. Of this, approximately \$250,000 represents the cost of the identified near-term improvements. The remaining costs are for capital improvements that involve more extensive reconstruction (i.e. concrete work or signal upgrades), which will take several years to implement.

SFMTA will lead the design and construction of the recommended improvements in coordination with San Francisco Public Works and Caltrans, which will need to approve many of the recommended treatments. SFMTA has committed to implement the recommended near-term improvements within two years, with the exception of improvements that require a longer Caltrans approval process. The Transportation Authority Board will consider final approval of a \$160,000 allocation of District 6 Neighborhood Transportation Improvement Program (NTIP) funds to implement the improvements at the first several intersections. For the remainder of the improvements, the project team identified multiple potential funding sources including but not limited to Prop K sales tax, Prop AA vehicle registration fee, Prop A and Prop B general funds, Interagency Plan Implementation Committee impact fees, Caltrans funds, the Highway Safety Improvement Program, the Active Transportation Program, One Bay Area Grant funds, and potential Transportation Network Company Tax revenue (pending approval).

Agenda Item 4

FINANCIAL IMPACT

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

CAC POSITION

The CAC will consider this item at June 26, 2019 meeting.

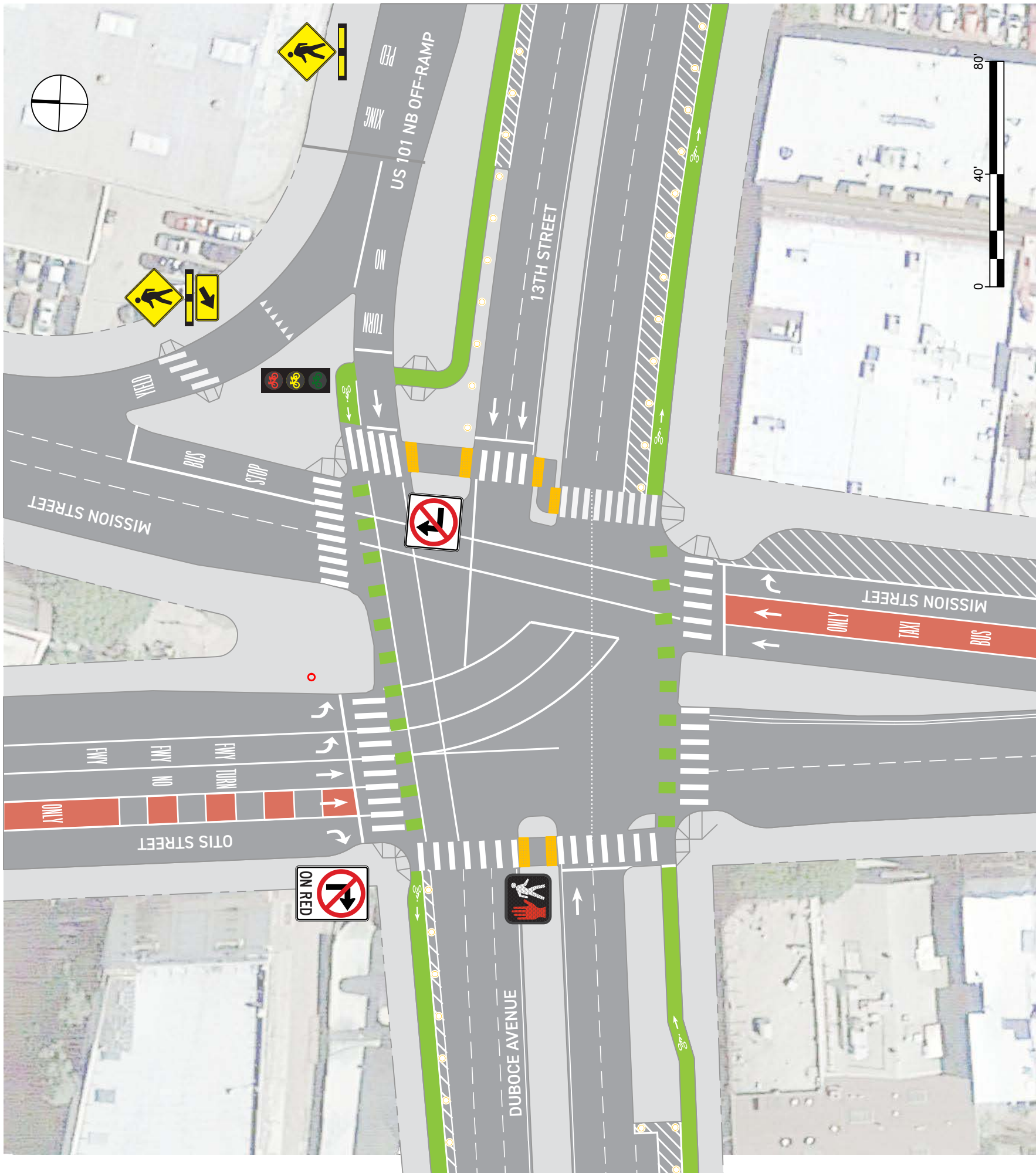
SUPPLEMENTAL MATERIALS

Attachment 1- Recommended Improvement Concept Plans

Enclosure – SoMa Ramp Intersection Safety Study (Phase 2) Final Report

**MISSION STREET /
13TH STREET /
US 101 NB OFF-RAMP**

**Alternative
One-Way Otis Street**



NOTES

Market Street Hub Project Improvements

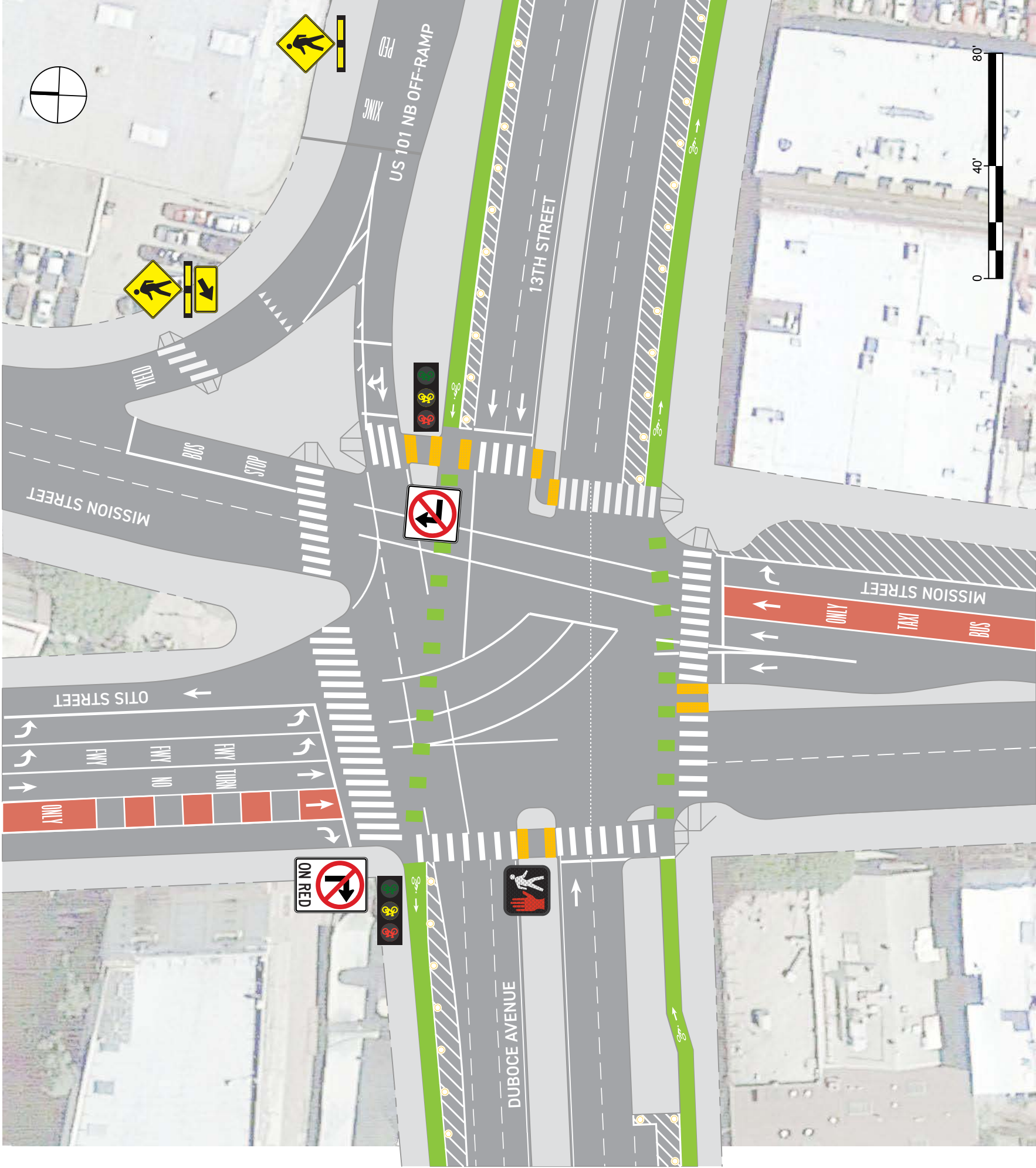
- Protected cycle track on 13th and Duboce Avenue, channelize westbound bicycle lane and realign US 101 ramp to increase bicyclist visibility and reduce conflicts
- Remove U-turn from Otis St. to Mission St. to reduce number of traffic movements and conflicts

SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands for people crossing Duboce and 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Accessible Pedestrian Signal (APS) for all crosswalks
- Crosswalk flashing beacons and signage on un-signalized off-ramp to Mission Street
- New crosswalk striping
- Bus-only lanes on Mission St. approaching the intersection
- Additional signal heads and signs for improved visibility

**MISSION STREET /
13TH STREET /
US 101 NB OFF-RAMP**

**Alternative
Two-Way Otis Street**



NOTES

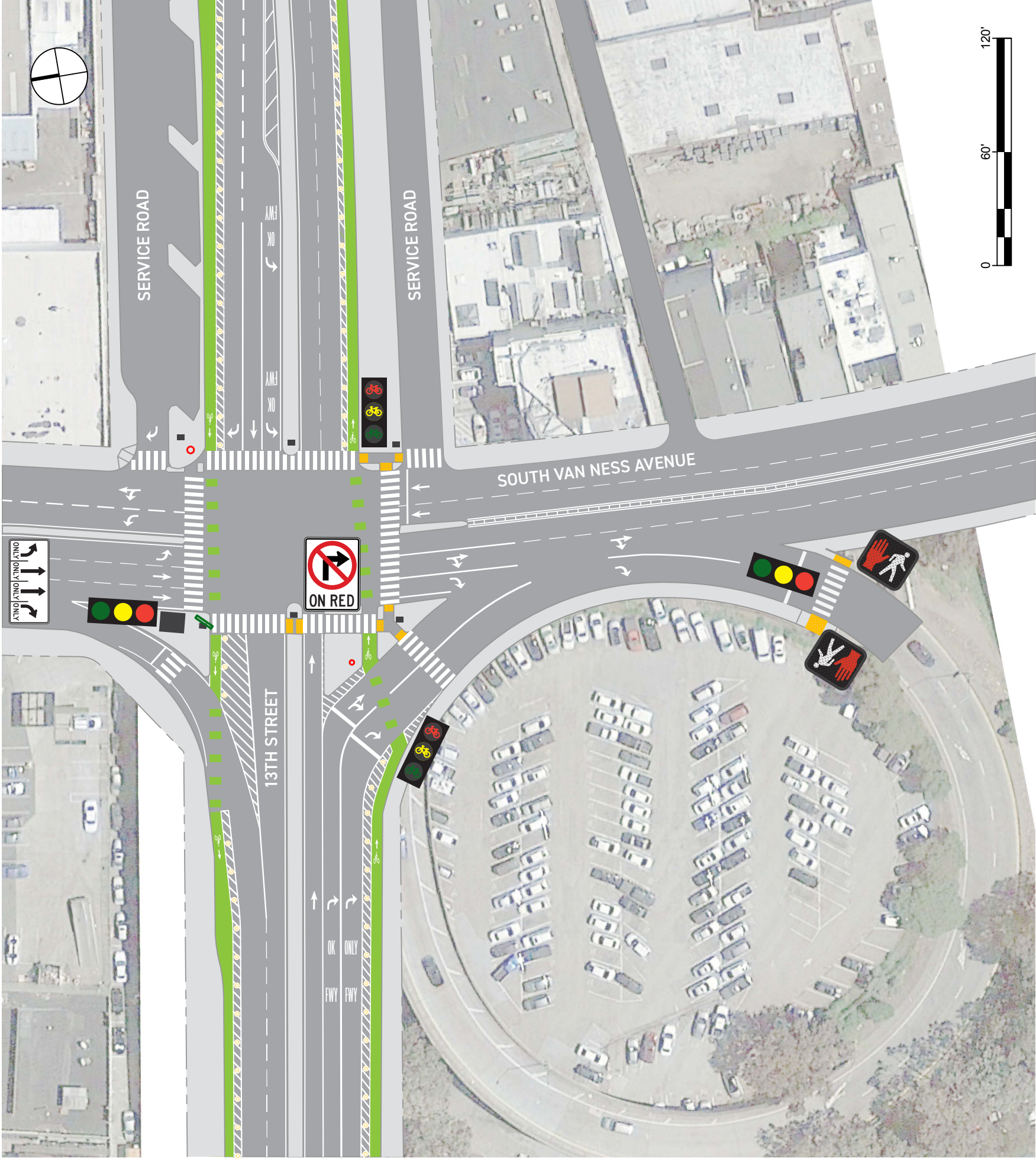
Market Street Hub Project Improvements

- Protected cycle track on 13th and Duboce Avenue
- Two-way Otis Street. Modify Mission St. median and remove U-turn from Otis St. to Mission St. to accommodate traffic to Otis St.

SoMa Freeway Ramp Intersection Safety Study Proposals

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

SOUTH VAN NESS AVE / 13TH ST / US 101 SB ON-RAMP



NOTES

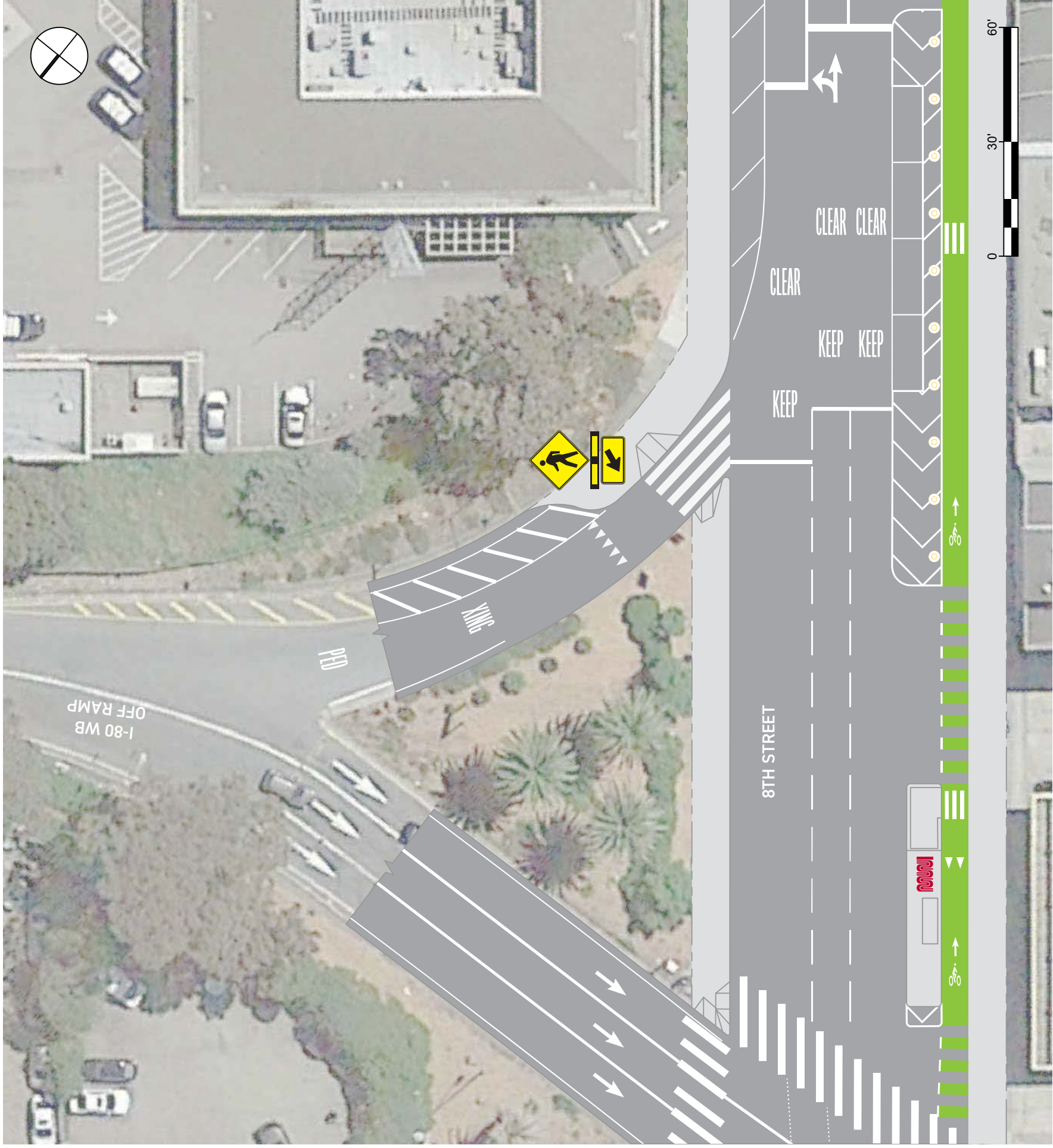
Market Street Hub Project Improvements

- Protected cycle track on 13th Street

SoMa Freeway Ramp Intersection Safety Study Proposals

- Bulb-outs and curb ramps
- Median refuge islands across 13th Street
- Pedestrian and traffic signal upgrades
- Brighter lighting under the bridge
- Protected left-turn from S Van Ness Ave. to 13th Street
- New sidewalk on west side of S Van Ness Ave.
- New traffic signal and pedestrian crosswalk at the US 101 freeway southbound on-ramp

8TH STREET (MIDBLOCK) / I-80 WB OFF-RAMP



NOTES

SFMTA 8th Street Safety Project Improvements

- Transit boarding island
- Protected bike lane

SoMa Freeway Ramp Intersection Safety Study Proposals

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

BRYANT STREET / 8TH STREET / I-80 EB ON-RAMP

(Capital Project)



NOTES

SFMTA 8th Street Safety Project Phase 2 Project Improvements

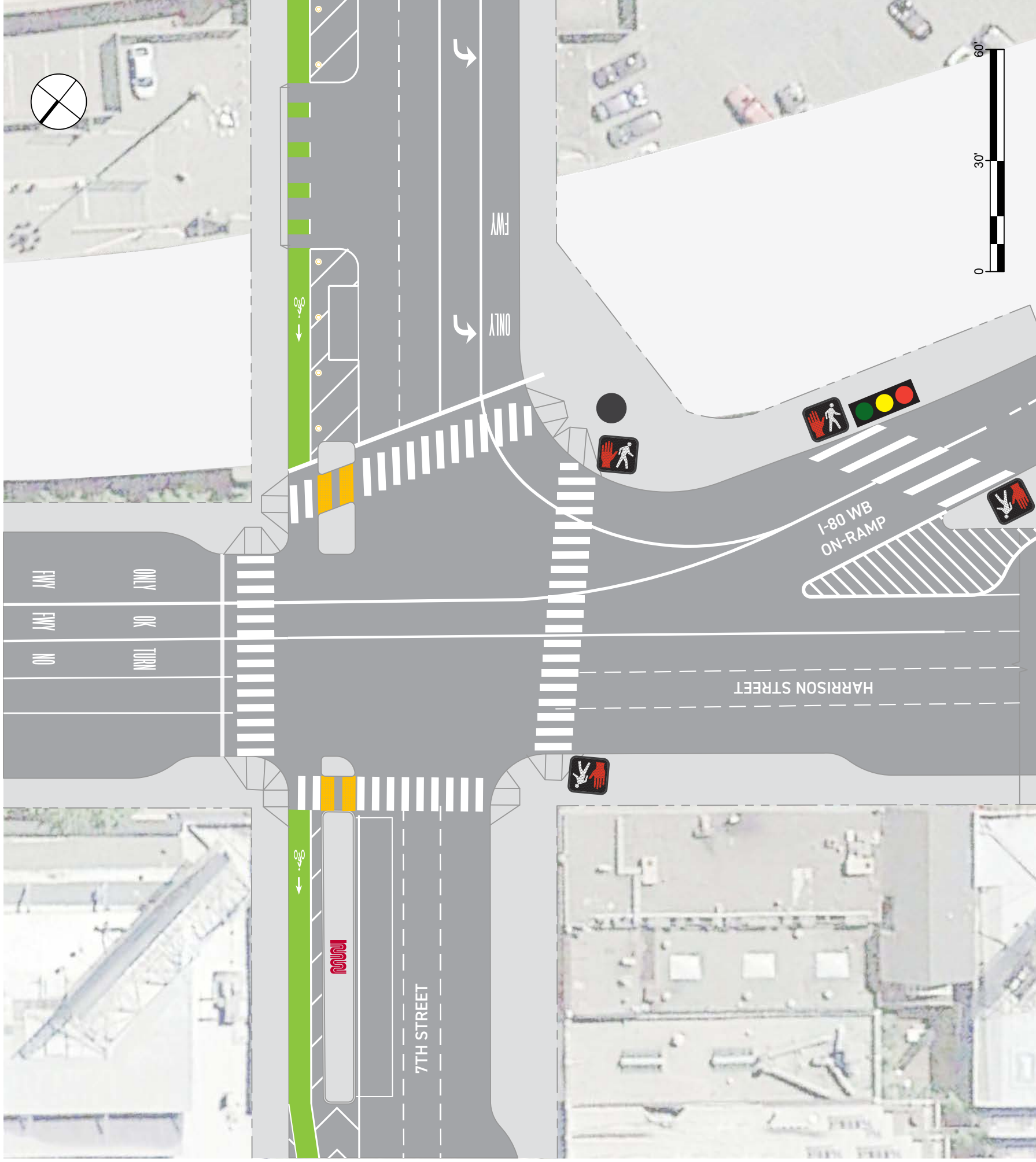
- Protected bike lane on 8th Street
- Transit boarding island

SoMa Freeway Ramp Intersection Safety Study Proposals

- New crosswalk across Bryant Street with protected signal phase and Leading Pedestrian Interval (LPI)
- New sidewalk along north side of Bryant St., new crosswalk across on-ramp with new traffic signal
- Bulb-outs and curb ramps
- Median refuge island modification
- Crosswalk striping upgrades
- Overhead lane assignment signs
- New traffic signal upgrades to improve visibility

**HARRISON STREET /
7TH STREET /
I-80 WB ON-RAMP**

(Capital Project)



NOTES

Caltrans I-80 On-Ramp Project Improvements

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

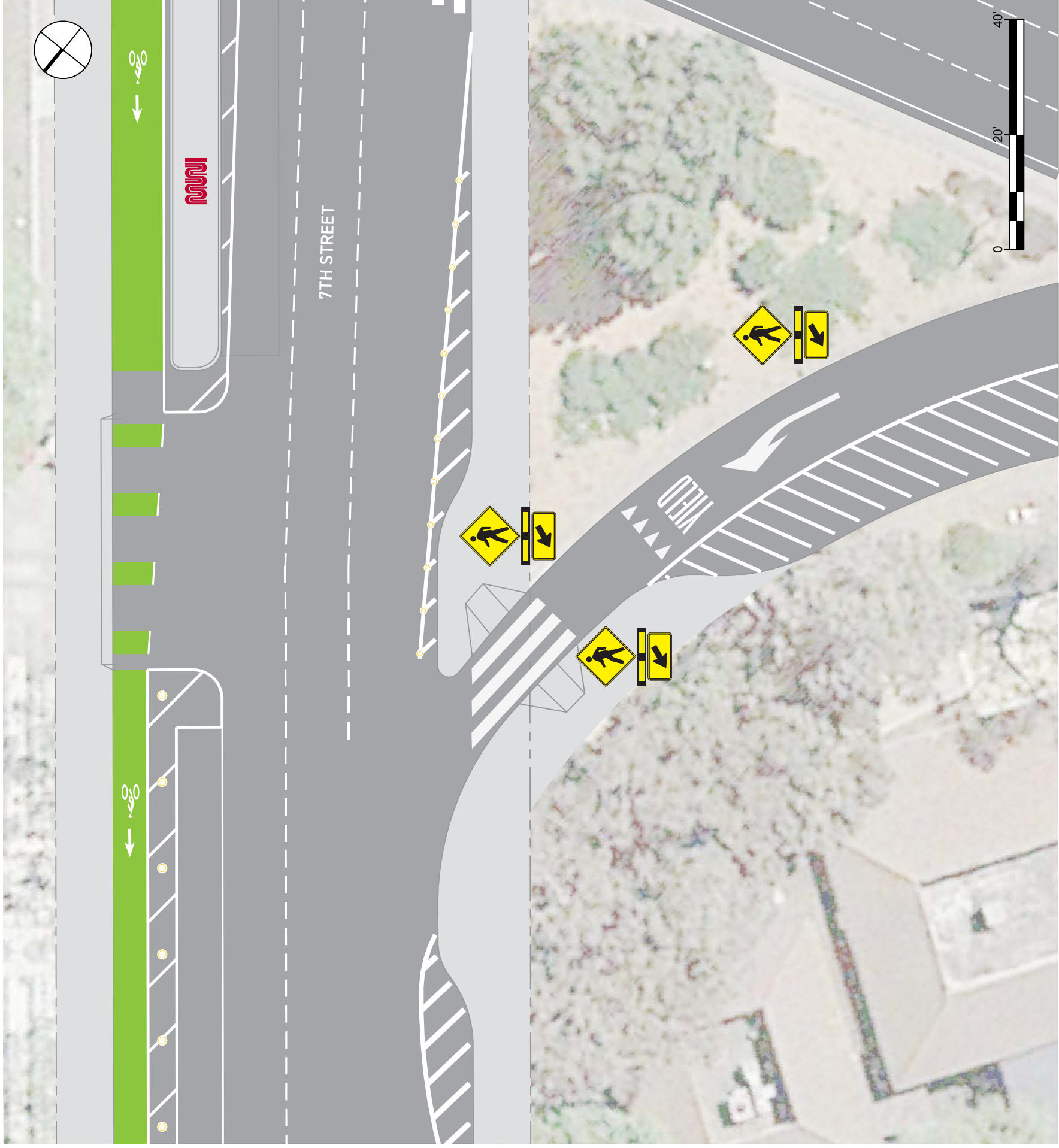
SFMTA 7th Street Bikeway Project Improvements

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

SoMa Freeway Ramp Intersection Safety Study Proposals

- New signalized pedestrian crosswalk across Harrison Street
- Median refuge islands across 7th Street
- Bulb-outs and curb ramps
- Bus bulb at south side of Harrison St. east of the intersection

7TH STREET (MIDBLOCK) / I-80 EB OFF-RAMP



NOTES

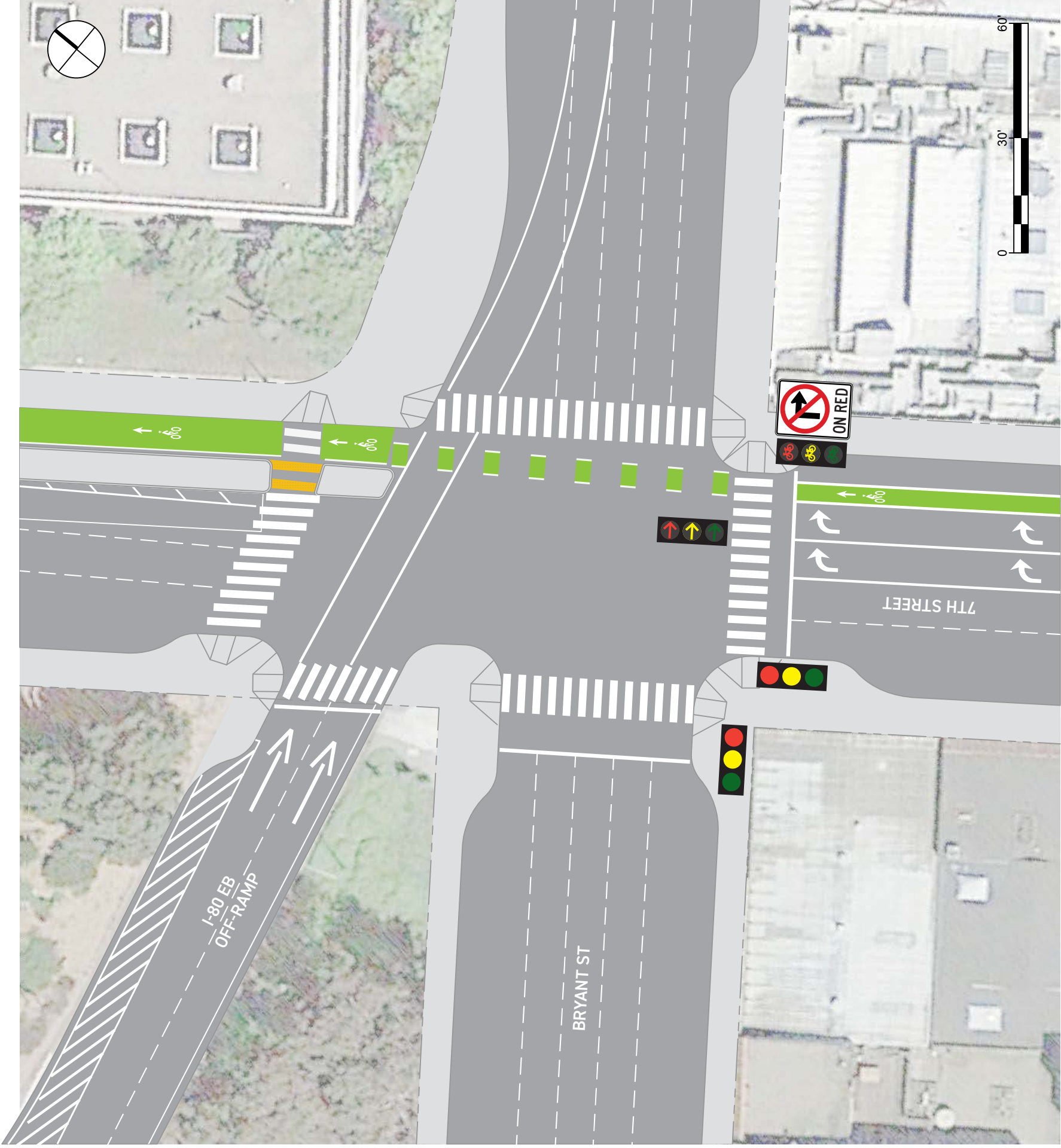
SFMTA 7th Street Bike Lane Project Improvements

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

SoMa Freeway Ramp Intersection Safety Study Proposals

- Lane reduction from two to one at the I-80 off-ramp approach
- Bulb-outs and curb ramps
- Crosswalk flashing beacons and signage
- Crosswalk striping and yield line upgrades
- Recommended improvement will require Caltrans approval and Muni re-route options.

**BRYANT STREET /
7TH STREET /
I-80 EB OFF-RAMP**



NOTES

SFMTA 7th Street Bike Lane Project Improvements

- Protected bike lane on 7th Street

SoMa Freeway Ramp Intersection Safety Study Proposals

- Lane reduction from three to two on the I-80 offramp approach (requires Caltrans approval)
- Bulb-outs and curb ramps
- Crosswalk striping upgrades
- Bus bulb
- Additional traffic signal upgrades
- Additional pedestrian level lighting

BRANNAN STREET / 6TH STREET / I-280 ON/OFF-RAMP



NOTES

SFMTA 6th and Brannan Road Diet Project Improvements

- Road diet and bike lanes on Brannan Street

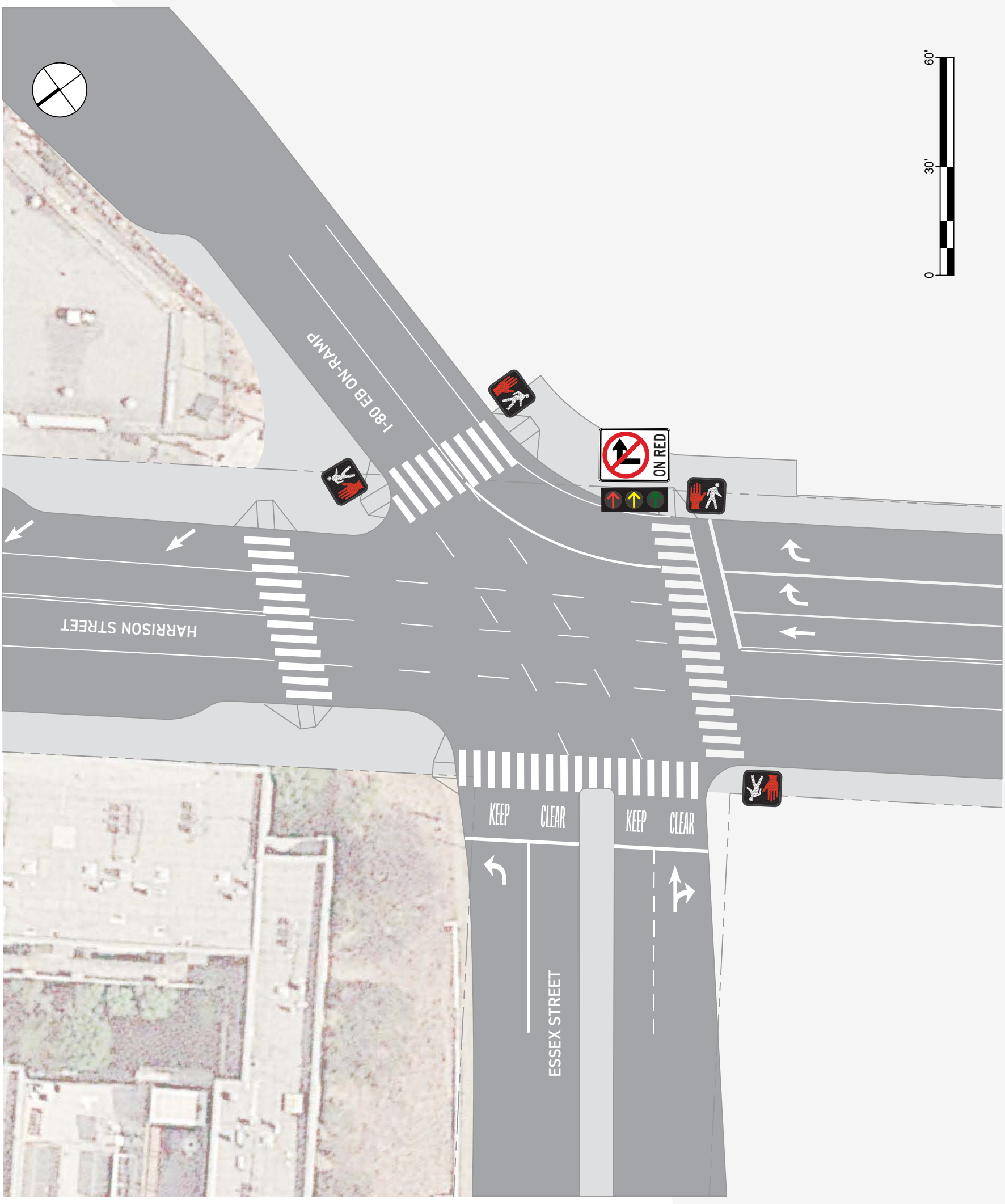
SF Flower Mart Improvements

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

SoMa Freeway Ramp Intersection Safety Proposals

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

**HARRISON STREET /
ESSEX STREET /
I-80 EB ON-RAMP**



NOTES

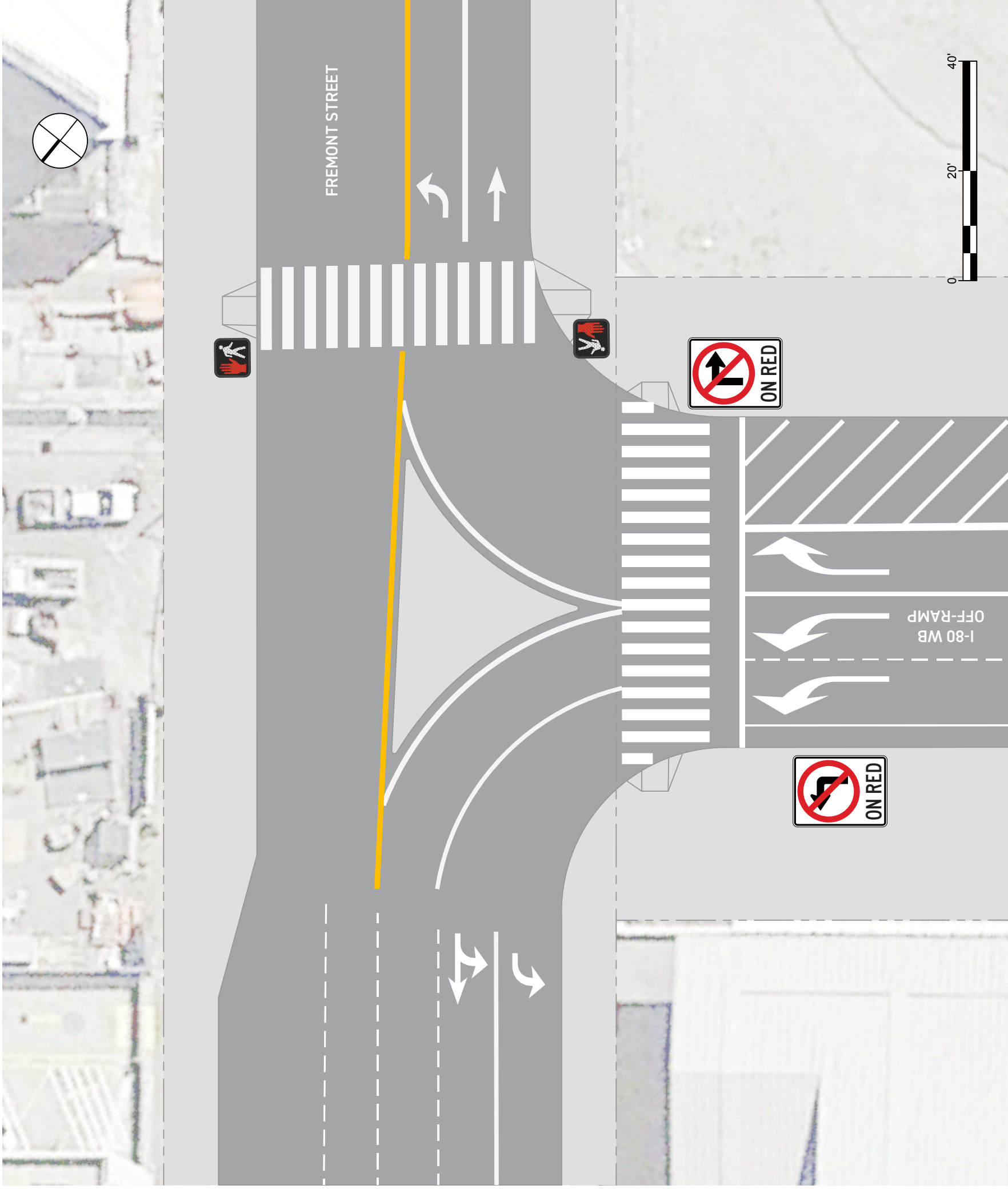
Improvements by Others

- Bulb-outs on Harrison Street by adjacent developments

SoMa Freeway Ramp Intersection Safety Study Proposals

- New protected crosswalks across Harrison Street and I-80 On-Ramp
- Bulb-outs and curb ramps
- New sidewalk on south side of Harrison St. west of the intersection
- Additional traffic signal upgrades

FREMONT STREET / I-80 WB OFF-RAMP



NOTES

SoMa Freeway Ramp Intersection Safety Study Proposals

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



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Memorandum

Date: June 21, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy & Programming
Subject: 7/9/19 Board Meeting: Amendment of the District 3 Neighborhood Transportation Improvement Program Planning Project Scope and Schedule

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Amend the District 3 Neighborhood Transportation Improvement Program (NTIP) Planning Project Scope and Schedule</p> <ul style="list-style-type: none"> • Update the scope and schedule to include planning, design and implementation of recommended near-term safety improvements as described in Attachment 1 • Change the project name from Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements <p>SUMMARY</p> <p>At the request of Supervisor Peskin, the San Francisco Municipal Transportation Agency (SFMTA) is requesting an amendment to the scope of work for the previously funded District 3 NTIP planning project. The revised scope includes analyzing safety improvements at specific intersections on Kearny and, if feasible, implementing the following recommendations: near-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington; dual-turn lane restrictions and/or bus stop changes on Kearny at Bush, Pine, Post, and Sutter; and bus stop consolidation along Kearny between Market Street and Columbus Avenue. There is no change proposed to the overall budget which totals \$100,000 and is funded entirely by Prop K. The grant expiration date would be extended to September 30, 2020 based on the amended scope.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: Grant Amendment
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DISCUSSION

Background.

In 2015, the Board allocated \$100,000 in NTIP planning funds to the SFMTA for the Kearny Street Multimodal Implementation Plan. Over the past few years, the SFMTA has been working closely the District 3 Supervisor’s Office along with Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers to realign the scope of the project with the pedestrian safety priorities for the project area. Approximately \$25,000 of the

Agenda Item 5

original allocation has been spent to date for outreach to stakeholders and preliminary traffic analysis for the corridor.

The proposed amended scope for the District 3 Pedestrian Safety Improvements project will now explicitly focus on planning and design of improvements at the intersections of Kearny/Jackson, Kearny/Washington, and Columbus/Green/Stockton. In addition, funds will be used to implement near-term improvements along Kearny Street pending feasibility analysis, including pedestrian scramble signal timing changes at Kearny/Jackson and Kearny/Washington and removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter. Pending community input, the SFMTA may implement bus stop consolidation along Kearny Street between Market Street and Columbus Avenue.

The SFMTA expects to determine the feasibility of various recommendations by September 2019 and with all improvements open for use by February 2020.

FINANCIAL IMPACT

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

CAC POSITION

The CAC will be briefed on this item at its June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft Revised Scope, Schedule, and Staff Recommendations

Attachment 2 – Draft Revised Budget

Attachment 1.
District 3 NTIP Project
Draft Revised Scope, Schedule and Deliverables

The SFMTA proposes to amend the scope and schedule of the Kearny Street Multimodal Implementation Plan and to rename the project “District 3 Pedestrian Safety Improvements.” The updated scope is focused on planning and design of pedestrian safety improvements within District 3 at the intersections of Kearny and Jackson streets, Kearny and Washington streets, and Columbus Avenue at Green and Stockton streets and the implementation of some near-term improvements along Kearny Street pending feasibility analysis. Near-term improvements to be investigated and implemented if feasible include pedestrian scramble signal timing changes at the intersections of Kearny and Jackson streets and Kearny and Washington streets, removal of dual-turn lanes at Kearny Street intersections with Bush, Pine, Post and Sutter streets and bus stop consolidation along Kearny Street between Market Street and Columbus Avenue, pending community input.

This change in scope is recommended following SFMTA’s discussions with the District 3 Supervisor’s Office, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers. Both Chinatown TRIP and the District 3 Supervisor’s Office have identified pedestrian scrambles at the intersections of Kearny and Jackson streets and Kearny and Washington streets as high priorities. Both the North Beach Neighbors and Telegraph Hill Dwellers have requested a redesign of the intersection of Columbus Avenue at Green and Stockton streets with a focus on improving pedestrian safety and convenience.

The proposed revised task-based scope, including deliverables, schedule dates and budget is summarized below. Attachment 2 provides additional budget detail. The proposed amendment does not change the overall project budget.

Task	Deadline	Deliverables	Cost
1. Analyze options for near-term and long-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington. Near-term options include signal timing and hardware changes that do not require a full traffic signal upgrade.	September 2019	Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts.	\$5K
2. Analyze removal of dual-turn lanes at Kearny/Bush, Kearny/Pine, Kearny/Post and Kearny/Sutter and bus stop consolidation along Kearny between Market and Columbus.	September 2019	Memo summarizing recommendations.	\$5K
3. Analyze options for improving pedestrian safety and convenience at Columbus/Green/Stockton.	September 2019	Memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate.	\$10K

**Attachment 1.
District 3 NTIP Project
Draft Revised Scope, Schedule and Deliverables**

Task	Deadline	Deliverables	Cost
4. Environmental review and legislation for near-term pedestrian scrambles at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2).	November 2019	SFMTA Board of Directors resolution for any necessary parking/traffic legislation.	\$10K
5. Implementation of near-term pedestrian scrambles and associated parking and traffic changes at Kearny/Jackson and Kearny/Washington (if determined to be feasible in Task 1) and any recommendations for removal of dual-turn lanes and/or bus stop changes (if recommended in Task 2 and approved by SFMTA Board).	February 2020	Signal timing and hardware changes for pedestrian scrambles that can be accomplished without a full traffic signal upgrade and striping, sign and curb paint for associated parking/traffic changes. SFMTA will provide updated signal timing cards, striping drawings and sign plans.	\$40K
6. Preliminary evaluation of pedestrian scrambles at Kearny/Jackson and Kearny/Washington.	August 2020	Memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.	\$5K
		Total	\$75K

Deliverables:

1. Quarterly progress reports shall provide percent complete by task and percent complete for the overall project, in addition to the requirements in described in the Standard Grant Agreement. Quarterly progress reports will be shared with District 3 Supervisor.
 2. With the quarterly progress report submitted on October 15, 2019, following completion of Tasks 1, 2, and 3, SFMTA shall provide: Memo summarizing feasibility of various options, including impacts to transit, and recommendations for preferred near-term option for pedestrian scramble and associated changes to mitigate transit impacts; memo summarizing recommendations for removal of dual-turn lanes and bus stop consolidation; and memo summarizing feasibility of various options and recommendations for preferred option including planning-level construction cost estimate for improving pedestrian safety and convenience at Columbus/Green/Stockton.
 3. With the quarterly progress report submitted on October 15, 2020, following completion of Task 6, SFMTA shall provide memo evaluating safety, transit and traffic operations before and after implementation of pedestrian scrambles.
- 1.

**Attachment 1.
District 3 NTIP Project
Draft Revised Scope, Schedule and Deliverables**

Revised Grant Expiration Date:

- Extended from June 30, 2019 to September 30, 2020.

**Attachment 2.
District 3 Pedestrian Safety Improvements [NTIP]
Draft Revised Budget**

BUDGET SUMMARY BY TASK		
Task	Hours	Budget
1 - Kearny Pedestrian Scramble Analysis (Kearny/Jackson and Kearny/Washington)	\$ 5,000	
2 - Kearny Dual-Turn Lane and Bus Stop Consolidation Analysis	\$ 5,000	
3 - Columbus/Green/Stockton Analysis	\$ 10,000	
4 - Environmental Review and Legislation for Kearny Near-Term Improvements Recommended by Tasks 1-2	\$ 10,000	
5 - Implementation of Kearny Near-Term Improvements Recommended by Tasks 1-2	\$ 40,000	
6 - Evaluation	\$ 5,000	
Total		\$ 75,000

LABOR COST ESTIMATE FOR PLANNING, DESIGN, ENVIRONMENTAL (TASKS 1-4, 6)					
SFMTA Staff	Base Hourly Rate	Hours	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer (5201)	\$ 50.01	120	2.71	\$ 135.65	\$ 16,278
Senior Engineer (5211)	\$ 88.09	10	2.71	\$ 238.92	\$ 2,389
Transportation Planner III (5289)	\$ 59.06	40	2.71	\$ 160.20	\$ 6,408
Transportation Planner IV (5290)	\$ 70.01	40	2.71	\$ 189.89	\$ 7,596
Contingency (10%)					\$ 3,267
Totals		210.00			\$ 35,938

LABOR COST ESTIMATE FOR CONSTRUCTION (TASK 5)					
SFMTA Staff	Base Hourly Rate	Hours	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer (5201)	\$ 50.01	24	2.71	\$ 135.65	\$ 3,256
Senior Engineer (5211)	\$ 88.09	2	2.71	\$ 238.92	\$ 478
Traffic Signal Electrician (9145)	\$ 59.55	80	2.71	\$ 161.52	\$ 12,921
Traffic Signal Electrician Supervisor (9147)	\$ 66.89	20	2.71	\$ 181.42	\$ 3,628
Contingency (10%)					\$ 2,028
Totals		100.00			\$ 22,312

MATERIAL COST ESTIMATE FOR CONSTRUCTION (TASK 5)				
Item	Unit	Quantity	Unit Cost	Total
Pedestrian scramble	Intersection	2	\$ 5,000	\$ 10,000
Dual-turn lane reconfiguration	Intersection	4	\$ 1,000	\$ 4,000
Bus stop relocation	Each	2	\$ 1,000	\$ 2,000
Contingency (10%)				\$ 1,600
Totals				\$ 17,600
GRAND TOTAL				\$ 75,849



Memorandum

Date: June 21, 2019

To: Transportation Authority Board

From: Cynthia Fong – Deputy Director for Finance & Administration

Subject: 07/09/19 Board Meeting: Award Three-Year Professional Services Contracts, with an Option to Extend for Two Additional One-Year Periods, to Nossaman LLP, Meyers Nave Riback Silver & Wilson, and Wendel, Rosen, Black & Dean LLP, in a Combined Amount Not to Exceed \$1,000,000 for On-Call General Legal Counsel Services

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Award three-year professional services contracts, with an option to extend for two additional one-year periods, to Nossaman LLP (Nossaman), Meyers Nave Riback Silver & Wilson (Meyers Nave), and Wendel, Rosen, Black & Dean LLP (Wendel Rosen) in a combined amount not to exceed \$1,000,000 for on-call general legal counsel services. • Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions <p>SUMMARY</p> <p>We are seeking professional services of legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. We also need broad and deep access to specialized transportation legal services given the wide range of desired proficiencies and experience, the amount and complexity of the Transportation Authority’s and Treasure Island Mobility Management Agency’s (TIMMA’s) work programs, as well as occasional conflicts of interest or availability that arise for specific efforts. We issued a Request for Qualifications (RFQ) in May. By the proposal due date, we received six Statements of Qualifications. Following interviews with three firms, the selection panel recommends award of contracts to the three highest-ranking firms: Nossaman, Meyers Nave, and Wendel Rosen. The establishment of contracts with multiple consultant firms will enable the Transportation Authority to enlist the services of a broad range of legal consultants on an on-call, as-needed basis.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

We contract with City departments and outside firms for certain specialized professional services in areas where factors like costs, work volume or the degree of specialization required would not justify

the use of in-house staff. Currently the Transportation Authority utilizes the City Attorney's Office for certain inter-agency agreements and project litigation, and utilizes Nixon Peabody LLP and Squire Sanders & Dempsey LLP for bond counsel. We currently contract with Nossaman and Wendel Rosen for specialized transportation legal counsel services. The breakdown of past assignments to these firms are included as Attachment 2. Our policy is to competitively re-bid professional services contracts after five years. We propose to contract with multiple consultant firms with whom the Transportation Authority may call upon on a task order basis, which is intended to increase competition and allow for improved responsiveness (e.g., during times of peak demand).

The RFQ scope of services, included as Attachment 1, describes example tasks types that are representative of the needs in the coming three years under this contract, which are also listed below.

1. Parliamentary Procedure and Rules for Transportation Authority Board and Citizens Advisory Committee
2. Administration
3. Financial
4. Sales Tax (Proposition K) and Vehicle Registration Fee (Proposition AA) Administration
5. Congestion Management Program and Transportation Fund for Clean Air Program
6. Planning and Project Development Support (e.g. Lombard Reservation System, Downtown Congestion Pricing, and U.S. 101/I-280 Managed Lanes)
7. Legislation
8. Litigation
9. General Advice
10. Miscellaneous

Procurement Process.

The Transportation Authority and TIMMA issued a joint RFQ for on-call general legal counsel services on May 7, 2019. Although a pre-proposal conference was not held, respondents were able to submit questions regarding the RFQ and receive responses by May 17. We took steps to encourage participation from small, local, and disadvantaged business enterprises, including advertising in five local newspapers: the San Francisco Chronicle, San Francisco Examiner, the Small Business Exchange, Nichi Bei, and the San Francisco Bayview. We also distributed the RFQ and questions and answers to certified small, local, and disadvantaged businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of June 6, 2019, we received six Statements of Qualifications in response to the RFQ. A selection panel comprised of Transportation Authority staff evaluated the Statements of Qualifications based on the criteria identified in the RFQ, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. The panel selected three firms to interview on June 19, 2019. Based on the competitive process defined in the RFQ, the panel recommends awarding contracts to the three highest-ranked firms: Nossaman, Meyers Nave, and Wendel Rosen. The three highest-ranked firms provide a strong set of skills, specialists, and relevant experience. Both Nossaman and Wendel Rosen build upon proven track records of performance, while Meyers Nave demonstrated a strong set of qualifications and management approach, in particular regarding their experience with managed lanes projects.

Agenda Item 6

The selection panel recommends that the Transportation Authority and TIMMA both award contracts to the same three firms, as both agencies share legal resources. Awarding contracts to the same on-call legal firms will enhance staff efficiency in issuing task orders and supporting project needs. The contract award for TIMMA's portion of the contract will be considered by the TIMMA Committee at its next scheduled meeting in July.

We plan to use federal funds to cover a portion of this contract and have adhered to federal procurement regulations. Due to the specialized nature of the requested services we established a Disadvantaged Business Enterprise (DBE) goal of 0% for this contract based on recommendation from the California Department of Transportation, and accepted certifications by the California Unified Certification Program. Nossaman has made a commitment to exceed the DBE goal and includes 10% DBE participation from San Francisco-based, Asian-American-owned firm Law Offices of Alexis S.M. Chiu. Meyers Nave and Wendel Rosen do not include any subconsultants.

The selected consultant firms will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term, plus two optional one-year extensions. While the Transportation Authority intends to engage pre-qualified firms based on capabilities, experience, and availability, no selected team is guaranteed a task order.

FINANCIAL IMPACT

The scope of work described in the RFQ is anticipated in the Transportation Authority's proposed Fiscal Year 2019/20 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of federal and/or state grants from Caltrans and the Metropolitan Transportation Commission, local agency contributions, and Prop K sales tax funds. The first year's activities are included in the Transportation Authority's proposed Fiscal Year 2019/20 budget and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

CAC POSITION

The CAC will consider this item at its June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

Attachment 2 – General Legal Counsel Services Past Work Assignments (2015 – 2019)

Attachment 1
Scope of Services

The Transportation Authority is seeking the services of legal firms experienced in matters related to the operation of public entities. The below example task types are representative of needs in the coming three years – additional undetermined task types are anticipated to be needed and not all task types listed below will necessarily be produced under these contracts. The Transportation Authority may assign tasks on these qualifications as well as capabilities, experience, availability, and conflicts of interests, if any. Contractors are not guaranteed a task under these contracts.

Task Types:

1. **Parliamentary Procedure and Rules for Transportation Authority Board and Citizens Advisory Committee.** Attendance at board and committee meetings and consultation on Rules of Order, Ralph M. Brown Act, Administrative Code, City and County of San Francisco Elections Code, San Francisco Sunshine Ordinance, and conflict of interest issues. Contractor will be expected to attend the monthly meetings of the Transportation Authority Board and Committees.
2. **Administration. Personnel:** As needed, advise regarding all labor-related issues such as benefits, hiring, discipline, termination, and review of internal policies and procedures. **Contracts:** As needed, review and/or draft legal documents including procurements, contracts, specifications, and standard grant agreements, including necessary legal opinions on restrictions, revisions, claims, default liability, protests and appeals. **Public Records Act:** As needed, advise on public records requests regarding scope of request, reviewing records, and approach to retrieving/releasing records.
3. **Financial.** Assist in the review of financial, budgetary and debt program matters, including developing opinions on debt issuance documents and offering memoranda, financial presentations, representations and audit documents, and review of investment, debt and fiscal policies.
4. **Sales Tax (Proposition K) and Vehicle Registration Fee (Proposition AA) Administration.** Address questions regarding the validity, collection, administration and use of sales tax and vehicle registration fee revenues. Assist with the Transportation Authority Strategic Plan funding requirements, categories and subcategories, requirements applicable to the Transportation Authority and sponsoring agencies; reimbursement eligibility; applicability of environmental and other state or federal requirements; and the like.
5. **Congestion Management Program and Transportation Fund for Clean Air Program.** Review issues of jurisdiction and legal authority, environmental requirements, restrictions, formation and legislation, and state and federal requirements.
6. **Planning and Project Development Support (e.g. Lombard Reservation System, Downtown Congestion Pricing, and U.S. 101/I-280 Managed Lanes).** Review issues of jurisdiction and legal authority; support environmental requirements; develop, review and/or advise on policy and operating agreements; develop and/or review vendor and operator procurement documents and contracts; and advise on local, state, and federal requirements and legislation.
7. **Legislation.** Assist in drafting or reviewing legislation and the legislative process, from the local to the federal level.

Attachment 1
Scope of Services

8. **Litigation.** Prepare necessary documents, provide legal representation in court as required to initiate and prosecute or respond to lawsuits, and support mediation and negotiations (settlement) as needed.
9. **General Advice.** Provide verbal or written advice, as requested by the Transportation Authority, on questions concerning the conformity of any contemplated action of the Transportation Authority with applicable law and other matters, including providing guidance on the Transportation Authority's projects.
10. **Miscellaneous.** Provide verbal or written advice relating to California Environmental Quality Act/National Environmental Policy Act, construction (including construction manager general contractor), right of way, real estate and land use, state transportation finance, regional transportation planning and programming, and public private partnerships, among others.

**Attachment 2:
General Legal Counsel Services Past Work Assignments (2015-2019)**

Legal Firm	Work Assignment Description	Amount
Nossaman LLP	General Legal Services ¹	\$500,528
	Presidio Parkway	\$337,000
	Geary Bus Rapid Transit	\$208,681
	Finance/Debt Issuance	\$169,480
	Downtown Extension	\$50,000
	Yerba Buena Island Projects	\$32,793
	Vision Zero	\$10,000
	San Francisco Transportation Plan	\$6,775
	Treasure Island Mobility Management Agency	\$5,529
	Van Ness Bus Rapid Transit	\$3,002
	I-280 Balboa Park Interchange	\$760
	Quint-Jerrold Connector Road	\$342
Total Work Assignments Awarded to Nossaman LLP		\$1,324,890
Wendel, Rosen, Black & Dean LLP	Yerba Buena Island Projects	\$156,500
	Treasure Island Mobility Management Agency	\$65,520
	General Legal Services ¹	\$25,000
	Transportation Network Company Research	\$20,000
	I-280 Balboa Park Interchange	\$956
	Vision Zero Ramps Phase 2	\$722
Total Work Assignments Awarded to Wendel, Rosen, Black & Dean LLP		\$268,698
Total Work Assignments Awarded to Date		\$1,593,588
Total Work Assignments Awarded to Disadvantaged Business Enterprise Firms		\$111,470

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate work assignments.



SFMTA

LRV4 Update

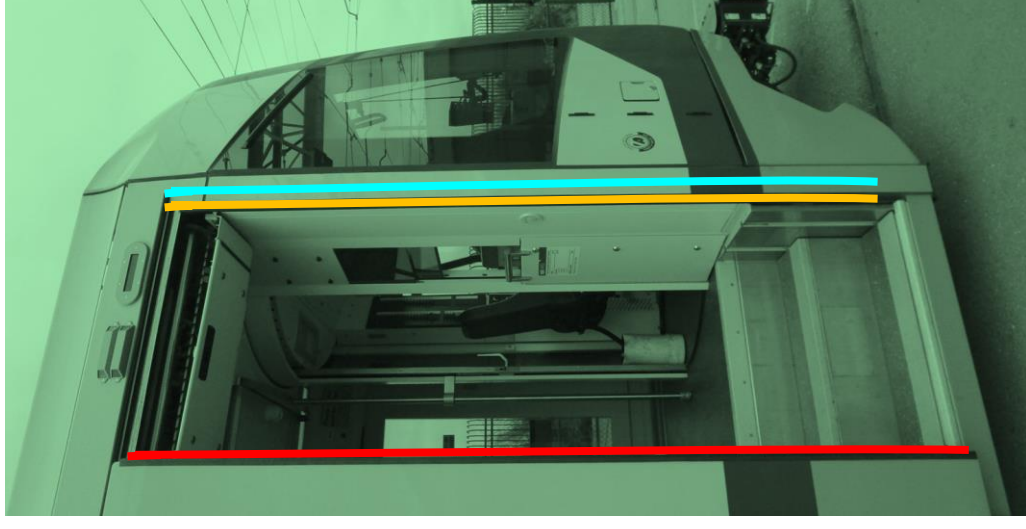
SFCTA Board
June 25, 2019



LRV4 Modifications on Track

Beginning Monday, June 24 LRV4 vehicles are back in service without restrictions:

- All doors have been retrofitted with new design
- Couplers have been modified to allow safe operation of two-car trains
- Vehicles with damaged couplers will be repaired by end of July (some LRV4s will continue to be single car until then, but will be used on J line)

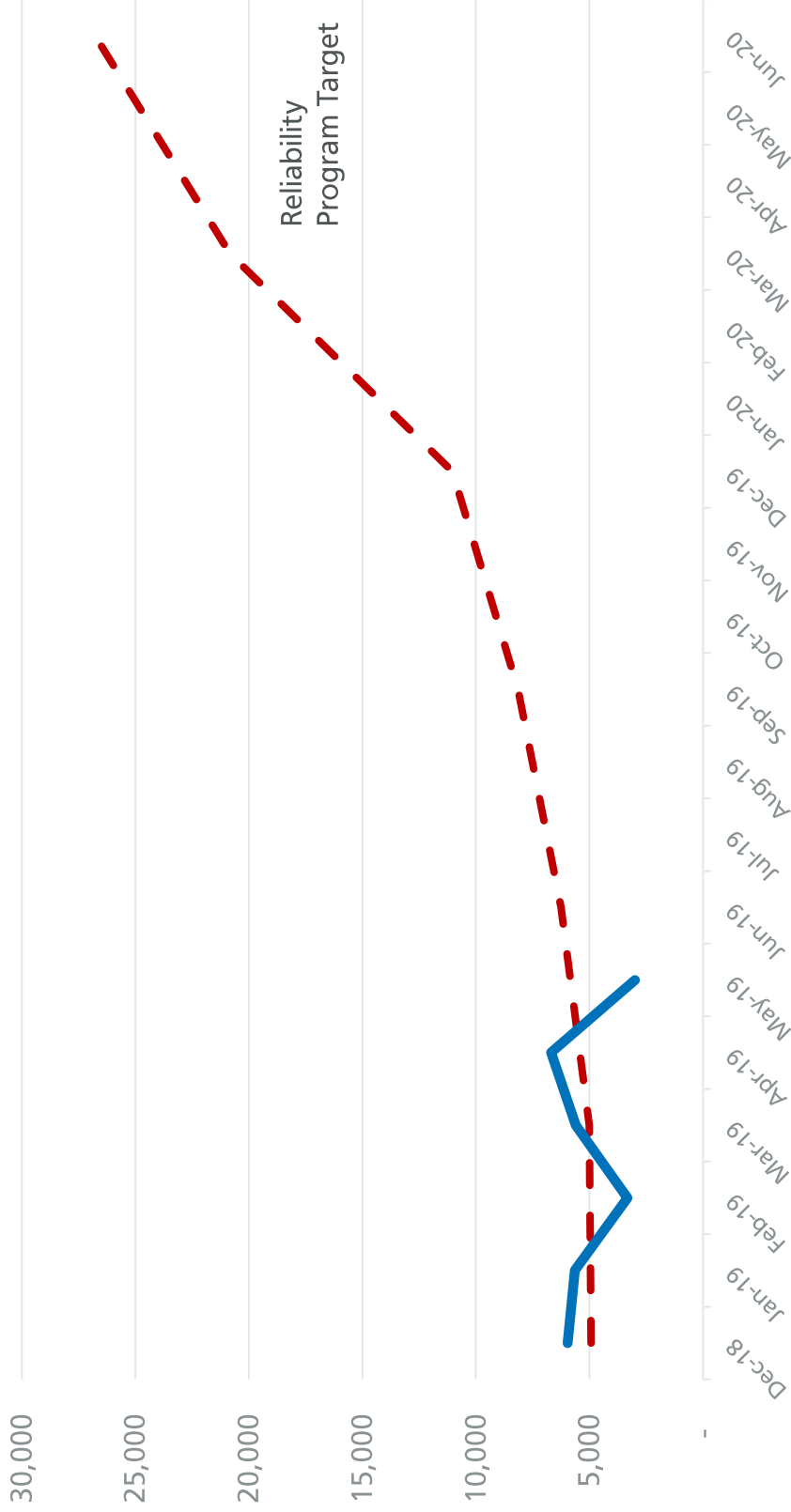


Emerging Concerns

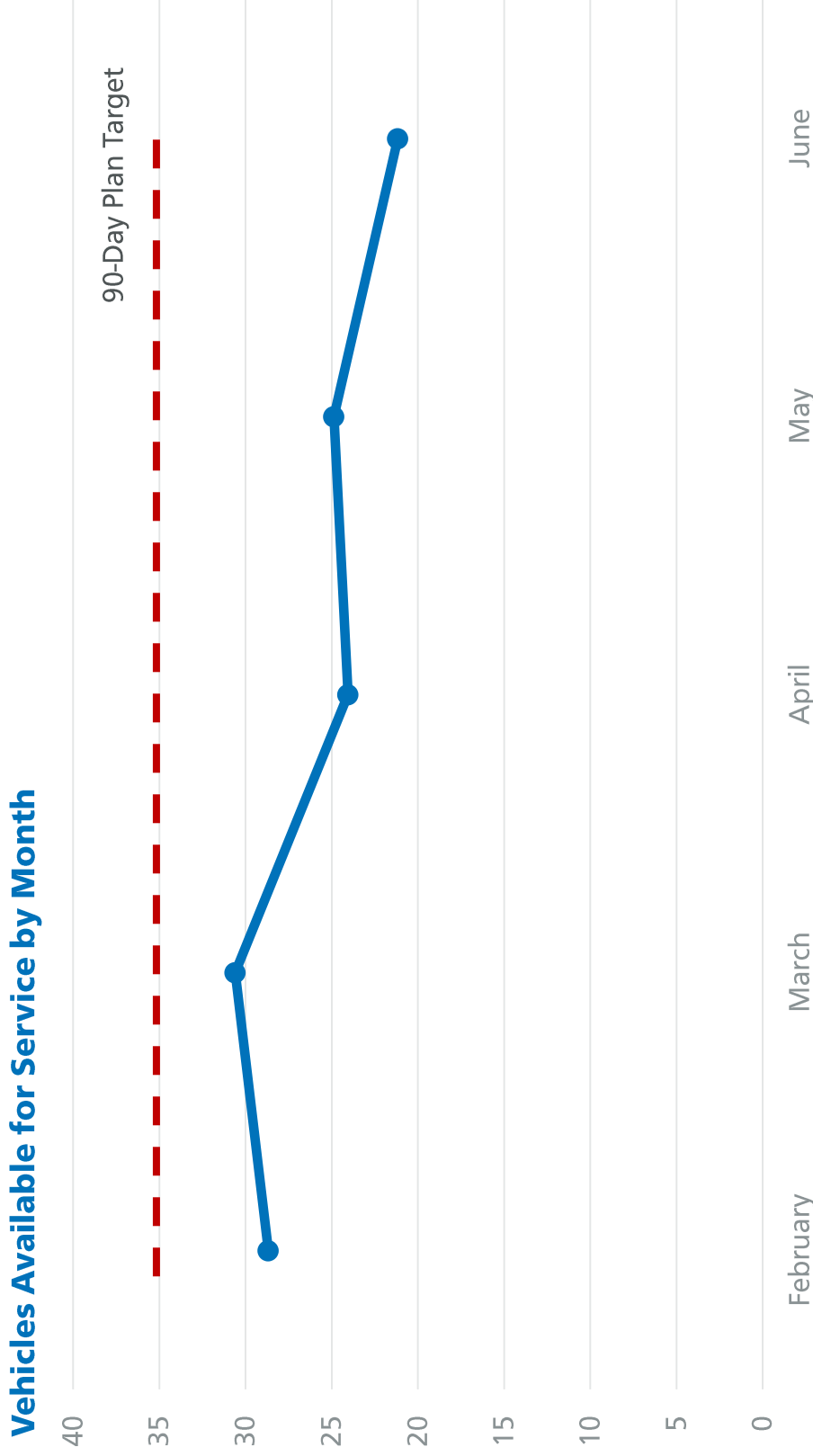
- LRV4 experienced reduced vehicle availability in May
- Multiple issues contributed, but most significant is due to component failures that result in locked brakes:
 - Hydraulic Power Unit (HPU) failure prevents brake release, brakes stay in locked condition as a fail-safe
 - Four causes under investigation: motor driver circuit board, data communications connector, brake control valve, and software bug
 - Corrective actions are underway for the connectors, the valve and the software, circuit board still under investigation

Reliability Program

Mean Distance Between Failures



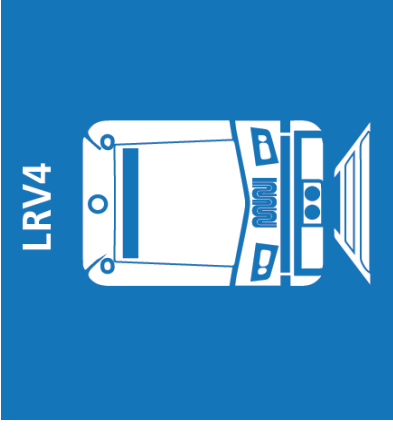
Vehicle Availability



June data is preliminary and based on the first week of the month

90-Day Plan

We have initiated a new 90-Day Plan to ensure we continue to target key performance areas to improve service reliability and safety. The LRV4 project has five targets to achieve by September 15 as part of this plan.



Availability	Delivery	Doors	Reliability	Track Brakes
Increase vehicle availability to 35 vehicles per day	Complete delivery of the first phase of 68 vehicles	Correct issues with doors and couplers, remove all restrictions on operations	Increase reliability to 8,000 miles MDBF or greater	Safety certify new design for additional track brakes

Phase 2 Update

- SFMTA has slowed down Phase 2 in order to address reliability and availability issues with Phase 1
- Lessons learned from Phase 1 will be incorporated into Phase 2 – with specific focus on addressing problematic subsystems
- Six-month early arrival acceleration no longer possible
- If ready for a fall NTP, it's possible to shorten procurement and protect service from the risks of an aging Breda fleet
- SFMTA staff will provide regular updates to the SFCTA Board on LRV4 performance prior to bringing Phase 2 back for funding consideration



Thank You

State Legislation – June 2019

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

Staff is recommending a new oppose unless amended position on Assembly Bill (AB) 1112 (Friedman), replacing the previously adopted oppose position, as shown in **Table 1**, which also includes a watch position on Senate Bill (SB) 277 (Beall). The Board does not need to take an action item on legislation recommended to watch.

Table 2 provides updates on Assembly Bill (AB) 1605 (Ting), SB 59 (Allen), and SB 127 (Wiener), 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 Positions	Bill # Author	Title and Update
Oppose Unless Amended (replacing prior oppose position)	AB 1112 Friedman D	<p>Shared mobility devices: local regulation.</p> <p>This bill would limit a local jurisdiction’s ability to regulate all “shared mobility” operators including those of shared bicycles, electric bicycles, motorized scooters, electrically motorized boards, or other similar personal transportation devices. It ties local jurisdictions’ hands with regard to cost recovery, data collection, ability to provide specified service in communities of concern, and other requirements such as SFMTA’s current “lock-to” device requirement that has reduced blockages in pedestrian pathways since it was implemented.</p> <p>Since the May Board meeting, the bill was approved by the Assembly and has been referred to three Senate Committees, which may slow down the otherwise fast progress this bill has been making. After receiving feedback from public agencies, including SFMTA, on June 3 the author introduced an amendment to clarify that the bill would allow certain regulations (e.g. fleet caps, equitable access requirements, speed limits). However, they don’t yet go far enough. SFMTA intends to submit a joint request for additional amendments with the cities of Los Angeles, Oakland, San Jose, and Santa Monica. Meanwhile, the author has expressed a willingness to keep working on amendments so as to avoid public sector opposition to the bill.</p> <p>The city’s State Legislation Committee has opposed the bill, as have other cities, including Los Angeles, which includes the Assemblymember’s own district. Recently, several state walking and biking advocacy groups publicly expressed concern about the bill’s potential implications for local jurisdictions’ ability to enact regulations to ensure safety and equity benefits.</p> <p>The Transportation Authority currently has an oppose position on this bill. We are recommending a new oppose unless amended position, which would allow us to oppose the bill until it is sufficiently amended to satisfy us and SFMTA that it will not negatively impact our ability to implement and sustain our regulatory programs, nor prevent us from collecting necessary data. We are recommending adopting this revision to the bill’s position on the first read to authorize staff to advocate for additional amendments and submit the change in position, if warranted, during the Senate hearing process that is scheduled to occur before the June 25 Board meeting.</p>

Watch	SB 277 Beall D	<p>Road Maintenance and Rehabilitation Program: Local Partnership Program.</p> <p>Currently, the state Local Partnership Program (LPP), comprised of \$200 million per year in SB 1 funds, is allocated by the California Transportation Commission (CTC) to local or regional transportation agencies that have sought and received voter approval of taxes or fees dedicated to transportation. Currently, the CTC passes 50% of funds to local self-help jurisdictions via formula, including the Transportation Authority for its Prop K sales tax, and the Bay Area Toll Authority for its bridge toll program. The remainder is allocated through a statewide competitive program.</p> <p>As amended on June 5, SB 277 would instead apportion 100% of the funds to self-help jurisdictions on a formula basis, effectively eliminating the competitive program. By April 1, 2020, the bill would require the CTC to work in conjunction with eligible recipients to develop guidelines for the restructured program, including calculation of the formula distribution, guaranteed minimum apportionments, and project eligibility. The bill has passed out of the Assembly and will next be heard in the Senate Transportation Committee.</p> <p>Turning the LPP into a strictly formula-based program would remove uncertainty and increase reliability of what the Transportation Authority would receive per grant cycle, doubling what we currently receive which is around \$2 million per year. We are generally supportive of a higher formula share, though recognize that eliminating the competitive portion of the program means the city would not be able to pursue larger statewide grants for priority projects. In the first three- year cycle of the competitive program, San Francisco Public Works was awarded a \$7 million grant for streetscape improvements on Jefferson Street. There is currently significant disagreement among self-help jurisdictions over what the split should be between the competitive share and the local formula share, as well as over how the formula is calculated, with smaller jurisdictions typically preferring a larger competitive program since their formula shares are small compared to what they could receive by securing a grant through the statewide program. If this legislation is approved, we would actively participate in the process to develop new program guidelines.</p>
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Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support/ Sponsor	AB 1605 Ting D	<p>City and County of San Francisco: Crooked Street Reservation and Pricing Program.</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>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 Governance & Finance Committee before it is referred to the 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	SB 59 Allen D	<p>Autonomous vehicle technology: Statewide policy.</p> <p>This bill would require the Office of Planning and Research to convene an autonomous vehicle interagency working group to guide policy development for autonomous passenger vehicles. The legislation would require the working group to submit a report to the Legislature on or before January 1, 2022 with policy recommendations.</p> <p>As Commissioner Yee requested at the February 12, 2019 Board meeting, we worked with SFMTA to develop language to incorporate Vision Zero goals explicitly into the legislation, which we provided to Senator Allen’s office. The bill was amended in May, adding a new principle to guide the development of policy: “Reduce motor vehicle crashes and improve road safety for all users.” This amendment is consistent with the city’s Vision Zero goal and reflects the important role that road safety should play in autonomous vehicle policy discussions. We are pleased it was incorporated into the latest version of the bill. We are not, however, recommending that that Board adopt a support position at this time. The latest version of the bill only applies to autonomous passenger vehicles. Commercial autonomous vehicles have many of the same congestion, emission, and safety concerns as passenger vehicles and should therefore be included in future policy-making discussions.</p>

Support	SB 127 Wiener D	<p>Transportation funding: active transportation: complete streets.</p> <p>This bill requires that the California Transportation Commission adopt performance measures that include the conditions of bicycle and pedestrian facilities; accessibility and safety for pedestrians, bicyclists, and transit users; and vehicle miles traveled on the state highway system. As originally drafted, it would also have required that Caltrans include new, or improve existing, bicycle and pedestrian facilities on State Highway Operation and Protection Program-funded capital improvement projects on state highways. The Board of Supervisors unanimously adopted a resolution of support for this bill on January 29.</p> <p>As amended, this bill would still require Caltrans to provide facilities for bicycle and pedestrians on a subset of state projects; however, it eliminates the language requiring them to be physically separated. It also eliminates the required set-aside from the SHOPP account for bicycle and pedestrian facilities and includes a new consideration for disadvantaged communities, among other revisions. After introduction, the bill sat in Senate Transportation for almost three months, but with these amendments, it moved quickly through the Senate and is now awaiting Committee assignment on the Assembly side.</p>
Support	SB 152 Beall D	<p>Active Transportation Program.</p> <p>Sponsored by the MTC, this bill, as amended, would have delegated project selection for 60% 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 25% to be administered by the California Transportation Commission (CTC) as a statewide competitive program.</p> <p><u>This bill was held in Senate Appropriations and therefore will not advance this year. Senator Beall has indicated to MTC that he does not intend to advance the bill next year, so it is dead.</u> The CTC Commissioners strongly opposed delegating additional decision-making over the program to the regions. MTC reports that it will continue to talk with CTC staff about possible administrative streamlining of the program.</p>

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

Adopted Positions	Bill # Author	Bill Title	Bill Status ¹ (as of 6/3/2019)
Support/ Sponsor	AB 1605 Ting D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Senate Governance & Finance
Support	AB 40 Ting D	Zero-emission vehicles: comprehensive strategy.	Two-year bill
	AB 47 Daly D	Driver records: points: distracted driving.	Senate Desk

	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Senate Rules
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Two-year bill
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary
	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Assembly Desk
	SB 152 Beall D	Active Transportation Program.	Dead
Support if Amended	AB 1142 Friedman D	Strategic Growth Council: transportation pilot projects: regional transportation plans.	Senate Transportation
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: Motorized carrying devices.	Two-year bill
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Two-year bill
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Two-year bill

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

SUPPLEMENTAL MATERIALS

Attachment 1 – Text of AB 1112 (Friedman), as Amended June 3, 2019


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AB-1112 Shared mobility devices: local regulation. (2019-2020)

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Date Published: 06/03/2019 09:00 PM

AMENDED IN SENATE JUNE 03, 2019

AMENDED IN ASSEMBLY MAY 07, 2019

AMENDED IN ASSEMBLY APRIL 08, 2019

AMENDED IN ASSEMBLY MARCH 28, 2019

CALIFORNIA LEGISLATURE— 2019–2020 REGULAR SESSION

ASSEMBLY BILL

No. 1112

Introduced by Assembly Member Friedman

February 21, 2019

An act to add Division 16.8 (commencing with Section 39050) to the Vehicle Code, relating to shared mobility devices.

LEGISLATIVE COUNSEL'S DIGEST

AB 1112, as amended, Friedman. Shared mobility devices: local regulation.

Existing law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Existing law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law.

This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill would require shared mobility devices to include a single unique alphanumeric ID. The bill would allow a local authority to require a shared mobility device provider to provide the local authority with deidentified and aggregated trip data as a condition for operating a shared mobility device program. The bill would prohibit the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. *The bill would prohibit a local authority from imposing any unduly restrictive requirements on mobility device providers that have the effect of prohibiting the operation of all shared mobility providers in its jurisdiction. The bill would allow a local authority to require shared mobility device providers to deploy shared mobility devices in accordance with fleet caps, reasonable insurance and indemnification requirements, equitable access requirements, and speed limits, as a condition of operating a shared mobility fleet.* The bill would prohibit a local authority from ~~imposing an unduly restrictive requirement on a provider of~~ *subjecting users of* shared mobility ~~devices, including a requirement that is more~~ *devices to requirements more* restrictive than those applicable to ~~riders~~ *users* of personally owned similar transportation devices.

The bill would include findings that uniformity in certain aspects of local regulation of shared mobility devices and providers proposed by this bill addresses a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities and counties, including charter cities and counties.

Vote: majority Appropriation: no Fiscal Committee: no Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Division 16.8 (commencing with Section 39050) is added to the Vehicle Code, to read:

DIVISION 16.8. Local Regulation of Motorized Scooters

39050. The Legislature finds and declares that a basic level of statewide standards for local regulation of shared mobility devices encourages innovation and ensures basic expectations for consumers. Except as expressly stated, it is not the intent of the Legislature that this division limit regulations a local authority may otherwise implement beyond the minimum standards outlined in this division.

39051. For the purposes of this division, the following definitions apply, unless the context requires otherwise:

(a) "Aggregate" means data that relates to a group of trips, from which the start points, stop points, routes, and times of individual trips have been removed and that cannot be used, or combined with other information to isolate details of an individual trip.

(b) "Deidentified" means information that cannot reasonably identify, relate to, describe, be capable of being associated with, or be linked, directly or indirectly, to a particular consumer, provided that ~~a business~~ *an entity* that uses deidentified information meets all of the following criteria:

(1) Has implemented technical safeguards that prohibit reidentification of the consumer to whom the information may pertain.

(2) Has implemented business processes that specifically prohibit reidentification of the information.

(3) Has implemented business processes to prevent inadvertent release of deidentified information.

(4) Makes no attempt to reidentify the information.

(c) "Shared mobility device" means an electrically motorized board as defined in Section 313.5, a motorized scooter as defined in Section 407.5, an electric bicycle as defined in Section 312.5, a bicycle as defined in Section 231, or other similar personal transportation device, except as provided in subdivision (b) of Section 415, that is made available to the public by a shared mobility service provider for shared use and transportation in exchange for financial compensation via a digital application or other electronic digital platform.

(d) "Shared mobility device service provider" or "provider" means a person or ~~entity~~ *entity, other than a government entity*, that offers, makes available, or provides a shared mobility device in exchange for financial compensation or membership via a digital application or other electronic or digital platform.

(e) "Trip data" means deidentified and aggregated data elements related to trips taken by users of a shared mobility device including, but not limited to, Global Positioning System, time stamp, or route data.

(f) "Individual trip data" means data elements related to trips taken by users of a shared mobility device including, but not limited to, Global Positioning System, time stamp, or route data that are not deidentified and ~~aggregate~~ *aggregated*. Individual trip data is "electronic device information" as defined in subdivision (g) of Section 1546 of the Penal Code and is subject to the protections established in Chapter 3.6 (commencing with Section 1546) of Title 12 of Part 2 of the Penal Code.

39052. All shared mobility devices operated in the state shall include a single unique alphanumeric ID assigned by the provider that is visible from a distance of five feet, that is not obfuscated by branding or other markings, and that is used throughout the state, including by local authorities, to identify the shared mobility device.

39056. A local authority may require a shared mobility device provider, as a condition for operating a shared mobility device program, to provide to the local authority trip data for all trips within the jurisdiction of the local authority on any shared mobility device. Individual trip data shall not be shared with the local authority, except as provided by Chapter 3.6 (commencing with Section 1546) of Title 12 of Part 2 of the Penal Code.

39057. (a) *In regulating shared mobility devices and providers, a local authority shall not impose any undue restrictive requirements that have the effect of prohibiting the operation of all shared mobility providers in its jurisdiction. A local authority may require a shared mobility provider, as a condition for operating a shared mobility device fleet, to deploy shared devices in accordance with the following requirements, including, but not limited to:*

(1) Fleet caps that reasonably limit the number of shared mobility devices permitted to operate within its jurisdiction.

(2) Reasonable insurance and indemnification requirements.

(3) Required or incentivized deployment in specific regions of the local authority's jurisdiction, based on factors including, but not limited to, economic indicators, in order to ensure equitable access to shared mobility devices, provided that the local authority correspondingly reduces or eliminates associated fees and costs.

(4) Limits on maximum device speed, provided that these limits on roads and bicycle lanes are not below applicable statewide speed limits.

(b) The local authority may impose fees based on the reasonable and necessary costs incurred by the local authority as a result of administering shared mobility device programs within its jurisdiction.

39058. In regulating shared mobility devices and providers, a local authority shall not ~~impose any undue restrictive requirement on a provider, including requiring operation below cost, and shall not~~ subject the ~~riders~~ *users* of shared mobility devices to requirements more restrictive than those applicable to ~~riders~~ *users* of personally owned similar transportation devices, including, but not limited to, personally owned electric bicycles and electric scooters.

39060. It is the intent of the Legislature to promote and encourage the use of zero-emission shared mobility devices, which have been proven to be ~~a safe, affordable, and an~~ environmentally sustainable replacement for automobile trips. In accordance with this policy, the Legislature finds and declares that uniformity in certain aspects of local regulation of shared mobility devices is of vital statewide importance, and thus a matter of statewide concern. Thus, the Legislature finds and declares that the provisions of this division, providing for uniformity in certain aspects of local regulation of shared mobility devices and providers address a matter of statewide concern rather than a municipal affair as that term is used in Section 5 of Article XI of the California Constitution. Therefore, this division applies to all cities and counties, including charter cities and counties.



Memorandum

Date: June 20, 2019
To: Transportation Authority Citizen Advisory Committee
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 06/26/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>This is the monthly progress report on the Van Ness Avenue Bus Rapid Transit (BRT) project requested by the CAC. The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The San Francisco Municipal Transportation Agency (SFMTA) and their contractor Walsh Construction are leading the construction phase effort. Utility construction is the current critical work activity. The project is approximately 34.5% complete. The construction team has started installing granite curbs on the west side of Van Ness Avenue. The construction team also continues to reconstruct sidewalks and install new street light poles along both sides of Van Ness Avenue.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

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

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

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

Status and Key Activities.

The construction team continues to work along multiple sections of Van Ness Avenue. Ranger Pipeline continued to install water main at Otis Street and Mission Street intersections. Ranger Pipeline is also continuing water main installation between California and Pine streets. The team completed sewer repair at the O’Farrell Street intersection and adjusted manholes where necessary.

Landscape and Construction Bauman continued sidewalk replacement on the west side of Van Ness Avenue between Ellis and O’Farrell streets and between Greenwich and Lombard streets. Bauman started sidewalk replacement between Fell and Hayes streets. Bauman also started installing granite curbs between McAllister and Golden Gate streets.

As previously reported, the project team discovered that parts of Van Ness Avenue do not have existing concrete base layer beneath the asphalt layer. The City’s typical roadway cross section consists of three inches of asphalt on top of eight-inches of concrete base, but parts of Van Ness Avenue only have eight to twelve inches of asphalt without any concrete base. SFMTA has elected to direct the contractor to install the necessary concrete base at specific locations along the corridor to meet the City’s typical cross section requirement. Bauman also installed road base on the east side of Van Ness Avenue between Greenwich and Lombard streets and at Jackson and Lombard street intersections.

Electric Phoenix continued to install electric duct bank at the Grove Street intersection. Phoenix also began installing wires for street light between Sutter and Lombard streets. Additionally, Phoenix continue to install street pole foundations between McAllister Street and Geary Boulevard, and between Pine and California streets. The construction team has also started installing street light poles at different construction zone locations along both sides of Van Ness Avenue.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have also been installed or relocated nearby as needed. The project team is preparing to shift traffic lanes in July as the construction zones expands at certain locations.

SFMTA project staff continues to host monthly Van Ness Business Advisory Committee meetings to provide project updates and address issues businesses are having on Van Ness Avenue. Technical advisory services are also provided to impacted businesses by the Office of Economic and Workforce Development’s Open for Business program including legal assistance services, financial assistance, training and technical assistance, grant and loan programs. The increased duration of the project’s construction continues to concern businesses along the corridor.

Project Schedule, Budget and Funding Plan.

The project is approximately 34.5% complete, compared to 33% complete reported in May to the CAC. The original late 2019 BRT service start date has been revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$84.3 million out of the \$204.3 million contract amount for the Van Ness Ave Improvement Project. Walsh has filed

Agenda Item 9

three certified claims for \$24.39 million which have all been rejected, however settlement negotiations are ongoing.

The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to address this funding gap during its next Capital Improvement Program update planned for mid-2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout. We have requested, but not yet received, updated information on soft costs (e.g. city agency labor). We hope to have that information by the CAC meeting.

Current Issues and Risks.

The project is currently more than a year and half behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field. SFMTA and San Francisco Public Utilities Commission staff are working with Walsh Construction and Ranger Pipeline to accelerate utility work where possible, through both construction adjustments such as slip-lining existing sewer lines instead of installing new lines at new intersection locations and by increasing staff capacity on the project. As previously reported, efforts to mitigate project delay have been offset by the need to install new concrete base at various locations along Van Ness Avenue which in turn has increased the scope of the project including additional contract work days. Lastly, identifying \$9.8 million to fully fund the project contingency as mentioned above, remains an issue.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

Attachments

1 – Project Schedule

Attachment 1: Van Ness Avenue BRT Project Schedule

Activities	2013				2014				2015				2016				2017				2018				2019				2020				2021				2022			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4				
1. Conceptual Engineering + Environmental Studies*																																								
2. Preliminary Engineering (CER)																																								
3. Final Design																																								
4. Construction Manager-General Contractor Process																																								
5. Construction																																								
6. Revenue Operations Begin																																								
* Conceptual Engineering and Environmental Studies began in 2007																																								

Key: Late Start since last report Late Finish since last report

Date: June 18, 2019

Memorandum

Date: June 17, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: July 9, 2019 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION **Information** **Action**

None. This is an information item.

SUMMARY

Led by the San Francisco Public Works (Public Works), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, turn restrictions implementation, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. The BMS team is currently conducting a study at Pier 38 to determine the tactile surface to be used to separate the sidewalk level bikeway and pedestrian area. The project team hosted two open houses on May 29 and June 1, 2019 to update the public on the project, to announce Phase 1A, to present the Design Alternative on Market St between Hayes and Gough, and to solicit input on urban design elements, such as paving, seating, and greening. In late February, the San Francisco Planning Department released the BMS Draft Environmental Impacts Report (DEIR) for Public Circulation. The public comment period is closed and the Planning Department is now preparing a Response to Comments Document, with publication expected in Fall 2019. The preliminary cost estimate for all phases of the project is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap (\$479 million). Public Works has developed a proposed phasing plan that could enable construction of Phase 1A (the segment between 5th and 8th streets) to start in Summer 2020, pending environmental clearance and funding availability. Cristina Calderón Olea, Public Work's BMS Project Manager, will present this item and answer questions from the Board.

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

DISCUSSION**Background.**

OBAG Reporting Condition: The Transportation Authority Board programmed \$15.98 million in OBAG Cycle 2 funds to the BMS for the project's design phase. As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action required Public Works to provide quarterly reports and semi-annual updates on the BMS to the Board, addressing any changes in project schedule and cost, in particular.

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

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

Given the cost of the project and the length of the corridor, Public Works plans to design and construct the project in phases. Public Works has identified Phase 1A as the segment between 5th and 8th streets. As discussed below, pending funding availability, Public Works is proposing a phasing plan for design and construction that could allow them to advertise Phase 1A construction in Spring 2020 and begin construction by Summer 2020. The estimated cost for Phase 1 is \$127 million, including the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place in Phase 1B.

Status and Key Activities.

Environmental Clearance and Preliminary Engineering: BMS is currently undergoing environmental review under both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The San Francisco Planning Department issued the DEIR for public circulation on February 27, 2019. The Planning Department accepted comments on the DEIR through April 15, 2019 at 5:00 pm, and the Planning Commission held a public hearing on the DEIR on April 4, 2019. The project team received 59 comments from public agencies, organizations, and individual persons, which were primarily focused on transportation, including transit stops/bus boarding islands, loading, and vehicle access. The Planning Department is now preparing a Response to Comments Document, with publication expected in Fall 2019.

The DEIR found that the implementation of the BMS project and the project variant would lead to project-level and cumulative impacts related to cultural resources, transportation and circulation, and noise. While a few of these impacts, such as to the Market Street Cultural Landscape District, are significant and unavoidable even with mitigation, most other impacts are less than significant with no mitigation required.

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As part of the environmental review process, the project team is proceeding with preliminary engineering design of the project. The design team has completed 15% plans for the entire project corridor, and 60% design for the Phase 1A improvements (5th-8th Street).

Public Works anticipates final certification of CEQA (EIR) documents in Fall 2019, pending public comment and input, and final certification of NEPA (CE/EA) in Winter 2019.

Project Phasing: Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize construction impacts and disruptions. While complete project phasing will be developed following the project's 30% design, the project team has identified Phase 1 as Market Street between 5th and 8th streets.

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

Outreach:

Public Works, Planning and SFMTA conducted 2 open houses on May 29 and June 1, 2019. The open houses focused on soliciting input from the public about the urban design features of the project, such as paving, seating, and greening. The team also announced Phase 1A and presented a Design Alternative on Market Street between Hayes and Gough that proposes additional turn and access restrictions. The attendees were encouraged to fill out a survey with their input, and the team is currently compiling the survey results.

Bikeway Separation Study

The BMS team is currently conducting a research study with people with mobility disabilities and people with visual disabilities to identify detectable tactile material that will be used for separation between bike lanes and pedestrian area as part of the proposal for sidewalk-level bikeway on the project. The study will be evaluating six different materials. The optimal material will be used for implementation in the Better Market Street project. This separation material is intended to improve safety for pedestrians with disabilities, and also help deter bicyclists from riding in the pedestrian zone.

Project Schedule.

The revised project schedule through Phase 1A is included as Attachment 1. Upcoming project milestones for environmental review include anticipated final CEQA in Fall 2019 and NEPA certification in Winter 2019.

Preliminary design is progressing concurrently with the environmental review. Public Works anticipates completion of the final design for Phase 1A in Spring 2020 to allow advertisement for construction services at that time. Under this schedule, Phase 1A construction could start in Summer 2020, subject to funding availability.

As noted in prior updates, SFPW has developed a strategy to accelerate construction.. The strategy involves phased design and construction, where final design for later phases continues while earlier phases are under construction. As noted above, the schedule is contingent upon funding availability.

Public Works will develop schedule milestones for construction of the remainder of the corridor as the funding is programmed.

As reported previously, in order to support the SFMTA's Central Subway project, the Transportation Authority Board approved a dollar-for-dollar fund exchange of \$15.98 million in BMS OBAG funds with Prop K funds. The BMS project was held harmless by the fund exchange which allowed us to program the OBAG funds to the Central Subway project to help backfill the outstanding \$61 million in Regional Transportation Improvement Program funds that we owed the project. At Public Works' request, BMS is proposed to participate in another OBAG/Prop K fund exchange, this time receiving OBAG funds from SFPW's John Yehall Chin safe routes to school project to retain the OBAG funds in San Francisco and help avoid further delays to the latter project which was struggling to comply with federal funding requirements. The fund exchange would also benefit the Better Market Street project by helping it avoid a schedule delay risk. Specifically, the \$15 million federal BUILD grant that was awarded to the project, which includes the new F-Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, would have triggered the need to switch from Caltrans to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project. Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project gives SFPW the ability to retain Caltrans as NEPA lead consistent with funding guidelines and avoids unnecessary delays to federal environmental clearance.

This fund exchange is the subject of a separate agenda item at the July 9 Board meeting.

Project Cost and Funding

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

Attachment 3 shows the current funding plan for the BMS Project. The BMS project has secured \$144 million in funding from the federal BUILD grant program, OBAG, BART, Prop K, SFMTA's Prop A General Obligation bond, and other funding sources, fully funding the project through the design phase. The overall project funding gap is \$460 million.

The BMS project has received \$27 million in programmed or allocated funding for the current planning and environmental clearance phases. So far, 73% of the environmental budget has been expended, and Public Works indicates that the project is on track to complete these phases within this budget.

A total of \$42 million has been programmed for final design (enough to fully fund design) and \$82 million for construction which gets close to, but doesn't fully fund the project through Phase 1 construction estimated at \$127 million, including 5th to 8th streets and F-Loop at 10% design. Additionally, in 2018 we worked with Public Works and SFMTA to submit Initial Progress Reports to the MTC to indicate San Francisco's priorities for Regional Measure 3 bridge tolls, including BMS. Regional Measure 3 may be a good source to fill the Phase 1 funding gap given the revised anticipated

Agenda Item 10

advertisement date of Spring 2020 for Phase 1 construction. If RM3 funds are not awarded to Better Market Street, the project team will need to secure other funds to fully fund Phase 1 construction.

Current Issues and Risks

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

The project team engaged an independent cost estimating firm to review the 15% design for the entire corridor, and 30% design for Phase 1A and provide an outside estimate of project costs at this phase for comparison and analysis. The BMS project team has also developed updated cost estimates for the project and project components for comparison against the independent cost estimate. The team found the result of the comparison between the two cost estimates are within the same order of magnitude, and the team has identified areas of larger discrepancy to double check on the cost in those areas. Following the cost estimating exercises, the team will work with the various design leads to identify areas for potential cost reduction through a value engineering process.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges, and will be using the most up-to-date bids when developing the 30% cost estimate that coincides with the completion of the environmental clearance. Additionally, estimates based on the 10% design show a significant funding shortfall as described in the next section. The proposed phasing of final design and construction for the project is one strategy that the project team is using to address the uncertainty with the timing of availability of funds for the project.

Lastly, if the aforementioned fund exchange is not approved by the Transportation Authority Board and the MTC Commission, there is a risk of schedule delay to the project if SFDPW is unable to retain Caltrans as NEPA lead and needs to switch to FTA as NEPA lead. There is also ongoing schedule risk related to state and federal environmental clearance until both are completed.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. The CAC will be briefed on this information item at its June 26 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Better Market Street Project Schedule

Attachment 2 – Project Component Cost Breakdown

Attachment 3 – Better Market Street Funding Plan

Attachment 1: Better Market Street Project Schedule through Phase 1 Construction – As of March, 2019

Activities	Calendar Year																							
	2015			2016			2017			2018			2019			2020			2021			2022		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Planning + Environmental Review (current phases)														*										
CEQA (EIR) Approval																								
NEPA (CE/EA) Approval																								
Preliminary Engineering (30% of design) - Full Corridor																								
Preliminary Engineering + Final Design (100% of design) - Phase 1 (5 th to 8 th streets)																								
Phase 1A Construction (5 th to 8 th streets) ¹																								

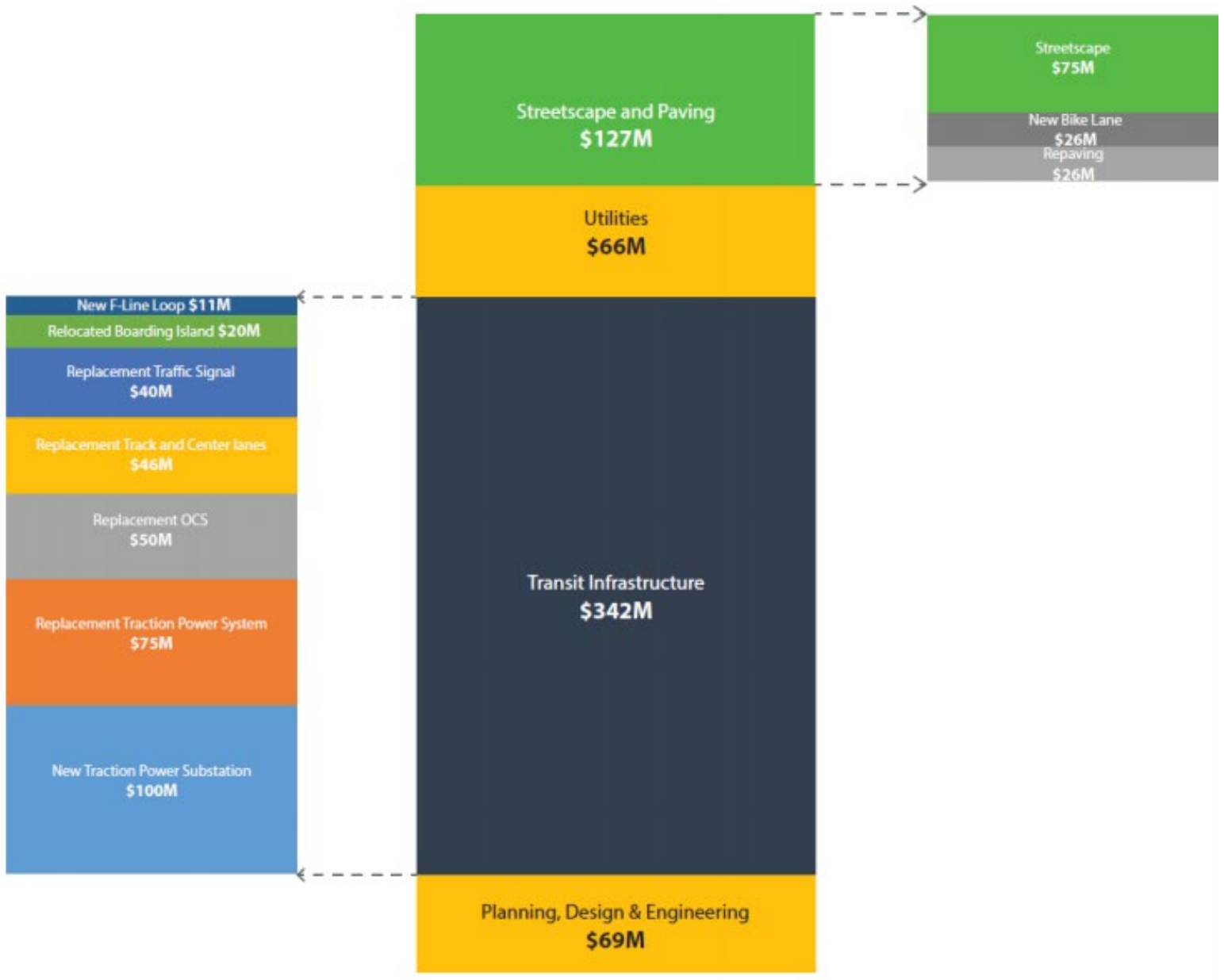
* Anticipated public release of the Draft EIR (CEQA).

**CEQA (EIR) Approval

***NEPA (CE/EA) Approval

¹Full corridor extends a 2.2 mile stretch of Market Street between Steuart Street and Octavia Boulevard. Phase 1A extends from 5th to 8th streets.

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



\$604M Cost Estimate

Attachment 3: Better Market Street Project Funding Plan

All amounts in \$1,000's of \$

2014 10% COST ESTIMATE ¹ (\$1000's of \$)		Project Phases					Total by Segment
Phase	PLAN	ENV	PS&E	ROW	CON		
Planning/Conceptual Engineering	15,287						
Environmental Studies		11,355					
Design Engineering			42,039				
Phase 1 Construction (5 th to 8 th streets and F-Loop)					126,698		
Construction for Remainder of the Corridor					408,341		
Project Total	15,287	11,355	42,039	0	535,039	603,720	

¹As shown in the OBAG 2 grant application.

SECURED FUNDING (\$1000's of \$)		Project Phases					Total by Fund Source
Fund Source	Status	PLAN	ENV	PS&E	ROW	CON	
General Fund	Allocated	2,480	2,620				5,100
Octavia Land Sales	Allocated		3,050				3,050
Market Octavia Impact Fees	Allocated		1,000				1,000
Transit Center Impact Fees	Programmed			2,000			2,000
Prop A GO Bond	Programmed	12,807	4,685	12,589		66,665	96,746
SFMTA Operating Fund	Programmed	3,000					3,000
BART (8 th /Grove/Hyde/Market)	Programmed			225		410	635
OBAG 2/Prop K Central Subway Fund Exchange ¹	Programmed			15,980			15,980
Prop K	Programmed			1,250			1,250
BUILD						15,000	15,000
Total Identified Funding by Phase		18,287	11,355	42,264	0	82,075	143,761
Phase 1 Construction – Unfunded Need:							44,623
Total Unfunded							459,959
Project Total							603,720

¹See memo for details on OBAG / Prop K fund exchange.

OTHER POTENTIAL FUND SOURCES (\$1000's of \$)		Funding Requested
Fund Source		
Federal	FTA 5309 (New Starts, Small Starts, Core Capacity)	
Federal	FTA 5337 Fixed Guideway	
Federal	OBAG 3 [FYs 2022/23-2026-27]	
State	Senate Bill 1 Programs, Cap and Trade (e.g. ATP, LPP)	
Regional	Regional Measure 3 (bridge tolls) – Phase 1 Construction	4,870
Regional	Regional Measure 3 (bridge tolls) – Future Phase Construction	15,130
Local	SFMTA Prop B General Fund set-aside	
Local	New Funding (vehicle license fee, bonds, sales tax, TNC tax)	
Local	Transit Center Impact Fees	60,000

Memorandum

Date: June 21, 2019

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 07/09/2019 Board Meeting: Approve a Fund Exchange of \$3,366,000 in One Bay Area Grant Funds from the John Yehall Chin Elementary Safe Routes to School Project (John Yehall Chin Project) with an Equivalent Amount of Prop K Funds from the Better Market Street Project and Allocate \$3,802,000 in Prop K Funds, Including the Exchange Funds, with Conditions, to the John Yehall Chin Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve a fund exchange of \$3,366,000 in One Bay Area Grant (OBAG) funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project • Allocate \$3,802,000 in Prop K funds, including the exchange funds, to the John Yehall Chin Project, with conditions <p>SUMMARY</p> <p>The John Yehall Chin Project is currently at 95% design and San Francisco Public Works (SFPW) is ready to advertise the construction contract in September 2019. Due to a prolonged process in obtaining right-of-way certification from Caltrans, the agency that oversees projects with federal highway funds like OBAG, the project is nearly 12 months behind schedule. This caused SFPW to miss the January 31, 2019 regional fund obligation deadline, putting \$3.366 million in OBAG funds at risk of being lost to the project and to the city. We have been working with SFPW and Metropolitan Transportation Commission (MTC) staff to keep the OBAG funds in San Francisco. The subject fund exchange would accomplish this and benefit both projects. The John Yehall Chin Project would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule. SFPW's Better Market Street project would benefit by receiving OBAG funds, which would enable SFPW to retain Caltrans as the lead agency for federal environmental review of the project as originally planned, avoiding unnecessary delays to environmental clearance. The recommended action also includes allocating Prop K funds for construction of the John Yehall Chin Project, including the exchange funds and \$436,000 in existing Prop K programming.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION**Background.**

On July 25, 2017, the Board approved \$3.366 million in federal OBAG Cycle 2 funds from the MTC for the construction phase of the John Yehall Chin Project. As part of the 2019 Prop K 5-Year Prioritization Program updates, the Board also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction. A brief description of the project is provided in Attachment 2 with additional details on the scope, schedule, cost and funding plan found in the Prop K allocation request form included as Attachment 5 to this memo.

Federal OBAG funds come with a number of requirements, including strict timely-use-of-funds requirements established by the MTC with the intent of encouraging timely project delivery and avoiding loss of federal funds to the region.

Proposed OBAG/Prop K Fund Exchange.

According to SFPW, the John Yehall Chin Project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration. There has been lengthy review by new Caltrans staff of documentation and an associated learning curve about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. This extended process caused SFPW to miss the January 31, 2019 obligation deadline for the OBAG funds for the project, putting the funds at risk of being lost to the project and to San Francisco. This fund exchange will help SFPW avoid further delays to the project by de-federalizing the project and enabling the project team to complete design and advertise the construction contract in September 2019. If the fund exchange is approved, SFPW anticipates that the project would be open for use by December 2020.

The Better Market Street project is currently in the environmental phase and recently completed the public review period of the draft Environmental Impact Report. SFPW expects final certification of CEQA (state environmental review) documents to be completed in Fall 2019, and anticipates final certification of NEPA (federal environmental review) documents in Winter 2019. The \$15 million federal BUILD grant that was recently awarded to the project, which includes the new F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place, would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project. Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project would enable SFPW to retain Caltrans as NEPA lead consistent with funding guidelines. Thus, SFPW is supportive of the fund exchange as it will enable them to avoid unnecessary delays to federal environmental clearance.

The \$3,366,000 in OBAG funds will be programmed in Fiscal Year 2020/21 for the construction phase of the Better Market Street project, with a regional obligation deadline of January 31, 2021. We will closely monitor the Better Market Street project to ensure the OBAG deadline is met.

See Item #10 on this meeting agenda for a comprehensive update on Better Market Street.

Prop K Allocation Request: for the John Yehall Chin Project.

SFPW is requesting that the Board concurrently allocate the \$3.366 million in Prop K exchange funds to the school project along with the \$436,000 in Prop K funds previously programmed as the match to the OBAG funds, for a total request of \$3,802,000. The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange. We anticipate that the MTC Commission will consider the item in September 2019.

FINANCIAL IMPACT

The recommended action would allocate \$3,802,000 in Prop K funds. The allocation would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

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

Sufficient funds are included in the proposed Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K Allocation Summaries – FY 2019/20

Attachment 5 – Prop K/AA Allocation Request Form

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Prop K 2019/20	Prop K 2020/21	Prop K 2021/22	Prop K 2022/23	Total Cost for Requested Phase(s)	Leveraging			
										Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ 1,500,000	\$ 2,302,000			\$ 3,802,000	76%	0%	Construction	3
TOTAL				\$ 3,802,000	\$ 1,500,000	\$ 2,302,000	\$ -	\$ -	\$ 3,802,000	76%	0%		

Footnotes

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

² Acronyms: SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$3,802,000	\$	Requested funds will fund the construction phase for pedestrian safety improvements at five intersections in the vicinity of John Yehall Chin Elementary School. The scope includes corner curb extensions at the following locations: southeast and southwest corners of Kearny St and Bush St; northwest corner of Kearny St and Jackson St; southeast and southwest corners of Pacific Ave and Stockton St; northwest and southeast corners of Battery St and Washington Ave; and northwest corner of Pacific Ave and Battery St. SFMTA selected these intersections based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. Curb extensions will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school. SFPW expects the project to be open for use by December 2020.
TOTAL			\$3,802,000	\$0	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
22U, 38	SFPW	John Yehall Chin Elementary Safe Routes to School	\$ 3,802,000	\$ -	<p>Special Condition: The recommended allocation is conditioned upon Board and MTC Commission approval of a dollar-for-dollar Prop K/One Bay Area Grant fund exchange between John Yehall Chin and Better Market Street. MTC Commission approval is anticipated on September 25, 2019.</p> <p>5-Year Prioritization Program (5YPP) Amendment: Recommendation is contingent upon amendment of the Guideways - Undesignated 5YPP to add the John Yehall Chin project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.</p>
TOTAL			\$3,802,000	\$0	

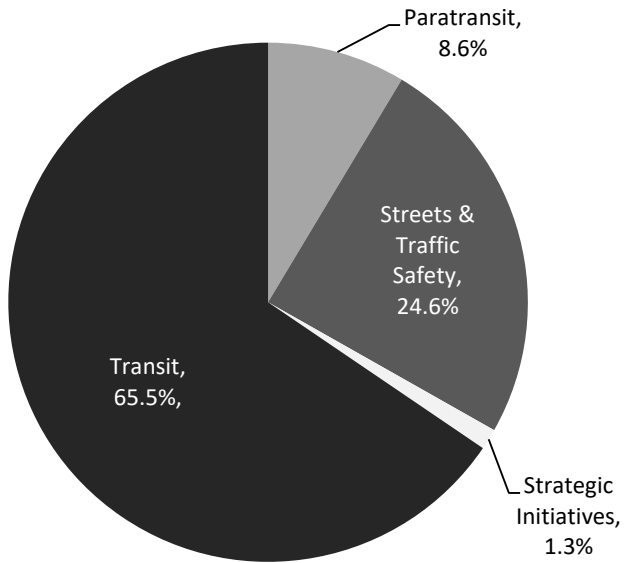
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K Allocation Summary - FY 2019/20**

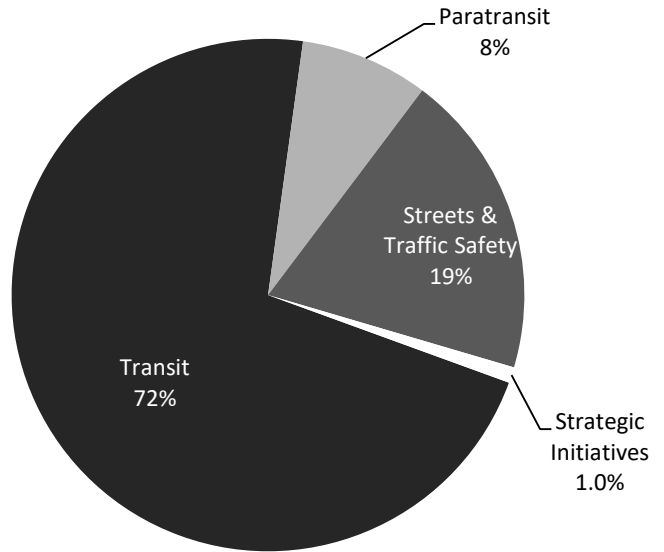
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 3,158,572	\$ 1,307,139	\$1,601,433	\$250,000	\$0	\$ -	\$ -
Current Request(s)	\$ 3,802,000	\$ 1,500,000	\$ 2,302,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 6,960,572	\$ 2,807,139	\$ 3,903,433	\$ 250,000	\$ -	\$ -	\$ -

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

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



Prop K Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Guideways - Undesignated, Traffic Calming
Current Prop K Request:	\$3,802,000
Supervisory District(s):	District 03

REQUEST

Brief Project Description

Improve safety, increase visibility and shorten crossing distances for pedestrians and bicyclists traveling to and from John Yehall Chin Elementary School. SFPW will install curb extensions at the following intersections: southeast and southwest corners of Kearny/Bush; northwest corner of Kearny/Jackson; southeast and southwest corners of Pacific/Stockton; northwest and southeast corners of Battery/Washington; and northwest corner of Pacific/Battery.

Detailed Scope, Project Benefits and Community Outreach

The John Yehall Chin Elementary Safe Routes to School project seeks to improve the safety and convenience of walking, bicycling, and taking transit for both students traveling to and from the school and others living and working in the surrounding neighborhood. The school neighborhood includes areas with the highest population and employment density in San Francisco.

SFPW will install pedestrian improvements at the following intersections, selected based on the potential to improve walking conditions, proximity to the school, and location on the High Injury Network. These curb extensions, locations at the intersections shown below, will reduce vehicle speeds, provide additional pedestrian space at corners, increase visibility, shorten crossing distances, and improve visibility for the 30 percent of the student population who currently walk to school.

1. Kearny and Bush - curb extensions at southeast and southwest corners
2. Kearny and Jackson - curb extension at northwest corner
3. Pacific and Stockton - curb extensions at southeast and southwest corners
4. Battery and Pacific - curb extension at northwest corner
5. Battery and Washington - curb extensions at northwest and southeast corners

SFMTA has estimated that 148,500 pedestrians use the selected intersections every day.

The project will enable infrastructure investments that improve pedestrian safety and walkability and will also include required work to support the installation of curb extensions, some of which require sub-sidewalk basement structural work. Sub-sidewalk basements structural conditions vary greatly across the city, with some roofs of a sub-sidewalk basement doubling as sidewalks. As such, curb ramp installation on a sub-sidewalk basement may necessitate expensive structural work, waterproofing, and unknown expenses related to the basements' being private property.

A Walk Audit was held at John Yehall Chin Elementary School in December 2013. Participants included representatives from the SFMTA, the Department of Public Health, and the school administration. The Walk Audit team observed students walking and bicycling to school as well as passenger drop-off. Following the observation, a number of improvements were discussed. Implementation has already begun on the most straightforward recommendations from the outreach meeting, such as increased enforcement and re-timing loading zone restrictions. Locations were selected based on their proximity to student paths of travel to the school, as identified during the community outreach process, location on the pedestrian High Injury Network and proximity to significant pedestrian generators. As part of the federal environmental review (NEPA)

process, the project team presented at a Parent-Teacher Association meeting in April 2015 and the attendees were supportive of the project. In addition to reaching out to the school community, the project team engaged with neighborhood members.

Proposed Prop K/One Bay Area Grant (OBAG) 2 fund exchange with Better Market Street:

On July 25, 2017, the Board approved \$3.366 million in federal OBAG 2 funding from the Metropolitan Transportation Commission (MTC) for John Yehall Chin Elementary Safe Routes to School. The Board then programmed \$436,000 in Prop K local match funds in the 2019 5-Year Prioritization Program. The John Yehall Chin project is currently at 95% design and is about 12 months behind schedule. The project delay is primarily due to new Caltrans processes for the right-of-way certification that is required for projects funded through the Federal Highway Administration (FHWA). There has been a lengthy review by new Caltrans staff of documentation and an associated learning about the complexity of working in downtown San Francisco, where multiple jurisdictions (9 different utilities) have assets in the right-of-way and typically share poles, pull boxes, etc. The corresponding delays in SFPW obtaining the right-of-way certification from Caltrans, which has been pending since January of 2019, has caused the project to miss MTC's federal fund obligation deadlines for FY 2018/19 OBAG funds, putting the funds at risk of being lost to the project and to San Francisco.

In order to help meet project timelines for the John Yehall Chin project and keep the OBAG funds for San Francisco, Transportation Authority staff has worked with SFPW to propose a dollar-for-dollar fund exchange of \$3.366 million in John Yehall Chin OBAG funds with Better Market Street Prop K funds from the Guideways - Discretionary category. This fund exchange will help SFPW avoid further delays to the school project and allow the project team to start working towards 100% design. SFPW anticipates advertising the construction contract in September 2019. Better Market Street would be held harmless by the proposed fund exchange from a funding perspective, and the exchange would benefit the environmental phase of the project by confirming Caltrans as the lead agency for federal environmental review.

This fund exchange requires approval by the SFCTA Board, expected July 2019, and the MTC Commission, expected September 2019.

Project Location

Kearny Street at Bush Street, Kearny Street at Jackson Street, Pacific Avenue and Battery Street, Stockton Street and Pacific Avenue, Battery Street and Washington Avenue

Project Phase(s)

Construction

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$3,802,000
Justification for Necessary Amendment	
To fully fund this project, San Francisco Public Works is requesting an OBAG-Prop K fund exchange and associated 5YPP amendment to the Guideways - Discretionary category to add the John Yehall Chin project in Fiscal Year 2019/20 with \$3,366,000 in Prop K funds from Better Market Street.	

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

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Jul-Aug-Sep	2014	Apr-May-Jun	2015
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015		
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2016	Jul-Aug-Sep	2019
Advertise Construction	Jul-Aug-Sep	2019		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2019		
Operations				
Open for Use			Oct-Nov-Dec	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2021

SCHEDULE DETAILS

Public Works' standard construction outreach procedures, which include 30-day and 10-day notices to residents and property owners within project limits, and coordination with affected local businesses and property owners of sub-sidewalk basements.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$3,366,000	\$0	\$0	\$3,366,000
PROP K: Traffic Calming	\$0	\$436,000	\$0	\$436,000
Phases in Current Request Total:	\$3,366,000	\$436,000	\$0	\$3,802,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$3,366,000	\$436,000	\$40,000	\$3,842,000
ACTIVE TRANSPORTATION PROGRAM	\$0	\$0	\$358,000	\$358,000
Funding Plan for Entire Project Total:	\$3,366,000	\$436,000	\$398,000	\$4,200,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$40,000	\$0	Actual cost
Environmental Studies (PA&ED)	\$21,000	\$0	Actual cost
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$337,000	\$0	Actuals and cost to complete
Construction	\$3,802,000	\$3,802,000	Engineer's estimate at 95% design
Operations	\$0	\$0	
Total:	\$4,200,000	\$3,802,000	

% Complete of Design:	95.0%
As of Date:	05/28/2019
Expected Useful Life:	15 Years

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	Contractor
1. Contract						
Traffic Routing, Mobilization, Waste Disposal	\$ 540,560				\$	540,560
Curb Ramp Concrete Work	\$ 268,058				\$	268,058
Sewer Work	\$ 155,500				\$	155,500
Structural Work (Subsidewalk Basement Related)	\$ 975,560				\$	975,560
Signal Work	\$ 245,680				\$	245,680
Auxiliary Water Supply System Work	\$ 27,950				\$	27,950
Subtotal	\$ 2,213,308				\$	2,213,308
2. Contract Contingency ¹	\$ 663,992	30%	\$ 663,992			
3. Construction Management ²	\$ 442,662	20%	\$ 442,662			
4. Construction Support ³	\$ 221,331	10%	\$ 221,331			
5. MTA Construction Support	\$ 215,502	10%		\$ 215,502		
7. Other Direct Costs ⁴	\$ 45,206		\$ 45,206			
TOTAL CONSTRUCTION PHASE	\$ 3,802,000		\$ 1,373,191	\$ 215,502	\$	2,213,308

¹With projects with sub-sidewalk basements, the cost estimate can change significantly as design advances from 95% to 100%. Also, the current highly competitive bid environment makes cost estimates more uncertain. The 30% contingency is needed until all the structural and utility relocation scopes are finalized and actual bid prices are received.

²Construction management includes the full-service construction management staffing to ensure the project is completed in conformance with the plans and specs. This includes a full-time inspector, resident engineer, office engineer, and other support staff.

³Construction support is required because of the specialized disciplines involved in curb ramps with sub-sidewalk basement work, including streets and highways engineers, structural engineers, hydraulics and electrical engineers, traffic signal shop support, and utility relocation inspectors. In addition, public affairs staff will engage with property owners to ensure the project team has access to the basement and property owner are kept informed throughout the process.

⁴Other direct costs include printing services, relocation of fire alarms, and utility relocation work related to sub-sidewalk basements.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$3,802,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$3,802,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 22U
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
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-122U	\$0	\$1,173,000	\$2,193,000	\$0	\$0	\$3,366,000

Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Special Conditions

1. Allocation of funds from the Guideways - Undesignated category is conditioned upon Board approval of the dollar-for-dollar Prop K/OBAG 2 fund exchange and associated amendment to the Guideways - Undesignated 5YPP to add John Yehall Chin Safe Routes to Schools project with \$3,366,000 in Fiscal Year 2019/20 funds from Better Market Street. See attached 5YPP amendment for details.

2. Allocation is contingent upon MTC Commission approval of the Prop K/OBAG 2 fund exchange, anticipated September 25, 2019.

3. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$3,366,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Notes

1. On June 18, 2019, Transportation Authority staff approved a waiver to the Prop K policy prohibiting advertisement of contracts funded with Prop K prior to allocation by the Authority Board for the subject project. SFPW has indicated that it plans to advertise the construction contract in September 2019, possibly before MTC Commission approval of the proposed Prop K/OBAG 2 fund exchange, in order to avoid any further delays to the project and to immediately begin the contract procurement process once the project reaches 100% design.

SGA Project Number:		Name:	John Yehall Chin Elementary Safe Routes to School - EP 38
Sponsor:	Department of Public Works	Expiration Date:	12/31/2021
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	FY 2023/24 +	Total
PROP K EP-138	\$0	\$327,000	\$109,000	\$0	\$0	\$0	\$436,000

Deliverables

1. Quarterly progress reports shall provide the percent complete for each location and the percent complete for the overall project, in addition to all other requirements described in the Standard Grant Agreement (SGA). With the first quarterly progress report, provide 2-3 photos of typical before conditions. For every quarter during which project construction activities are happening, provide 2-3 photos of work being performed and work completed.

Special Conditions

1. SFPW may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$436,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	8.52%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	John Yehall Chin Elementary Safe Routes to School
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$3,802,000
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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

OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Marcia Camacho	Oscar Quintanilla
Title:	Assistant Project Manager	Capital Budget Analyst
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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
 Guideways - Undesignated Category (EP 22U)
 Programming and Allocations to Date**
 Pending July 23, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
PCJPB	Caltrain Electrification	CON	Programmed	\$4,912,000					\$4,912,000
SFPW, SFMTA	Better Market Street (Central Subway/ OBAG2 exchange)	PS&E	Programmed	\$12,614,000					\$12,614,000
SFPW	John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) ¹	CON	Pending	\$3,366,000					\$3,366,000
SFMTA	L-Taraval Transit Enhancements (Segment B)	CON	Programmed	\$4,055,032					\$4,055,032
Total Programmed in 2019 5YPP				\$24,947,032	\$0	\$0	\$0	\$0	\$24,947,032
Total Allocated and Pending				\$3,366,000	\$0	\$0	\$0	\$0	\$3,366,000
Total Unallocated				\$21,581,032	\$0	\$0	\$0	\$0	\$21,581,032
Total Programmed in 2019 Strategic Plan				\$24,947,032					\$24,947,032
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP Amendment to fund the John Yehall Chin Elementary Safe Routes to School (OBAG2 exchange) project (Res. 19-XXX, 7/23/2019).

Better Market Street (Central Subway/ OBAG2 exchange): Reduced from \$15,980,000 to \$12,614,000 in FY2019/20 as part of a dollar-for-dollar fund exchange with John Yehall Chin Elementary Safe Routes to School OBAG 2 funds.

John Yehall Chin Elementary Safe Routes to School (OBAG exchange): Added project with \$3,366,000 in FY2019/20 for construction. Allocation is conditioned upon MTC Commission approval of the proposed OBAG 2 fund exchange (anticipated September 2019).



Memorandum

Date: June 20, 2019

To: Transportation Authority Board

From: Anna LaForte – Deputy Director for Policy and Programming

Subject: 7/9/2019 Board Meeting: Allocate \$10,804,566 in Prop K Sales Tax Funds for Nine Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Three Requests, with Conditions

RECOMMENDATION Information Action

Allocate \$1,672,975 in Prop K funds to the Bay Area Rapid Transit District (BART) for two requests:

1. Powell Station Modernization (\$672,975)
2. Embarcadero Station: New Northside Platform Elevator (\$1,000,000)

Allocate \$240,000 in Prop K funds to the Port of San Francisco (PortSF) for one request:

3. Downtown Ferry Terminal - Passenger Circulation Improvements

Allocate \$7,288,720 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for five requests:

4. E/F Streetcar Extension to Aquatic Park (\$926,100)
5. Central Richmond Traffic Safety (\$596,420)
6. Ocean Avenue Safety Improvements (\$210,000)
7. Beale Street Bikeway (\$330,000)
8. Vision Zero Quick-Build Program Implementation (\$5,226,200)

Allocate \$1,602,871 in Prop K funds to San Francisco Public Works (SFPW) for one request:

9. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

Allocate \$6,852,380 in Prop AA funds to San SFPW for three requests:

10. Geary Boulevard Pavement Renovation (\$3,386,732)
11. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519)
12. Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)

SUMMARY

We are presenting twelve requests totaling \$17,656,946 in Prop K and Prop AA 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.

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

DISCUSSION

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

Follow-up on Construction Management Costs for Two BART Requests

At its May 22, 2019 meeting the Citizens Advisory Committee (CAC) was briefed on eight Prop K requests including two requests from BART for the Powell Station Modernization and Embarcadero Station: New Northside Platform Elevator projects. The CAC severed BART's Powell Station Modernization request pending additional information from BART explaining the project's high construction management cost. Subsequently, Transportation Authority staff withdrew BART's Embarcadero Station request to allow staff more time to assess both BART requests which had similarly high construction management costs. These costs were 52% and 60% of the contract, respectively, in contrast to an industry standard of 15% to 30%.

Since the May CAC meeting, we have met with BART staff to better understand the construction management needs for these projects. These projects require additional oversight in the tightly constrained work environments at the project sites, special life safety requirements due to high pedestrian volumes, and the need to ensure minimal disruption to passenger flows at two of the busiest BART stations. These factors make for an unusually constrained and challenging work environment, which led to higher than typical construction management costs.

BART has also updated the construction contract cost estimates for both projects based on current market conditions which reflect a limited number of bidders due to the high volume of projects in the region. Because the cost of the construction contract has gone up noticeably for both requests, the construction management costs as a percent of the contracts has gone down to 32.1% for the Powell Station Modernization project and 45% for the Embarcadero Station: New Northside Platform Elevator project.

Strategic Plan Amendment for Vision Zero Quick-Build Program Implementation.

Funding the SFMTA's request for \$5,226,200 Vision Zero Quick-Build Program Implementation and SFMTA's accompanying request to make \$2.5 million per year available in Fiscal Years 2020/21 and 2021/22 for sustained acceleration of Vision Zero improvements and associated staffing levels, requires amendment to the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories, as described in Attachments 3 and 5. Both the Traffic Calming and Pedestrian Circulation/Safety categories would run out of Prop K funds two years earlier than without the amendment (Fiscal Year 2025/26 vs. Fiscal Year 2027/28 for Traffic Calming, and Fiscal Year 2027/28 vs. Fiscal Year 2029/30 for Pedestrian Circulation/Safety). Our recommendation in support of this request calls for quarterly reporting on the project delivery implementation of these projects and for sharing of the progress reports with the Board.

FINANCIAL IMPACT

The recommended action would allocate \$10,757,555 in Prop K funds and \$6,852,380 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

The Strategic Plan amendment for the Quick-Build program implementation would increase financing costs in the Traffic Calming category by 1.12% (from 9.39% to 10.52%) and in the Pedestrian Circulation/Safety category by 1.40% (from 8.28% to 9.69%) over the 30-year life of the Prop K Expenditure Plan, and result in an increase of \$1,639,147 (0.06%) in anticipated financing costs for the Prop K program as a whole over the life of the program, which we consider to be insignificant.

Sufficient funds are included in the proposed Fiscal Year 2019/20 budget to accommodate the recommended actions. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will be briefed on this item at its June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Summary of Applications Received

Attachment 2 – Project Descriptions

Attachment 3 – Staff Recommendations

Attachment 4 – Prop K and Prop AA Allocation Summaries – FY 2019/20

Attachment 5 – Strategic Plan Amendment

Enclosure – Prop K/AA Allocation Request Forms (12)

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Prop K 2019/20	Prop K 2020/21	Prop K 2021/22	Prop K 2022/23	Current Prop AA Request	Prop AA 2019/20	Prop AA 2020/21	Prop AA 2021/22	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)							
														Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴									
Prop K	8	BART	Powell Station Modernization	\$ 672,975	\$ 200,000	\$ 472,975							\$ 19,260,000	90%	93%	Construction	3, 6							
Prop K	9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000	\$ 200,000	\$ 40,000							\$ 240,000	95%	0%	Construction	3							
Prop K	11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100	\$ 350,000	\$ 576,100							\$ 926,100	0%	0%	Planning	2, 3							
Prop K	20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ 250,000	\$ 500,000	\$ 250,000						\$ 13,250,000	90%	92%	Construction	3, 6							
Prop K Prop AA	34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871		\$ 1,122,871	\$ 480,000		\$ 2,397,129	\$ 750,000	\$ 1,647,129		\$ 4,000,000	79%	0%	Construction	8, 9, 10							
Prop K	38	SFMTA	Central Richmond Traffic Safety	\$ 596,420	\$ 225,000	\$ 371,420							\$ 596,420	51%	0%	Design, Construction	1							
Prop K	38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000	\$ 160,000	\$ 50,000							\$ 270,000	51%	22%	Planning	7, 11							
Prop K	39	SFMTA	Beale Street Bikeway	\$ 330,000	\$ 330,000								\$ 330,000	28%	0%	Design	6							
Prop K	38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200	\$ 2,613,100	\$ 2,613,100							\$ 8,487,167	51%	38%	Design Construction	Citywide							
Prop AA	Street	SFPW	Geary Boulevard Pavement Renovation						\$ 3,386,732	\$ 846,683	\$ 1,246,683	\$ 1,293,366	\$ 6,855,682	NA	51%	Construction	2, 5							
Prop AA	Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds						\$ 368,519	\$ 368,519			\$ 896,519	NA	59%	Construction	9, 10							
Prop AA	Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)						\$ 700,000	\$ 400,000	\$ 300,000		\$ 1,756,229	NA	60%	Construction	3, 6							
TOTAL													\$ 10,804,566	\$ 4,328,100	\$ 5,746,466	\$ 730,000	\$ -	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ 56,868,117	35%	36%

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
8	BART	Powell Station Modernization	\$672,975	\$-	Comprehensive station reconfiguration to improve station function, safety, security, passenger circulation, capacity, sustainability, and appearance. Project components include the relocation of ticket vending machines, wayfinding and transit maps, expanded paid area, fare evasion barriers, new fare gates, and relocation of existing facilities such as the operator break room. BART anticipates that the project will be open for use by June 2021.
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$240,000	\$-	Construct a protected pedestrian walkway between The Embarcadero Promenade and the Ferry Pier Plaza, located between the south end of the Ferry Building and the new passenger emergency staging plaza for the South Terminal. Currently, ferry passengers accessing Golden Gate Ferry and public spaces on the pier share the access to the pier with about 250 vehicles daily. Improvements would provide a separated walkway, lighting, and seating to improve the safety, comfort and quality of the passenger experience. Project is anticipated to be open for use by March 2020.
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$926,100	\$-	Planning phase for potential extension of the SFMTA's Historic Streetcar service to serve the S.F. Maritime National Historic Park and Fort Mason unit of Golden Gate National Recreational Area. An extension of streetcar service to these National Park Service sites would reduce the need for multiple transfers, decrease transit travel time, and improve transit reliability by largely separating transit service from automobile traffic. The first task of project is a report on the overall cost/benefit of the project, to be followed with public outreach and stakeholders engagement. SFMTA anticipates project completion by July 2021.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$1,000,000	\$-	Funds will leverage \$2 million in One Bay Area Grant funds approved by the Board in September 2017 for a new elevator on the north side of the Embarcadero Station between the BART platform and the mezzanine area. Project also includes expanding the paid area to include the new elevator and dedicating the existing elevator for Muni use only. If an elevator is out of service, the second elevator will be made available for both Muni and BART patrons. Project is scheduled to be open for use by December 2021.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$1,602,871	\$ 2,397,129	Pavement renovation of 59 blocks, construction of 70 curb ramps, sidewalk reconstruction, traffic control, and related and incidental work at the following locations: Hampshire Street from 17th Street to the Cesar Chavez on-ramp; York Street between Mariposa and 26th Streets; Dolores Street between Cesar Chavez and Day Streets; Cesar Chavez on-ramp from 25th Street to Potrero Avenue to Hampshire Street; 22nd Street between Potrero Avenue and Harrison Street; and 23rd Street between Folsom and Capp Streets. All segments are anticipated to be open for use by June 2021.
38	SFMTA	Central Richmond Traffic Safety	\$596,420	-	Implement safety improvements as recommended in the Central Richmond Neighborhood project. Project locations are focused on streets with a history of high injury collisions, and where children, seniors and people with disabilities walk or bike. Improvements include speed humps on 13 blocks, pedestrian refuge islands at 5 intersections, high visibility crosswalks, and other striping, daylighting and signal improvements. See pages 68 and 69 of Enclosure for specific measures at each location. SFMTA anticipates the project will be open for use by September 2020.
38	SFMTA	Ocean Avenue Safety Improvements	\$210,000	-	Requested funds are for the planning phase of project to improve safety, accessibility, and comfort for people traveling along Ocean Avenue, Geneva Avenue and Frida Kahlo Way between the Ocean Avenue commercial corridor, Balboa Reservoir, City College, and Balboa Park Station. This project will build on the recommendations from SF Planning Department's Ocean Avenue Corridor Design Study. Scope includes traffic data collection and analysis, outreach, and conceptual engineering for design alternatives. SFMTA will develop recommendations for near-term safety improvements as well as larger-scale long-term improvements that involve modifications to rights-of-way and coordination with other projects and agencies. SFMTA anticipates completion of a final report with key findings, recommendations and next steps by September 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
39	SFMTA	Beale Street Bikeway	\$330,000	\$ -	Design phase for a two-way Class IV (separated) bike facility on Beale Street between Market and Folsom Streets, and Muni-only lanes between Market and Natoma Streets. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission/Beale and Howard/Beale streets to facilitate bicycle and pedestrian movements. The two-way bike facility may be raised or at sidewalk level on the block between Howard and Folsom to integrate with the future Transbay Park. SFMTA expects design to be complete by March 2020 and the project to be open for use by December 2021.
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$5,226,200	\$ -	Design and construct quick-build safety projects on 12 corridors and spot improvements at various locations on the Vision Zero High-Injury Network. A “quick-build” project is one that does not require major street re-construction and can be implemented exclusively by city crews and/or on-call contractors and includes paint, signs, minor signal modifications and timing updates, plastic delineators, meter placement, concrete for boarding islands and minor pavement improvements. Planned safety improvements include traffic control measures such as painted safety zones, bike lanes, adjustments to parking regulations, changes to the configuration of traffic lanes, and other changes. SFMTA expects all improvements to be open for use by June 2021.
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	Street resurfacing of 28 blocks of Geary Boulevard, between Van Ness and Masonic. Includes demolition, pavement renovation, curb ramp construction and retrofit, traffic control, and related and incidental work. This is the paving scope of the larger SFMTA-led Geary Rapid Project. Public Works expects the substantial completion dates for the surface contract, including paving scope, will be October 2020 for Segment A (Masonic-Fillmore) and April 2021 for Segment B (Fillmore-Van Ness).
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	Leverages previously allocated Neighborhood Transportation Improvement Program capital funds (Districts 9 and 10) to construct safety improvements to shared bike and pedestrian paths at the western entrance of the Bayshore Blvd/Cesar Chavez St/Potrero Ave intersection, adjacent to westbound Cesar Chavez Street. SFPW will construct a wider, re-graded path with adequate clearance at the highway overpass, and create a safe shared bike and pedestrian path minimizing conflicts between users of two segments of the intersection. Funds would cover a \$368,519 cost increase for a retaining wall determined to be necessary during the design phase of the project. Public Works expects the project to be open for use by March 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	700,000	Construct curb ramps and other pedestrian safety improvements at locations where conflicts with sub-sidewalk basements require creative solutions. Project locations include two intersections in District 6 at Jones and Ellis (bulbouts with curb ramps at northwest and southeast corners) and 8th and Minna (1 raised crosswalk). Scope includes installing ADA compliant pedestrian signals, adjusting location of vehicle signals, and replacing signal poles that need to be moved as part of the curb extensions or sub-sidewalk basement structural work. Two new curb ramps, to be constructed on the northwest corner of California and Hyde in District 3, are part of the subject project but will be funded by a separate source. Public Works expects all locations will be open for use by December 2020.
TOTAL			\$10,804,566	\$6,852,380	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
8	BART	Powell Station Modernization	\$ 672,975	-	Fulfills intent to allocate \$672,975 in Fiscal Year 2019/20 funds approved by the Board on September 25, 2018. At its May 22, 2019 meeting, the CAC delayed consideration of this request pending additional information from BART explaining the projects' high construction management costs. See memo for additional details.
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000	-	
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100	-	Special Conditions: \$461,100 for outreach and stakeholder engagement (which should be done in coordination with ConnectSF work) is placed on reserve pending a presentation to the Board with the findings from the Needs and Opportunities Assessment, including an analysis of the operating costs, fare box recovery, needed operating subsidy, funding plan for operations, and overall cost/benefit of the project. Presentation shall also include a proposed outreach plan, including a task-based budget and schedule.
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	-	Subsequent to the May 22, 2019 CAC meetings, staff delayed this request to allow us more time to assess both this and the Powell Station Modernization request, which had similarly high construction management costs. See memo for additional details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$ 1,602,871	\$ 2,397,129	
38	SFMTA	Central Richmond Traffic Safety	\$ 596,420	\$ -	<p>We are recommending a multi-phase allocation given that the project will have concurrent design and construction phases, and the straightforward nature of the scope (e.g. speed humps).</p> <p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon a concurrent amendment to the Traffic Calming 5YPP to add the subject project with \$596,420 in Fiscal Year 2019/20 funds from the Advancing Equity through Safer Streets placeholder. According to SFMTA staff, Central Richmond Traffic Safety will advance the goals of the new, yet-to-be-launched Advancing Equity through Safer Streets program, which is intended to target locations where pedestrian injuries to seniors and people with disabilities are concentrated and where seniors and people with disabilities live and travel. Based on analysis by the Department of Public Health, Central Richmond is a key target area for investment under this program. See attached 5YPP amendment for details.</p>
38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000	\$ -	
39	SFMTA	Beale Street Bikeway	\$ 330,000	\$ -	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200	\$ -	<p>Strategic Plan and 5YPP Amendments for Current Request: The SFMTA is requesting amendments to the Traffic Calming 5YPP and Prop K Strategic Plan to fund this request. The 5YPP amendment would reprogram \$5,226,200 in Fiscal Year (FY) 2019/20 funds from the 6th Street Safety Improvement Project to the subject project. The 6th Street project's funding plan will be kept whole with additional development impact fee funds (\$2,826,200) and an award from the state Affordable Housing Sustainable Communities grant program (\$2,400,000). The Strategic Plan amendment would advance \$3,229,170 in cash flow from FY 2021/22 and \$613,100 from FY 2022/23 to FYs 2019/20 and 2020/21 to meet the expenditure needs of the subject request.</p> <p>The SFMTA intends to hire additional in-house labor to continue the Quick Build program for a minimum of three years. To support the sustained acceleration of project delivery and the associated increased in-house staffing level in future years, we are recommending amendment to the Strategic Plan as follows: advance out-year funds in the Traffic Calming category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million); and advance out-year funds and Vision Zero Placeholder funds in the Pedestrian Circulation/Safety category to FY 2020/21 (\$1.25 million) and FY 2021/22 (\$1.25 million). The corresponding amendments to the Traffic Calming and Pedestrian Circulation/Safety 5YPPs would add the Quick Build Program Implementation project in FYs 2020/21 and 2021/22 with a total of \$2.5 million in each year. See memo and attached Strategic Plan and 5YPP amendments for additional details.</p>
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	<p>Special Condition: Recommended allocation is contingent upon the Board programming \$989,603 in Prop AA funds to the subject project (final approval expected June 25, 2019).</p>
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	<p>Special Condition: Recommended allocation is contingent upon the Board programming \$368,519 in Prop AA funds to the subject project (final approval expected June 25, 2019).</p>

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)	\$ -	\$ 700,000	
TOTAL			\$10,804,566	\$6,852,380	

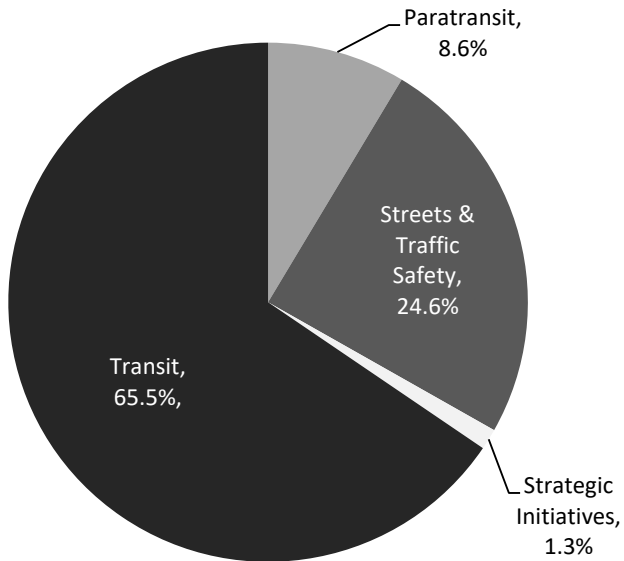
¹ See Attachment 1 for footnotes.

**Attachment 4.
Prop K and Prop AA Allocation Summaries - FY 2019/20**

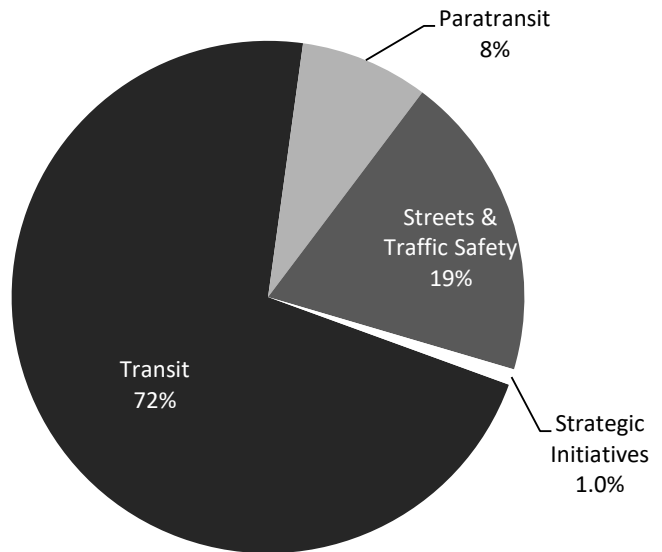
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 6,960,572	\$ 2,807,139	\$3,903,433	\$250,000	\$0	\$ -	\$ -
Current Request(s)	\$ 10,804,566	\$ 4,328,100	\$ 5,746,466	\$ 730,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 17,765,138	\$ 7,135,239	\$ 9,649,899	\$ 980,000	\$ -	\$ -	\$ -

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

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



Prop K Investments To Date

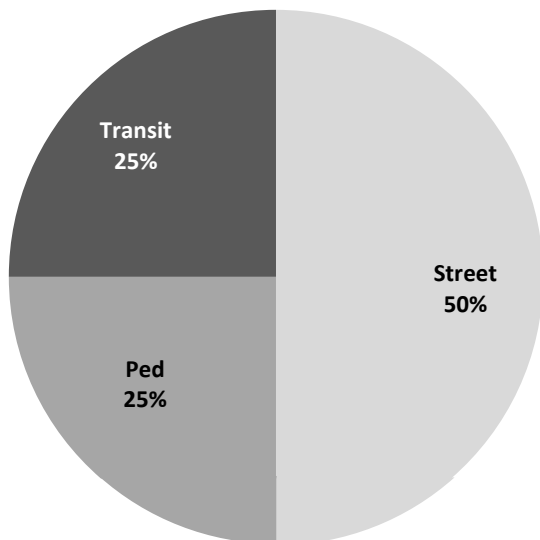


PROP AA VEHICLE REGISTRATION FEE

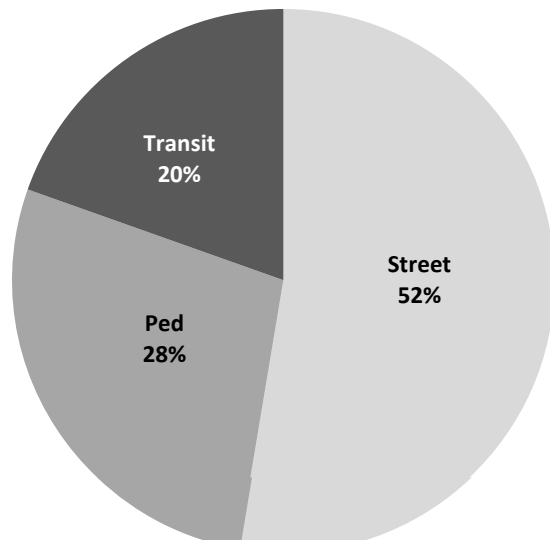
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
New Total Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -

The above table shows total cash flow for all FY 2019/20 allocations approved to date, along with the current

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





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Memorandum

Date: June 21, 2019 Transportation
To: Authority Board Rachel Hiatt –
From: Principal Planner
Subject: 7/23/19 Board Meeting: Adopt the Crooked Street Reservations & Pricing Program Study and Authorize the Executive Director to Advance the Recommendations of the Study, Including Seeking Necessary Legislation and Funding Identification.

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Adopt the Recommendations of the Crooked Street Reservations & Pricing Program Study • Authorize the Executive Director to advance the recommendations of the study, including seeking necessary legislation and funding identification. <p>SUMMARY</p> <p>The neighborhood surrounding the Crooked Street experiences significant vehicle congestion and pedestrian crowding for a significant portion of the year, as a result of the nearly 2 million visitors per year to the block. In 2017, the Transportation Authority Board directed staff to explore the potential effectiveness and design of a Crooked Street Reservation & Pricing System. This study finds that requiring vehicles to secure a paid reservation to drive the Crooked Street, along with active management of this system, could substantially address the vehicle congestion in the neighborhood and support related safety, quality of life, and fiscal self-sufficiency goals. Pending the approval of enabling state legislation that is being considered in Sacramento, San Francisco could potentially pilot a paid reservation system as soon as 2020.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

The 1000 Block of Lombard Street, known as the “Crooked Street,” is both a residential neighborhood and one of the most iconic and most popular tourist destinations in San Francisco, attracting 2.1 million visitors a year. The increasing volume of visitors in the last several years has put a significant strain on the Russian Hill neighborhood’s transportation infrastructure, resulting in automobile and pedestrian congestion that negatively impacts the quality of life of neighborhood residents. Visitors in line to drive down the Crooked Street are also experiencing increased wait times to drive down the block, often exceeding 45 minutes on the busiest days.

To address this situation, the Transportation Authority completed the Managing Access to the Crooked Street Study in 2017 (2017 Access study), which was requested by then-Commissioner Mark Farrell.

The 2017 Access study outlined four key recommendations to improve area conditions:

- Improved enforcement of existing regulations
- Engagement of tourism industry as partners in visitor management
- Engineering and circulation improvements
- Reservations & pricing to manage automobile demand

Following adoption of the 2017 Access study, Commissioner Farrell requested a follow-on study to explore the potential effectiveness and design of a Crooked Street Reservation & Pricing System, using District 2 Prop K Neighborhood Transportation Improvement Program (NTIP) funds.

The NTIP funds were matched with \$250,000 in city general funds, administered via the San Francisco Municipal Transportation Agency (SFMTA), which participated closely in the study as a project partner.

This item summarizes the results of the Reservation and Pricing study.

Discussion.

The purpose of the subject study was to further develop the proposal to manage automobile traffic congestion on and around the Crooked Street by requiring visitors in cars to pay a fee, make a reservation, or to do both.

Goals

This proposal carries forward the goals from the 2017 Access study, which included:

- Manage Automobile Congestion
- Maintain Livability of the Surrounding Neighborhood
- Manage Pedestrian Congestion
- Ensure Traffic Safety
- Implement a Financially Viable Solution
- Preserve Tourism at a Sustainable Level

Although a Pricing and Reservation strategy is geared to respond to managing vehicle congestion, the study includes all goals to help understand how such a program would affect each goal area and where additional improvements or investments to complement the system would be warranted.

Scope & Approach

The scope of work for the study called for a robust round of data collection to support development of system components and operational rules, an initial screening of potentially feasible operational approaches, consultation with neighborhood groups, tourists and the tourism industry, and the

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development of a draft Concept of Operations document that would outline an initially feasible operational approach, including business rules, user interactions, agency roles, and costs.

Data Collection

The study team led a data collection effort in summer and fall of 2018 that collected information on vehicle and pedestrian volumes, crowding and congestion, and the time it takes to access the Crooked Street by car at any given time of day. Additionally, in August 2018, the study team administered an intercept survey to approximately 400 vehicles visiting the Crooked Street over one weekend. The survey aimed to gauge visitors' willingness to engage with a reservation system and their willingness to pay a fee, and at what level, in exchange for a significant reduction in wait times.

The results of this data collection effort both confirmed and expanded the findings of the 2017 Access study. Of particular note, this effort found that vehicle queuing over 45 minutes in length exists nearly all day on the busiest weekends and found that consistent pedestrian crowding at the top and bottom of the Crooked Street occurs during the same busy time periods. Most visitors expressed a willingness to pay \$5 per car in exchange for significantly reduced wait times, and results also indicated that most visitors who are unable or unwilling to secure a reservation would still visit the Crooked Street, either by arriving by a different mode or parking nearby and walking.

Evaluation

Using the results of the data collection effort, the study team developed and analyzed a suite of high-level potential operational approaches and compared these against the goals of the program. After considering approaches including a no-cost reservation, a demand-based variable price, a paid reservation plus the option to pay a demand-based variable price, and a fixed price paid reservation, the team found that only the paid reservation approach could be expected to effectively reduce vehicle congestion while also being sufficiently easy to understand for visitors and straightforward and sustainable to administer and operate.

The study team then developed two potential scenarios for the implementation of a paid reservation system.

- Scenario 1, driven by community input, called for the system to be operational 24 hours a day, 7 days a week, every day of the year and to be enforced via an automated, camera-based system. This scenario assumed a reservation cost of \$5 at all times.
- Scenario 2, built around the times and amounts of congestion documented in the data collection, called for the system to be operational from 9:00 a.m. to 9:00 p.m. 7 days a week, every day of the year and to be enforced either via an automated, camera-based system or by on-site staff who would verify reservations and manage vehicles (similar to the approach used at Muir Woods to manage parking reservations since January 2018). This scenario assumed a reservation cost of \$5 on non-holiday weekdays and \$10 on weekends and holidays to manage demand and encourage those with flexible schedules to visit during less busy times.

The evaluation of these scenarios found that both would substantially resolve the vehicle queueing stemming from the Crooked Street and be financially self-sustaining. Some expected visitors in vehicles are projected to shift their visit earlier or later, and some are projected to instead visit the street on foot, increasing pedestrian crowding and congestion and contributing to increases in pickup

and drop off activity that could increase the incidence of blocked crosswalks or cable car tracks. This scenario could be managed with program staff and SFMTA Parking Control Officers (PCOs).

The study team also performed a focused assessment of the pros and cons of an automated versus staffed system, and found that a staffed system would be more effective (minimizing potential accidental violations of system rules) and more visitor-friendly (real people would be on site and able to assist with making a reservation or answer questions), and comparable in cost to an automated system.

Outreach

Throughout 2019, the study team has continued to engage neighborhood organizations, members of the public, and representatives of the tourism industry. In January, the study team attended a meeting of Russian Hill neighborhood organizations to present the preliminary results of the evaluation. Together with Commissioner Stefani, staff also hosted a public open house to share the results with the public on January 30. Following the open house, staff posted meeting materials, including the feedback form from the open house, to the project website.

Feedback from neighborhood groups and members of the public indicated continued support for the reservation and pricing system, as well as a clear preference for the use of on-site staff in implementing and enforcing such a system. Tourism industry representatives, through SF Travel, have provided valuable feedback to the study team with respect to the importance of the ability for visitors to be able to make close-in and last minute reservations, rather than having all potential reservations sold-out far in advance (as is a common occurrence for the ferry to Alcatraz Island, for example.) This and other feedback is reflected in the Draft Concept of Operations for the Paid Reservation system detailing how the system could work, including potential discounts and exemptions.

Findings & Recommendations

Based on the technical evaluation and feedback received, the study team recommends a paid reservation system, enforced by staff on site, with up to 12-hour operation (9:00 a.m. to 9:00 p.m.) at peak seasons, and a predictable tiered price structure (higher on holidays and weekends, lower during regular weekdays). The study finds that such a system is likely to address the recurrent vehicle congestion stemming from the Crooked Street's popularity as a tourist attraction and improve the quality of life for neighborhood residents while still maximizing the amount visitors who can experience the street for themselves, and providing a better tourist experience. In addition, the system is projected to be financially self-sustaining through use of the revenue from the reservation fee to cover the costs of system operation, administration, and staffing.

Initial cost estimates include approximately \$500,000 of one-time system set-up and initialization costs, with approximately \$2,000,000 per year in ongoing yearly costs which are offset by an estimated revenue stream stemming from the paid reservations of \$2,100,000 per year. Complementary capital investments are additionally recommended on the 1100 block of Lombard to ensure safe pedestrian access and program operations.

It is important to recognize that the recommendations in this phase of work are based on the best available information to date, and the system is expected to perform successfully with reasonable confidence. However, given the novelty of this approach, the ultimate system operator and managing

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entity should provide continuous monitoring and evaluation, and be prepared to adjust operational parameters flexibly, as warranted.

Next Steps

Pending state legislation (Assembly Bill (AB) 1605 (Ting)) is a prerequisite for the implementation of a program as recommended in this study. The final shape of the legislation will impact the exact next steps, but the current form of the bill would require the Board of Supervisors to conduct additional outreach and approve an ordinance that designates an operating agency for the system. This operating agency would then be responsible for securing funding, necessary approvals (including legislation of any traffic circulation changes by the SFMTA Board), and appropriate interagency agreements while also developing and adopting final operational and business rules and undertaking procurement.

FINANCIAL IMPACT

Continuation of pre-implementation planning and Board support for the development of an ordinance as specified in AB 1605 would have an impact on the proposed Fiscal Year 2019/20 budget. We are working with the District 2 office to identify additional funding for this work, which will be incorporated in the mid-year budget update.

CAC POSITION

The CAC will consider this item at June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – Lombard Crooked Street Reservation & Pricing Program Summary Report

Enclosure 1 – Lombard Paid Reservation System Draft Concept of Operations



LOMBARD CROOKED STREET

Reservation and Pricing System Study



San Francisco
County Transportation
Authority

Draft Report
JUNE 21, 2019

Introduction

The 1000 Block of Lombard Street, known as the “Crooked Street,” is both a residential neighborhood and one of the most iconic and most popular tourist destinations in San Francisco, attracting 2.1 million visitors a year. The increasing volume of visitors in the last several years has put a significant strain on the neighborhood's transportation infrastructure, resulting in automobile and pedestrian congestion that negatively impacts the quality of life of neighborhood residents. Visitors in line to drive down the Crooked Street are also experiencing increased wait times to drive down the block, often exceeding 45 minutes on the busiest days.

There have been several past attempts to address the transportation and livability concerns on and around the Crooked Street. The most recent planning study was completed by the San Francisco County Transportation Authority in 2017. The Managing Access to the Crooked Street Study (hereon referred to as 2017 study) was requested by former Transportation Authority Commissioner Mark Farrell and made possible with Proposition K local transportation sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP).

When the line extends past Polk, cars may wait as long as 45 minutes to go down the crooked street



Through that study, Transportation Authority staff identified the following challenges stemming from the increasing number of visitors to the Crooked Street:

- Traffic backing up into surrounding neighborhoods, affecting vehicle circulation in the area despite the presence of MTA Parking Control Officers (PCOs).
- Heavy foot traffic causing overflow from sidewalks into the streets and high-stress situations for people walking and driving.
- Cable cars struggling to navigate smoothly and safely.
- Other quality of life concerns, such as littering, loitering, and poor/worsening air quality.

The 2017 study outlined four key recommendations, informed by data collection on existing conditions as well as engagement with neighborhood, visitors, and tour industry professionals:

1. Improved enforcement of existing regulations
2. Engagement of tourism industry as partners in visitor management
3. Engineering and circulation improvements
4. Reservations and pricing to manage automobile demand

Results from in-person and online outreach for the 2017 study showed that over two-thirds of participants supported the reservation and pricing system recommendation. Following the completion and adoption of the 2017 study, the Transportation Authority Board directed staff to further explore the potential details, functionality, and outcomes of a reservation and pricing system. This report summarizes the findings from that follow-on Crooked Street Reservation and Pricing System Study and recommends a potential set of initial operating parameters should such a system be implemented.

Goals

As part of the 2017 study, Transportation Authority staff identified several goals by which to analyze any potential improvements to the Crooked Street. These goals were developed considering existing conditions at the time and with input from stakeholders. The study team has continued to use these goals in the current effort to develop and evaluate the reservation and pricing system. The goals and associated metrics used to evaluate reservation and pricing System alternatives are shown in the table below:

GOAL	METRIC	TARGET	
		MINIMUM	IDEAL
Manage automobile congestion	Time vehicle queue extends west past Larkin Street (1 block) in each hour of the week	Time vehicle queue extends past Larkin is no more than 15 total minutes in any given hour	Vehicle queue does not extend beyond 1100 block of Lombard Street
Maintain the livability of the surrounding neighborhood	Revenue generated	Revenue beyond operating costs greater or equal to current cost of services (PCOs, ambassadors)	Revenue beyond operating costs greater or equal to the cost of expanded services such as PCOs, Police Officers, and related to manage impact of visitors on neighborhood
Manage pedestrian congestion	Percentage of pedestrians lingering in intersection crosswalks for excessive periods of time (i.e., crossing significantly more slowly than a typical walking speed [3 ft/s])	Less than 15% of pedestrians linger in crosswalks for excessive periods of time	Less than 10% of pedestrians linger in crosswalks for excessive periods of time
Ensure traffic safety	Extent to which pick-ups/ drop-offs block cable cars, pedestrians/ crosswalks, or automobiles	Pick-ups and drop-offs do not block travel lanes or sidewalks more than 15 total minutes in any given hour	All pick-ups and drop-offs do not block travel lanes or sidewalks
Implement a financially viable solution	Revenue generated	Revenue covers basic operations and maintenance costs of the pricing and reservations system	Revenue beyond operating costs greater or equal to the cost of expanded services such as PCOs, Police Officers, and related to manage impact of visitors on neighborhood
Preserve tourism at a sustainable level	Number of visitors per day	Number of visitors that allows the system to meet other minimum targets, given proposed improvements	Number of visitors that allows the system to meet other ideal targets, given proposed improvements

Although a pricing and reservation strategy is geared to respond to managing vehicle congestion, the study includes all goals to help understand how such a program would affect each goal area and where additional improvements or investments to complement the system would be warranted.

Data Collection

Previous studies completed between 2000 and 2016, as documented in the 2017 study, established key information regarding problems with automobile and pedestrian circulation in the study area. The study team began the development of a reservation and pricing system with additional data collection. The objectives of the new data collection were to:

- Refresh and expand the data from the 2017 study, including asking those visiting by car more specific questions about a potential reservation and pricing system.
- Provide a data-driven understanding of the scale and scope of transportation issues in the area.
- Use data collected to develop operational rules for the system.

METHODOLOGY

The new data collection for the reservation and pricing system included two main elements¹:

Vehicle and pedestrian volumes:

- Observations of vehicle queues along Lombard Street, upstream of the crooked portion of the street, conducted by video camera between for one weekend in August 2018.
- Vehicle volumes and the time pedestrians linger at the intersections of Lombard/Hyde and Lombard/Leavenworth, conducted by video detection between late August and mid-October 2018.
- The amount of time vehicles take to drive on the Crooked Street and the streets leading up to it, collected via Google Directions API between early August and late September 2018.

Intercept survey targeting nearly 400 vehicles visiting the Crooked Street during one weekend in August 2018:

- The survey asked about their willingness to engage with a reservation system and willingness to pay a fee in exchange for significantly reducing or eliminating wait times

¹ Details can be found in the Lombard Crooked Street Data Collection Plan Technical Memorandum

KEY DATA COLLECTION FINDINGS

Data collected in 2018 generally supported previous findings and provided further insight into traffic and pedestrian characteristics by time of day and day of the week. After analyzing the data, the study team came to the following key findings²:

All day vehicle queues on busiest days: Motorists visiting the Crooked Street queue for about 10 hours per day on the busiest days, with the queue taking over 45 minutes for a vehicle from the time it joins the line to driving down the Crooked Street.

Consistent pedestrian crowding: During similar times of day, there is significant pedestrian crowding, particularly at the bottom of the street. The crowding at the bottom of the street is the factor that limits the capacity of the street for vehicles. A queue can still form even when pedestrian crowding does not delay vehicles.

Strong willingness to pay a \$5 reservation: Survey respondents were each randomly presented one of four possible prices (\$5, \$10, \$15, and \$20). More than half of those asked said that they were willing to pay \$5 per car for a reservation to visit if there were no wait.

Tourists would continue to visit: If a system were in place but a visitor either couldn't make a reservation or didn't want to pay, most would still visit the Crooked Street by parking nearby, getting dropped off, taking transit, walking, or some other way.

² Details and complete results can be found in the Lombard Crooked Street Data Collection Summary Technical Memorandum.

Alternatives Evaluation

The 2017 study included a high-level assessment of the overall feasibility of using reservations, a fee, or both to help manage automobile access to the Crooked Street. Before developing a detailed operational strategy for evaluation, the study team first assessed how each high-level operating scheme would perform against the goals of the study. The following options were evaluated:

Pricing Only: A pricing only approach would seek to manage the volume of vehicles arriving at the Crooked Street by matching price to demand, with the price increasing until demand matched the capacity of the street.

Reservation Only: A reservation only approach would limit access to the street to only those who have made a reservation, and only offer a number of reservations that matches the capacity of the street, limiting the amount of congestion and queuing of vehicles that would result. There would be no charge for the reservation in this option.

Pricing Plus Paid Reservation: This approach combines elements of the previous two options. This option would offer reservations for a low fixed fee, with the amount of reservations offered limited to below the capacity of the street. Additionally, if a visitor was unable or unwilling to make a reservation, they could arrive and pay the demand-based price with no reservation, with the price level set to limit demand for the remaining capacity of the street.

Paid Reservation Only: This approach would permit access to the Crooked Street only to those vehicles who have made a pre-purchased reservation before arriving at the street. This option anticipates a relatively low cost per reservation, set to recover the costs of operating the system, not at a level that would be expected to significantly change demand.

Each scenario assumed that Crooked Street residents, their visitors, and emergency/utility vehicles would continue to access the street with no restrictions.

Screening Analysis Results

The results of the initial assessment of these options are shown in the table below.

GOAL	OPERATIONAL APPROACHES			
	PRICING ONLY	RESERVATION ONLY	PRICING PLUS PAID RESERVATION	PAID RESERVATION
<p>Manage Automobile Congestion</p> <p>Eliminate long queues near Lombard Street</p>	<p>↔</p> <p>Price could shorten queues, but vehicles will still arrive unmanaged.</p>	<p>↑</p> <p>Vehicles are given a timed reservation, matching arrivals to the capacity of the street. Queuing and congestion will be managed.</p>	<p>↔</p> <p>Non-reservation price could deter arrivals without a reservation, but vehicles will still arrive unmanaged. Unmanaged arrivals could undermine the efficacy of the reservation component</p>	<p>↑</p> <p>Vehicles are given a timed reservation, matching arrivals to the capacity of the street. Queuing and congestion will be managed.</p>
<p>Implement a Financially Viable Solution</p> <p>Cover the costs of existing staffing at the site</p>	<p>↑</p> <p>All vehicles (within hours of operation) would pay, providing funds for existing site operations, enforcement and maintenance.</p>	<p>↓</p> <p>No funds would be collected for site operations, enforcement, and maintenance.</p>	<p>↑</p> <p>All vehicles (within hours of operation) would pay, providing funds for existing site operations, enforcement and maintenance.</p>	<p>↑</p> <p>All vehicles would pay, providing funds for existing site operations, enforcement and maintenance.</p>
<p>Maintain the Livability of the Surrounding Neighborhood</p> <p>Create a self-sustaining system and generate revenue for upgrades</p>	<p>↔</p> <p>Revenue would be generated, but livability could be compromised due to uncertainty about managing vehicle arrivals and reduction in congestion.</p>	<p>↓</p> <p>While the system may manage vehicle arrivals, the absence of revenue would not provide for further investments in livability improvements.</p>	<p>↔</p> <p>Revenue would be generated, but livability could be compromised due to uncertainty about managing vehicle arrivals and reduction in congestion.</p>	<p>↑</p> <p>Paid reservations provide the most flexibility to manage vehicle arrivals while generating additional revenue for investments in livability improvements.</p>
<p>Preserve Tourism at a Sustainable Level</p> <p>Preserve the number of visitors per day</p>	<p>↔</p> <p>Not having the ability to plan a trip in advance may not be the friendliest option for tourism and the price would likely need to be high to deter visitation above capacity, but revenue would be generated to fund resources for the site.</p>	<p>↔</p> <p>Visitors can reserve a time and plan their trip in advance, but no revenue would be generated to fund resources for the site.</p>	<p>↓</p> <p>Allowing visitors to arrive without a reservation could compromise the integrity of the reservation system and create confusing rules, regulations, and expectations for visitors.</p>	<p>↑</p> <p>Visitors will be provided with a clear set of expectations and be able to plan trips in advance. Revenue would be generated to fund resources for the site.</p>

Based on the results of this initial assessment, the study team advanced the paid reservation operational concept for further refinement and analysis³.

Considering the data collected in summer and fall 2018 and the feedback from neighborhood residents during community outreach, the study team developed two potential operational scenarios for the paid reservation concept, one which maximizes understandability and another which is tailored to match the demands observed on and around the Crooked Street:

	LOMBARD TODAY Existing conditions	SCENARIO 1 (24 / 7) Easy to Understand	SCENARIO 2 (9am - 9pm) Driven by Demand
NUMBER OF RESERVABLE SLOTS	Unlimited	40 per half hour slot, staggered start (~ 160/hour) (e.g. 1:00 - 1:30, 1:15 - 1:45, 1:30 - 2:00, 1:45 - 2:15)	
HOURS/DAYS OF OPERATION	None	24/7	9AM - 9PM, 7 days a week
RESERVATION PRICE	N/A	\$5 all times	\$5 Mon - Fri \$10 Sat, Sun, Holidays
CROOKED STREET RESIDENT EXEMPTION	N/A	Yes	
VARIATIONS TESTED	N/A	\$0 reservation cost for San Francisco residents	

Under Scenario 1, the system would operate 24 hours a day, 7 days a week, every day of the year, with a flat \$5 price for reservations. This scenario would require automated enforcement, in the form of cameras and mailed violation notices, as it would not be practicable or affordable to staff the reservation system during early morning, evening, and overnight hours.

Under Scenario 2, the system would operate from 9:00 a.m. to 9:00 p.m., 7 days a week, every day of the year, with reservations priced to encourage those with flexible schedules to visit during less busy times – \$5 weekdays, and \$10 weekends and holidays. Because of the more limited hours of operation, this system could be enforced either by staff on site, like at Muir Woods⁴, or by an automated system similar to Scenario 1.



















Note: The prices in each scenario are representative for this analysis, and are based on “willingness to pay” data collected in summer 2018 through intercept surveys of visitors in cars (as described in the data collection section). These amounts may differ from precise amounts adopted by any eventual system administrator, who will be required to match revenue to (but not exceed or fall short of) the recovery of system operations costs. Although price varies in these scenarios, the effectiveness in reducing vehicle queues is the result of capacity-constrained reservation system.

³ Details of this screening can be found in the Operational Scenario Screening & Development technical memorandum.

⁴ For more information on the National Park Service’s Parking and Shuttle Reservation Program for Muir Woods, see: <https://www.nps.gov/muwo/planyourvisit/reservations.htm#whyparking>

Detailed Analysis Results







When these more detailed operational scenarios were evaluated against the study goals, their performance was substantially similar, both meeting the goal of managing the automobile queue to an acceptable length while increasing the number of visitors arriving by transit, on foot, or parking & being dropped off nearby.

GOAL	PERFORMANCE		
	EXISTING	SCENARIO 1 (24 / 7)	SCENARIO 2 (9AM - 9PM)
Manage automobile congestion	 Vehicle queue extends upstream of Larkin St at least six hours per day each day of the week.	 Vehicle queue not expected to extend beyond Larkin Street, given peak (weekend afternoon) arrival flow of 175 vehicles/hr.	 Vehicle queue not expected to extend beyond Larkin Street, given peak (weekend afternoon) arrival flow of 160 vehicles/hr.
Maintain the livability of the surrounding neighborhood	 No revenue generated.	 \$35K - \$40K per week	 \$40K - \$45K per week
Manage pedestrian congestion	 At Lombard St & Hyde St, only approximately 15% of pedestrians occupy the crosswalks linger in the crosswalks. At Lombard St & Leavenworth St, over 45% of pedestrians linger in the crosswalk.	 During a peak hour (Saturday afternoon), 290 visitors/hour are expected to visit as a pedestrian instead of drive. With increased volumes of pedestrians overall, crowding of pedestrian space is expected to get worse.	 During a peak hour (Saturday afternoon), 410 visitors/hour are expected to visit as a pedestrian instead of drive. With increased volumes of pedestrians overall, crowding of pedestrian space is expected to get worse.
Ensure traffic safety	 Pick-up / drop-off activity frequently obstructs pedestrians, cable car, and other car traffic.	 During weekend afternoon peak hour, 70 visitors/hour are projected to get dropped off instead of drive. Obstructing pick-up / drop-off activity expected to increase accordingly.	 During weekend afternoon peak hour, 100 visitors/hour are projected to get dropped off instead of drive. Obstructing pick-up / drop-off activity expected to increase accordingly.
Implement a financially viable solution	 No revenue generated.	 \$35K - \$40K per week	 \$40K - \$45K per week
Preserve tourism at a sustainable level	 21,000 people/day: 6,500/day by car, 14,500/day by foot	 20,000 people/day, -5%: 4,000/day by car, 16,000/day by foot.	 20,000 people/day, -5%: 3,700/day by car, 16,300/day by foot.

Evaluation details can be found in the Scenario Performance technical memorandum.

The results of this analysis were presented at a community open house meeting in January 2019, followed by various one-on-one conversations with interested groups and stakeholders. Members of the public could also submit comments and questions via an online feedback form, posted along with the meeting materials on the Transportation Authority’s website. Feedback from this meeting indicated continued support for the reservation and pricing system, as well as a clear preference for the use of on-site staff in implementing and enforcing such a system.

The study team also performed a focused assessment of the pros and cons of an automated versus staffed system, and found that a staffed system would be more effective (minimizing potential accidental violations), more visitor-friendly (real people would be on site and able to assist or answer questions), and comparable in cost to an automated system.

FACTOR	PERFORMANCE	
	AUTOMATED	STAFFED
Effectiveness	 <p>High potential for accidental violations given camera-based enforcement with no physical barrier.</p>	 <p>Presence of staff minimizes potential violations through active traffic control and enforcement of regulations</p>
Visitor Friendliness	 <p>Reservation requirement communicated only via signage which may go unnoticed or be misunderstood. Potential for visitors to accidentally violate system rules, resulting in a violation notice by mail weeks after a visit.</p>	 <p>On site staff can provide information about reservation requirement, and will direct vehicles without reservations away from the Crooked Street, eliminating accidental violations. Any citable violations will be enforced in person, on site, rather than by mail.</p>
Ease of Administration	 <p>Potential for accidental violations could significantly increase administration costs to support customer service, mailing, and processing.</p>	 <p>On site staff costs are recurring and predictable</p>

RECOMMENDED SCENARIO

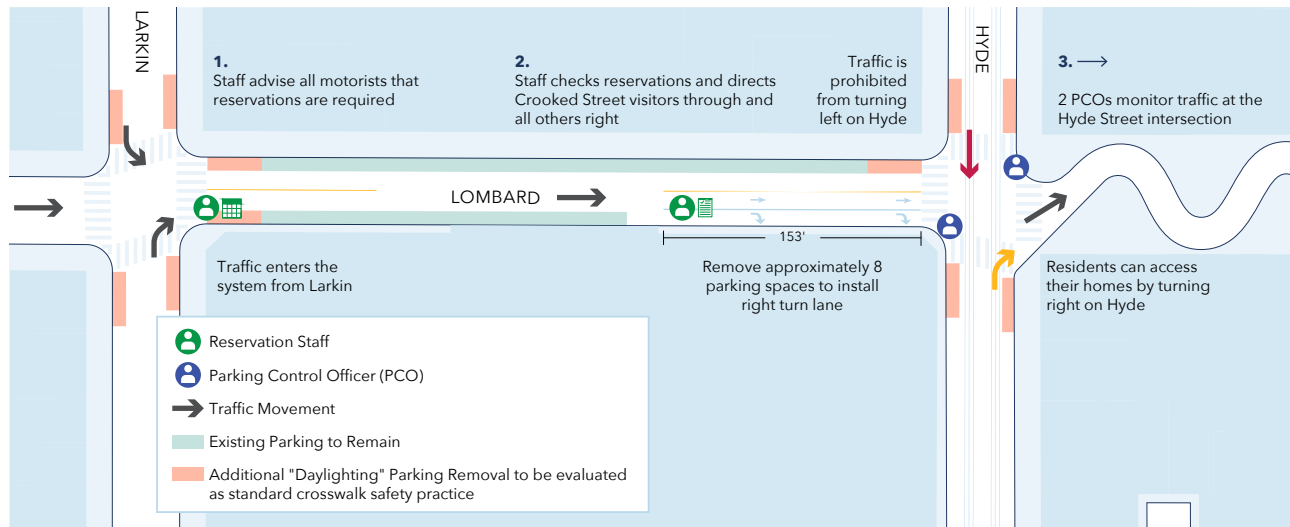
Based on the enforcement approach assessment and feedback received, the study team recommends a paid reservation system, enforced by staff on site, with 9:00 a.m. to 9:00 p.m. operating hours and a predictable tiered price structure (higher on holidays and weekends, lower during regular weekdays).

It is important to recognize that the recommendations in this report are based on the best available information to date, and the system is expected to perform successfully with reasonable confidence. However, the system operator and implementing entity should provide for continuous monitoring and evaluation and be prepared to adjust operational parameters flexibly, as warranted to ensure both program effectiveness and financial viability. For example, if the operator notes that many visitors are consistently arriving early for their reservations, they can extend a grace period without impacting the overall outcome of the system⁵.

⁵ Other potential operational challenges, along with recommended approaches to resolve them, are explored in the Lombard Paid Reservation System Concept of Operations document.

Visitor Experience in Recommended Scenario

The figure below illustrates the proposed traffic flow and staff locations during operations of the paid reservation system⁶.



As illustrated in the diagram, the operation of the system depends on the presence of PCOs⁷ to help direct traffic and two or more reservation system staff members (who are not PCOs) that will verify reservations on site. Additionally, to manage the flow of vehicles, this design proposes removing a minimum of eight on-street parking spaces on Lombard near the intersection of Lombard and Hyde to create a right-turn-only lane for vehicles without reservations to be directed away from the street.

Under this proposal vehicles will be processed through the system in the following steps:

- 1. Notify drivers:** Reservation staff will be responsible for notifying drivers at Larkin and Lombard who wish to proceed eastbound towards the Crooked Street that reservations are required, and can provide informational cards for those that wish to attempt to make a reservation immediately or return at a later time. Vehicles that wish to continue, however, will not be turned away at this point.

⁶ This scheme is provided to illustrate one potential workable concept that is the recommendation of this study. Final street configuration and staffing levels will be determined by the agency designated as the system administrator and the SFMTA based further refinement of this recommendation.

⁷ The study team recommends launching the system with one to five PCOs depending on day of week and time of year. The system operator will refine PCO requirements based on actual operations.

2. **Verify reservation:** Mid-block between Larkin and Hyde, a reservation staff member will use a handheld scanner to check the reservation status of vehicles. Those with valid reservations will be directed into the straight-ahead-only lane, and will be directed through the Lombard and Hyde intersection and down the Crooked Street by PCOs when it is safe to proceed. Those without reservations will be directed to the right-turn-only lane, and PCOs will direct these vehicles to make the right turn onto southbound Hyde when it is safe to do so.
3. **Direct vehicles away from site:** At the bottom of the Crooked Street and the Lombard and Leavenworth intersection, additional PCOs will direct traffic away from the site once a visit is completed.

Different groups will interact with the system in different ways during operations:

Tourists: Those wishing to visit the Crooked Street by vehicle for tourism purposes will need to make and pay for a reservation online, by phone, or via an approved retail location before arriving at the Crooked Street. As a result, marketing will be an important industry coordination activity and contractor requirement. Feedback from the tourism industry stressed the importance of the ability to make reservations throughout the leadup to any given day, and the project team recommends that reservations be made available in a tiered fashion (for example: 75% of reservations released one month prior, 20% of reservations released one week prior, and 5% of reservations released day-of.)

Residents: Residents of the Crooked Street and Montclair Terrace will receive passes that may be a wallet card, rearview mirror hanger, or similar identification. As with current regulations, this pass will allow residents to access the Crooked Street by making a right turn from northbound Hyde, bypassing the reservation system altogether.

Guests of Residents: Long term/frequent guests of residents, such as childcare professionals, home health aides, etc. will be eligible for a pass similar to those provided for residents. One time or infrequent visitors will need to be provided a visitor pass, either electronically via resident log-in or in person via a booklet of paper passes that may be available to residents for their use, that will be presented to the reservation staff. One time or infrequent visitors will not be permitted to make the right turn from northbound Hyde.

Commercial vehicles & other deliveries: Commercial vehicles are currently restricted from the Crooked Street at all times. This restriction would continue, and vehicles would need to park nearby and complete their final delivery on foot.

Taxis & Transportation Network Companies (TNCs): Vehicles such as taxis and TNCs will require a reservation to drive down the Crooked Street. The driver or any passenger in the vehicle is eligible to make this reservation (for example, a visitor without a car may still elect to reserve a space and hire a taxi to drive them down the street).

Emergency vehicles, utilities, and other marked service vehicles: Emergency vehicles, vehicles performing service for public utilities, and other government/service vehicles will be allowed unrestricted access to the Crooked Street at all times.

ACCESS FOR LOW INCOME VISITORS AND THOSE WITH MOBILITY LIMITATIONS

The study team has evaluated options to ensure that the Crooked Street remains accessible to the greatest number of visitors possible without overwhelming the surrounding streets and neighborhood. It's important to note that this proposal is only for those driving the street in vehicles – access will remain completely free and unrestricted to those who walk, bike, take transit, or get dropped off nearby. Nevertheless, we recognize that the grade of the street itself presents mobility challenges to some visitors, and propose two potential strategies to address these challenges:

Including an ADA access option when making reservations: Like Muir Woods, the reservation booking system would reserve a limited number of slots per time period for ADA access. While those reserving these slots would still pay the standard reservation cost at that time, setting aside a certain number would ensure that visitors who may be unable to navigate the street on foot may still visit.

Engaging with San Francisco Public Library to offer free passes: San Francisco Public Library's "Discover & Go" program offers a limited number of free passes to area museums to San Francisco residents through their library card. Lombard Crooked Street may be added as an attraction to this program, offering a limited number of no-cost reservations to the community.

Next Steps

While this document lays out a feasible set of operating parameters for a paid reservation system that are anticipated to be successful in managing automobile congestion at and around the Crooked Street, additional steps are required before any operations of such a system may become operational.

State legislation: Current California Vehicle Code prohibits two essential components of the proposed operations of the system: charging a fee for access to a public right of way that is currently available at no cost and restricting some vehicles while allowing others from a public street. AB 1605 (Ting) has been introduced in the 2019 - 2020 State Legislative Session and would exempt the Crooked Street from these regulations for the purposes of a seven-year pilot of a reservation system. As currently written, the legislation would require the San Francisco Board of Supervisors to designate a management agency, which would be responsible for adopting the final operating rules of and implementing the system. As this legislation is still under consideration, the California Legislative Information website should be consulted for the latest on this bill.

Local ordinance & approvals: As noted in the state legislation section, the San Francisco Board of Supervisors must pass an ordinance designating a management agency who will adopt final policies and oversee the implementation and operations of this system. Additionally, changes to traffic circulation must be approved by the SFMTA Board. The program, as a whole, is also subject to environmental review under CEQA, though it is anticipated that the project elements taken together are environmentally beneficial and would have few, if any, impacts.

Funding and administration: Once designated, the operating agency must complete final cost estimations, identify and secure funding for startup costs (including initial operating costs), and procure any necessary vendors to assist with implementation of the program. The study team recommends that the Board of Supervisors designate the operating agency as early as possible to allow for early engagement with potential project funders and vendors who may have early feedback on an initial procurement.

Initial cost estimates completed as part of this study for system startup and operation are summarized below:

INITIAL COST & REVENUE ESTIMATES (SUBJECT TO FURTHER REFINEMENT)	
One-Time Costs (Final system planning, design, procurement, and start-up)	\$500,000
Yearly Costs (Including reservation staff, SFMTA PCO staff, marketing, PCO staff, and monitoring/administration)	\$2,000,000
Yearly Revenue (Assuming \$5 weekday and \$10 weekend reservation cost)	\$2,100,000

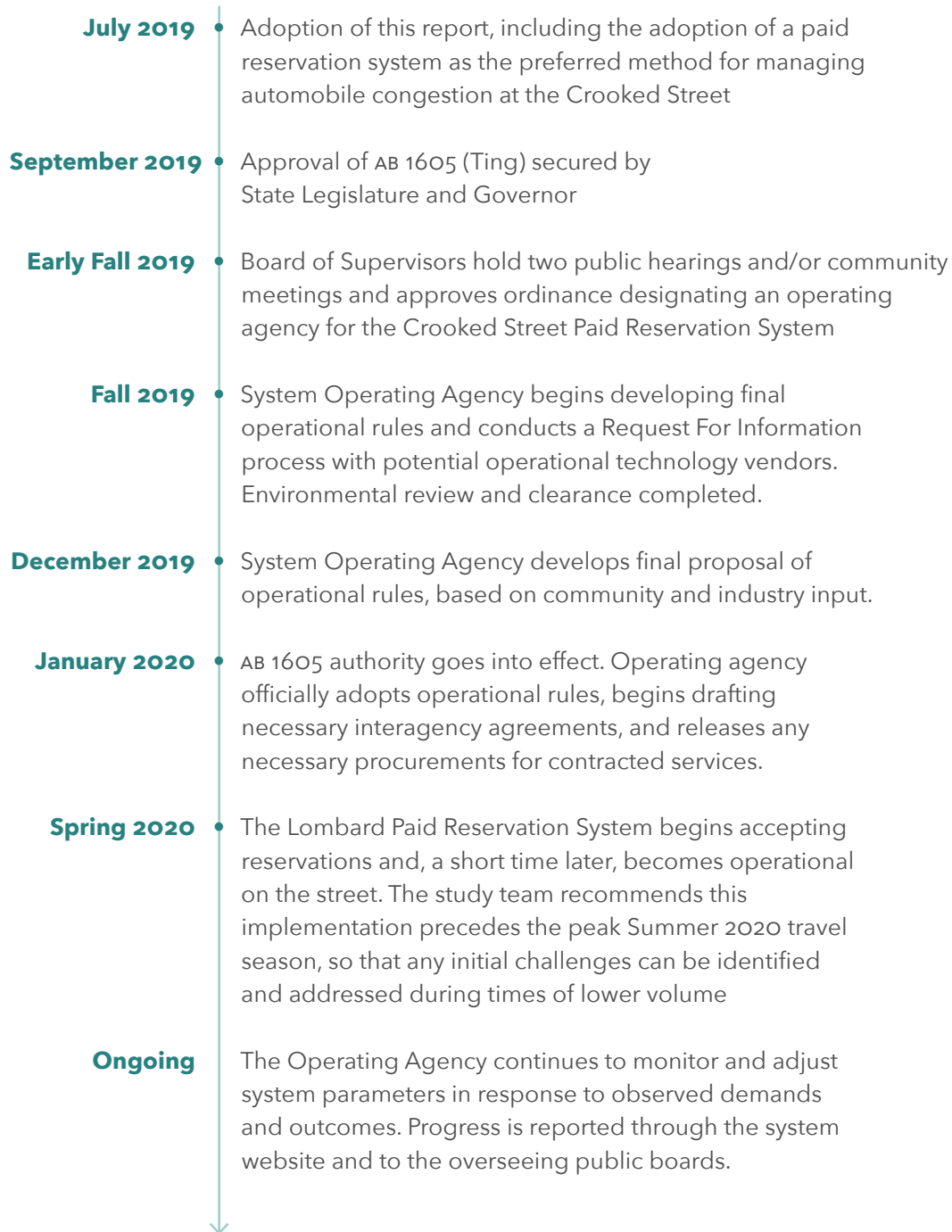
An initial estimate of revenue generated by the system, assuming \$5 weekday and \$10 weekend reservation costs, is approximately \$2,100,000.

The study team recommends that at least one year of operating costs be included in the one-time start up costs of the system when seeking funding. By including these costs up front, the system operator will ensure that the revenue from reservation sales matches the expenses of operating the system, and can adjust accordingly for future years of operation.

Commissioner Stefani has identified \$600,000 in Prop K NTIP funding for District 2 towards the estimated \$2,500,000 initial cost. The study team is working to secure additional funding to close the remaining \$1,900,000 funding gap or could scale the initial pilot down to focus on highest demand days or hours to test program effectiveness and gauge financial sustainability.

Implementation Timeline

Pending state and local legislation, as well as funding availability, an initial system could be in operation by Spring 2020. The timeline below illustrates these steps:





Memorandum

Date: June 21, 2019
To: Transportation Authority Board
From: Maria Lombardo – Chief Deputy Director
Subject: 07/09/19 Board Meeting: Approval of San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Plan Bay Area 2050 Regionally-Significant Projects List

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • Approve San Francisco’s Goals for Plan Bay Area (PBA) 2050 • Approve San Francisco’s PBA 2050 Regionally-Significant Projects List <p>SUMMARY</p> <p>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. The Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have established a multi-step process which collects input on different types of projects at different times in the PBA 2050 development process. At the end of that process, the CMAs will be asked to provide a final set of financially-constrained project priorities for inclusion in PBA 2050. As part of this phase, MTC/ABAG has requested that the CMAs identify regionally-significant projects and submit them with a board resolution by July 2019.</p> <p>We are requesting approval of a set of goals (Attachment 3), shared with the Board last month, to guide our staff work on PBA 2050. We are also requesting approval of San Francisco’s list of regionally-significant projects, listed in Attachment 4, in order to meet MTC’s June 30 deadline. It is important to emphasize that the regionally significant projects have a very specific definition for MTC/ABAG purposes (e.g. capturing projects that require air quality conformity analysis) and represent just a small portion of San Francisco’s transportation project needs.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: <hr/>
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DISCUSSION

Background.

We last provided an update on PBA 2050 to the Transportation Authority Board at the May 21, 2019 meeting. Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area (PBA), 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.

PBA must establish a strategy to meet the region's greenhouse gas emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements. For the last 16 months, MTC/ABAG staff have been working on Horizon, a broadly scoped planning effort that explores how economic, environmental, technological, and political uncertainties may create new challenges for the Bay Area over the coming decade, 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, in coordination with 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.

According to the most recent schedule, shown in Attachment 1, MTC/ABAG are planning to officially launch PBA 2050 in September. Important MTC/ABAG actions anticipated in late 2019 and early 2020 include:

- **Adopt PBA 2050 Vision, Goals and Targets:** For PBA 2040, a series of thirteen goals and targets were established 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.
- **Update the regional growth framework:** MTC/ABAG established Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs) in the first PBA adopted in 2013. Under the PDA program, jurisdictions that met certain planning and transit standards agreed to accept more growth in exchange for being prioritized for certain fund programs (e.g. the One Bay Area Grant program). MTC/ABAG recently adopted revised guidelines for these geographies, expanding PDA eligibility to communities that may not yet have robust transit options, in order to encourage housing growth across the entire region. They also established a new geography, Priority Production Areas (PPAs), which are focused on manufacturing and warehousing zoning as vehicles of economic development. MTC/ABAG will be asking local cities to submit proposals for PDAs, PCAs, and PPAs this summer. If they do not receive sufficient PDA applications to accommodate the region's housing and jobs allocation, MTC/ABAG staff may recommend expanding the housing growth framework beyond these locally-nominated PDAs, given the urgency of region's affordable housing crisis.
- **Approve list of transportation investments and programs:** The Horizon process's project performance assessment will inform the prioritization of major transportation projects (over \$250 million) for inclusion in PBA 2050. The ultimate financially constrained list of transportation investments is being developed through an incremental process that identifies a range of other transportation priorities in addition to the subject regionally-significant projects request, as shown in the graphic below.

Developing the Transportation Investment Strategy for PBA 2050



The region’s Transformative Projects, shown in Attachment 2, were submitted last year by public agencies and members of the public and are already being analyzed by MTC/ABAG staff. Cities, counties and transit agencies across the region are currently preparing information about their state of good repair needs, including transit operations and maintenance. Our draft proposal for San Francisco’s regionally-significant projects and programmatic categories is described below and detailed in Attachments 4 and 5.

Considering inputs from all of these processes, we will develop a final list of San Francisco financially constrained project and program priorities later in 2019, after receiving a detailed estimate of how much revenue we can expect for transportation projects in the plan period. After working with our agency partners and our MTC/ABAG representatives to align project priorities with the funding available, we will seek input and approval from the CAC and the Transportation Authority Board prior to the anticipated approval actions at the regional agencies.

Establishing San Francisco’s Goals for PBA 2050.

Our approach to PBA 2050 is informed by the 2017 San Francisco Transportation Plan; other 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; and 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.

Attachment 3 outlines our proposed goals to guide staff work on all facets of PBA 2050. These are largely consistent with the goals adopted for PBA 2040 but are revised to reflect a stronger focus on equity. We presented a draft of these goals to the Transportation Authority Board in May, and based on input we received from partner agencies, strengthened the reference to Vision Zero, but otherwise made no changes.

San Francisco's Regionally-Significant Projects and Programmatic Categories.

On April 16, 2019, we released a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050. For this purpose, MTC/ABAG has defined a regionally-significant project as one that costs more than \$250 million and/or changes the capacity of a major transit facility or roadway, such as a rail extension, a new bus rapid transit project, or new high occupancy vehicle lanes on a freeway.

Attachment 4 lists the projects submitted to the Transportation Authority for this call. The majority of these projects are updates to projects from Plan Bay Area 2040. In parallel with this effort, the multi-agency ConnectSF process has been seeking input from the public on transportation needs and priorities via their web-based maps platform and will be engaging in other forms of outreach over the coming months. In general, entirely new project ideas generated by members of the public or public agencies will be vetted through the ConnectSF and the San Francisco Transportation Plan update processes before they are incorporated into PBA. As a result, this list focuses on projects that have already received substantial public vetting and have been prioritized through other planning efforts.

Given MTC/ABAG's definition of what it means to be regionally-significant, most transportation projects in San Francisco do not need to be listed as stand-alone projects, but would be covered by programmatic categories. Our draft list of programmatic categories in Attachment 5 includes groupings such as:

- Bike and pedestrian infrastructure and maintenance
- Road diets that include safety improvements
- Planning and engineering work for future transit or roadway projects
- Routine maintenance and operations of existing systems

Grouping as many projects as possible into programmatic categories allows flexibility to accommodate new priorities that may arise between PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's financially constrained target. Therefore, the attached list of regionally-significant projects only includes projects that are specifically required to be named per MTC/ABAG's guidance. Even if a new priority arises in the future that would qualify as a regionally-significant project under MTC/ABAG's definition, planning and environmental design work could proceed under one of the programmatic categories we are proposing until the next PBA is adopted in 2025.

NEXT STEPS

MTC/ABAG will be conducting a project performance evaluation of regionally-significant projects through the end of 2019 that will inform a detailed alternatives analysis and an investment trade-off discussion in late 2019 or early 2020. The CMAs will be asked to provide a comprehensive list of county priorities (including state of good repair, regionally-significant projects, and other programmatic needs) within a financially constrained target this coming winter. MTC/ABAG has indicated that there will be ongoing opportunities for discussions about investment priorities, leading to the identification of a preferred land use and transportation scenario for PBA 2050 in Spring 2020.

Agenda Item 14

Throughout the PBA 2050 process, we will continue to 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.

CAC POSITION

The CAC will be considering this item at its June 26, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – MTC/ABAG Horizon and PBA 2050 Schedule, as of June 14, 2019

Attachment 2 – MTC/ABAG Transformative Projects List, March 2019

Attachment 3 – Draft PBA 2050 Goals for San Francisco

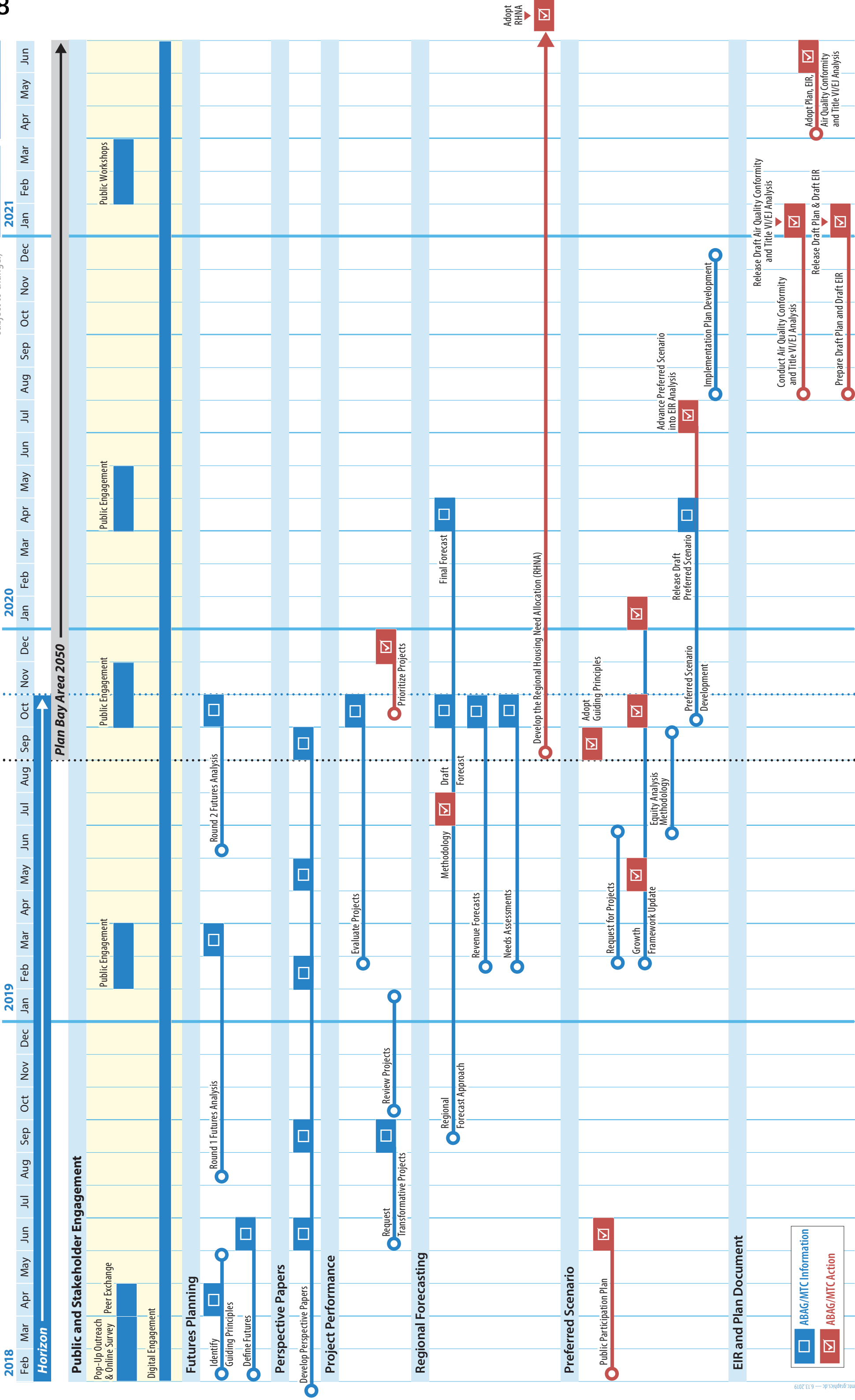
Attachment 4 – Draft Regionally-Significant Projects List for San Francisco

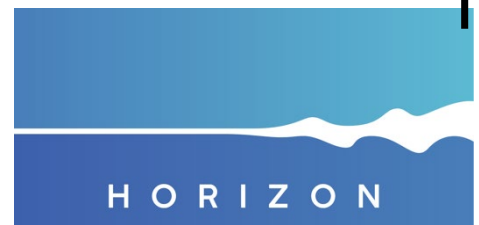
Attachment 5 – Draft Programmatic Categories List for San Francisco

Horizon and Plan Bay Area 2050: Key Milestones

Attachment 1.

(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 ¹
	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 ²	*
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 ¹	
	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 ²	*
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 ²	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project ²	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules ²	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) ²	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 ²	*
	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
Jury Selected <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
Jury Selected	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
Crossings	78	<i>Bay crossing project #1</i>	
	79	<i>Bay crossing project #2</i>	
	80	<i>Bay crossing project #3</i>	
	81	<i>Bay crossing project #4</i>	
	82	<i>Bay crossing project #5</i>	
	83	<i>Bay crossing project #6</i>	
	84	<i>Bay crossing project #7</i>	
F. Resilience Projects			7 Projects
Earthquakes	85	BART Caldecott Tunnel Resilience Project	
	Sea Level Rise	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	<i>Other major project #1</i>	
	93	<i>Other major project #2</i>	
	94	<i>Other major project #3</i>	
	95	<i>Other major project #4</i>	
	96	<i>Other major project #5</i>	
	97	<i>Other major project #6</i>	
	98	<i>Other major project #7 ...</i>	



*** 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 (June 20, 2019)

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"> • 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 • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
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"> • BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
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"> • Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	<ul style="list-style-type: none"> • Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> • 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 • Advocate for more funds to support Priority Development Area planning

Attachment 3.
Draft San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	<ul style="list-style-type: none"> • Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	<ul style="list-style-type: none"> • Access to transportation – Late Night Transportation Study, Prosperity Plan • Affordability – MTC Means-Based Pilot, BART university pass/discount • Communities of Concern – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • Housing/Displacement – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • Vision Zero – SFIP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.
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"> • Sea level rise/adaption • Economic performance and access to jobs

Draft San Francisco's Regionally-Significant Projects for PBA 2050



#	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
1	Eastern Neighborhood Trips	SFMTA	Implement streetscape improvements on Folsom Street between 2nd and 11th Streets and on Howard Street between 4th and 11th Streets. On Folsom Street, a bi-directional cycle track, new transit only lane, pedestrian bulbs, and bus bulbs at intersections, and new signals would be constructed. On Howard Street, a bi-directional cycle track and pedestrian bulbs at intersections.	\$ 122.0	2021	2023
2	Expand SFMTA Transit Fleet - LRV	SFMTA	This project entails future expansion of the SFMTA light rail vehicle fleet. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles. Project includes 45 new light rail vehicles.	\$ 204.3	2026	2029
3	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet (135 buses). The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan, as well as operational changes needed for a 100% electric fleet.	\$ 259.5	2020	2029
4	Expand SFMTA Transit Fleet - Facilities	SFMTA	This project entails future expansion of the SFMTA transit facilities to house and maintain transit expansion vehicles. The purpose is to meet projected future transit demand, as indicated in the SFMTA Transit Fleet Plan. It will facilitate the future provision of additional service through the procurement of transit vehicles as well as the development of needed modern transit facilities. The expansion vehicle facilities will be at Muni Metro East and Potrero facilities.	\$ 293.0	2022	2024
5	Geneva-Harney Bus Rapid Transit	SFMTA	Initial Phase (east of Bayshore/Arleta): Provides exclusive bus lanes, transit signal priority, and high-quality stations along Tunnel Avenue, Beatty Avenue, Alana Way, Harney Way, and Crisp Avenue, and terminating at the Hunters Point Shipyard Center. Future Phase (west of Bayshore/Arleta): Continuation of exclusive bus lanes, transit signal priority, and high-quality stations west to Santos St., connecting with Muni Forward transit priority improvements. This near-term alternative does not rely on the full extension of Geneva Avenue across US 101 to Harney Way. The project includes pedestrian and bicycle improvements in support of Vision Zero.	\$ 68.1	2022	2024
6	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	The project would extend historic streetcar service by extending either the E-line or the F-line service from Fisherman's Wharf to Fort Mason, using the historic railway tunnel between Van Ness Ave. and the Fort Mason Center. The project will seek non-transit specific funds and will seek to improve the historic streetcar operation as an attractive service for tourists and visitors.	\$ 68.9	2026	2030
7	Parkmerced Transportation Improvements	SFMTA	Implements transportation improvements for the Parkmerced development including enhanced transit service, pedestrian and bicycle facilities, intersection improvements, parking management, carshare and bikehare stations, and TDM measures such as transit subsidies. The private developer is primarily responsible for design, build, and funding of transportation improvements. Construction phasing is expected to take 20-25 years to complete, with anticipated start of construction in 2019. Project area is generally bounded by 19th Ave & Junipero Serra to the east, Lake Merced Blvd to the west, Holloway Ave to the north, Brotherhood Way to the south.	\$ 99.0	2019	2022
8	Van Ness Avenue Bus Rapid Transit	SFMTA	Implement Van Ness Avenue Bus Rapid Transit (Van Ness BRT) to improve approximately two miles of a major north-south urban arterial in San Francisco. Project would include a dedicated lane for BRT buses in each direction between Mission and Lombard Streets. There will be nine BRT stations, with platforms on both sides for right-side passenger boarding and drop-off.	\$ 225.2	2016	2021
9	Establish new ferry terminal at Mission Bay 16th Street	Port of SF	Establish New Ferry terminal to serve Mission Bay and Central Waterfront neighborhoods. Project located on the San Francisco Bay adjacent to the intersection of Terry Francois Blvd. and 16th Street.	\$ 45.7	2019	2021
10	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA	A redesign of Alemany Boulevard from approximately the St. Mary's Park Footbridge in the west to the 101/280 interchange in the east, and the relocation of the 101 off-ramp.	\$ 250.0	2025	2027
11	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA	This project would study and implement closure of the northbound I-280 on-ramp from Geneva Avenue to improve safety. Closure of the ramp would initially be a pilot project, if possible, depending on the results of traffic studies. The linked on-ramp from Ocean Avenue would remain open.	\$ 6.0	2021	2022
12	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA	This project will realign the existing uncontrolled southbound I-280 off-ramp to Ocean Avenue into a T-intersection and construct a new traffic signal on Ocean Avenue to control the off-ramp.	\$ 20.5	2021	2022
13	Regional/Local Express Bus to Support Express Lanes in SF	SFCTA	Includes additional service on the 14X, 8BX, new express service from San Mateo to Hunter Point, and three San Mateo Express Bus routes.	\$ 946.2	2025	2026

*Project costs are displayed in millions of year-of-expenditure dollars.

#	PBA 2050 Regionally-Significant Project Names	Project Sponsor	Project Description	Total Cost (\$millions)*	First Year Construction	First Year Operations / Open for Use
14	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ 145.9	n/a	2025
15	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA	Includes two major components: 1) On the east side of the island, the I-80/YBI Ramps project will construct new westbound on- and off- ramps to the new Eastern Span of the Bay Bridge, including approach roadways; 2) On the west side of the island, the YBI West-Side Bridges Retrofit project will seismically retrofit the existing bridge structures.	\$ 286.5	2013	2023
16	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII	Create a 5 mile multi-modal corridor of streets, transit facilities, pedestrian paths, and dedicated bicycle lanes to link the Candlestick/Hunters Point Shipyard project area to BART, T-Third light rail, Caltrain, local bus lines and future ferry service. This project also includes express bus and enhances transit service between the Southeast Waterfront and downtown San Francisco.	\$ 268.5	2021	2034
17	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII	Build new local streets within the Hunters Point Shipyard and Candlestick Point area.	\$ 501.0	2021	2034

*Project costs are displayed in millions of year-of-expenditure dollars.

Draft San Francisco Programmatic Categories for PBA 2050



**San Francisco
County Transportation
Authority**

Programmatic Categories	Example projects
1 Bicycle and Pedestrian Program	new and extended bike and pedestrian facilities, such as Taylor Street and Valencia Street Long-Term Improvements
2 Intersection Improvements	intersection signalization
3 Local Road Preservation and Rehabilitation	pavement resurfacing and/or rehabilitation, emergency repair, bike/pedestrian facilities rehabilitation
4 Management Systems	signal coordination, transit management systems, communications systems
5 Minor Freight Improvements	improvements to freight terminals
6 Minor Highway Improvements	minor extensions (less than 1/4 mile) and interchange modifications without additional capacity (such as Vision Zero Ramps)
7 Minor Roadway Expansions	minor local road extensions or new lanes less than 1/4 mile
8 Minor Transit Improvements	bus shelters, landscaping, alternative fuel transit vehicles and facilities
9 Multimodal Streetscape Improvements	landscaping, lighting, parking realignment, ADA compliance
10 Planning and Research	Southeast San Francisco Caltrain Station Relocation Planning and Environmental Analysis, PDA planning, community-based planning, emerging mobility research and studies
11 Routine Operations & Maintenance	transit operations, local streets and roads operations
12 Safety and Security	Safe Routes to School projects and programs, lighting improvements, transit safety projects
13 Transit Core Capacity Implementation Planning	Second Transbay Tube Planning, other planning efforts related to MTC's Transit Core Capacity Study
14 Transit Corridors Long-Range Planning	planning and environmental studies for West Side Rail Study, Central Subway Extension, Pennsylvania Alignment, 19th\M-line Subway
15 Transit Preservation and Rehabilitation	vehicle maintenance, facility maintenance
16 Travel Demand Management and Climate Program	BART Perks, alternative fuel vehicles and facilities



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Memorandum

Date: June 19, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 06/25/19 Board Meeting: Update on the Study of Governance, Oversight, Finance and Project Delivery of the Downtown Extension

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>At the request of the Board, Transportation Authority staff convened a multi-disciplinary expert peer review panel to assess the current and alternative governance, management, oversight, finance and project delivery of the Downtown (DTX) project. This direction stemmed from the Board’s recognition of the significance of the project and the desire to ensure its success. The purpose of this memo is to update the Board on the expert panel’s preliminary findings and recommendations resulting from that study. Members of the Expert Panel will present initial findings at this meeting.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

On October 23, 2018, the Transportation Authority Board unanimously voted to suspend the funding agreement with the Transbay Joint Powers Authority (TJPA) for the DTX. Recognizing the local and regional significance of the project, the technical and institutional complexity, the high price tag, and limited funding identified to date, the Transportation Authority Board commissioned this review of current and best practices for governance, oversight, management, funding and project delivery of the DTX. To that effect, staff convened a multidisciplinary panel of the following experts with local, national, and international experience:

- Geoff Yarema, Nossaman
- John Porcari, WSP
- Francisco Fernandez, SENER
- Ignacio Barandiaran, ARUP
- Lou Thompson, Thompson Consulting
- Alvaro Relano, SENER
- Howard Permut, Permut consulting
- José Luis Moscovich, IDS
- John Fisher, WSP
- Karen Frick, UC Berkeley

In leading this effort, staff was assisted by Lillian Hames of WSP and Shannon Peloquin of McKinsey & Company.

Approach.

The effort consisted of research, expert interviews, and a series of workshops, with participation by key stakeholders: Caltrain, California High-Speed Rail Authority (CHSRA), TJPA, Metropolitan Transportation Commission (MTC), Alameda/Contra Costa County Transit District (AC Transit), the SF Mayor's Office, SF Planning, San Francisco Municipal Transportation Agency (SFMTA), SPUR and San Francisco County Transportation Authority (SFCTA).

The following activities informed the panel's deliberations:

- 1) Review of project data, including environmental documentation, cost and funding plans and studies, project delivery studies, conceptual design, construction methodology, property acquisition needs, previous studies, and operations analyses, among others.
- 2) Stakeholder interviews, conducted by WSP/McKinsey to understand their perception of and interests in the project, level of support, and expectations for the future.
- 3) Multiple workshops with stakeholders and TJPA staff.
- 4) Case studies of relevant megaprojects including lessons learned from London Crossrail Program, Gateway Project in New York/New Jersey, San Francisco Oakland Bay Bridge Program, California High Speed Rail Program, and Atocha-Chamartin High Speed Rail tunnel and station in Madrid.
- 5) Extensive Expert Panel discussions, analysis, and key findings, leading up to recommendations.

The panel held a workshop with stakeholders on June 5 to review preliminary findings and recommendations. Stakeholder provided feedback and input on the initial recommendations and proposed strategic 24-month "transition period" work program to prepare the project for implementation.

Initial Recommendations

- 1) Rail Program Re-Positioning:
 - a. **Re-position the Rail Program** such that it is developed and delivered by a highly collaborative inter-agency team and viewed as a "project of REGIONAL, STATEWIDE and NATIONAL significance"
 - b. **Re-define program value proposition** as providing a critical connectivity link for current and future developing megaregional rail services – Caltrain, Muni, BART, CAHSR – and serve as planning platform for future connections like a new Transbay Rail crossing, Diridon intermodal and possible new transbay Dumbarton rail service
 - c. **Re-name the program and series of complimentary projects** to reflect this regional priority and regional role – e.g. Phase 1 of an eventual Transbay Rail Crossing.
 - d. **Secure long-term, durable support** of key local, regional, state, and federal elected officials and stakeholders

- e. **Engage the public directly** to build program support and advance social equity, environmental, economic development and other regional goals
 - f. **Identify and empower** internal and external program champions to drive progress
- 2) Rail Program Funding:
- a. **Re-evaluate and strengthen the project's current funding plan** to separate high confidence level from low confidence level revenue sources, identify new and emerging potential sources, establish an affordability limit for initial operating phase, and seek new grant opportunities to support project development
 - b. **Establish a credible long-term financial plan, with stakeholder input**, to secure the amount and timing of capital and operating funding needed to deliver each element of the program, accommodating capacity and operational needs over time
- 3) Rail Program Project Delivery:
- a. **Conduct a structured market sounding program** to gain direct input on specific technical, financial, operational interface and risk drivers from the private sector
 - b. **Perform a robust delivery options analysis** considering the full range of approaches including: Design-Bid-Build (DBB), Design-Build (DB), Design-Build-Maintain (DBM) and Design-Build-Maintain-Finance (DBFM), to determine which optimizes “value for money”
 - c. **Scope preliminary engineering** to align with selected project delivery method and revised available funding to mitigate cost/schedule risk and support an initial operating phase
 - d. **Help forge and incorporate comprehensive agreements with Caltrain and CHSRA**, on issues such as operations specifications, capacity requirements, and amount and timing of capital and operations and maintenance funding
- 4) Rail Program Governance and Oversight:
- a. **Reviewed governance and oversight** best practices, models and lessons learned from similar mega-project experience and program case studies
 - b. **Identified key criteria for organizational success**, related to board and executive team roles and responsibility; reporting and transparency; staffing levels/mix and capacity; as organizational culture; funding/financing, delivery expertise, risk management and rail operations
 - c. **Still evaluating, with stakeholder input**, various structural models against these criteria and intend to provide findings and recommendations at the July 23rd Board meeting

Two-Year Work Plan.

The expert panel believes that certain activities need to take place over the next two years to better position the project for success, regardless of the governance and oversight structures chosen. This plan will re-envision the program, identify the governing entity and organization with a clear mandate and capability to implement it, and select a project delivery method. This Work Plan is included as Attachment 1.

Next Steps.

1. Continue stakeholder and CAC engagement
2. Transportation Authority Board Update on July 23
3. Final Report complete by July 23
4. Presentation to TJPA and TJPA CAC at upcoming meetings

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

The CAC will be briefed on this item at its June 26th meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 – DTX Two-Year Work Plan

