



AGENDA

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice

Date: Tuesday, July 9, 2019; 10:00 a.m.

Location: Legislative Chamber, Room 250, City Hall

Commissioners: Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee

Clerk: Alberto Quintanilla

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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), Rehabilitation of 5 Vintage Streetcars (\$1,075,597), 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) 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$2,397,129), 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)

Board Meeting Agenda

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| 8. | Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report – ACTION* | 77 |
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| 11. | Approve San Francisco’s Goals for Plan Bay Area 2050 and San Francisco’s Regionally-Significant Project List – ACTION* | 117 |
| 12. | 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* | 137 |

Other Items

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

***Additional Materials**

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

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

Board Meeting Agenda

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DRAFT MINUTES

CITIZENS ADVISORY COMMITTEE

Wednesday, June 26, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

CAC members present: Becky Hogue Robert Gower, David Klein, John Larson, Jerry Levine and Sophia Tupuola (6)

CAC Members Absent: Peter Tannen (entered during Item 2), Rachel Zack (entered during Item 2), Myla Ablog, Kian Alavi and Ranyee Chiang (5)

Transportation Authority staff members present were Amber Crabbe, Andrew Heidel, Anna LaForte, Maria Lombardo, Mike Tan, Aprile Smith, Alberto Quintanilla and Luis Zurinaga (consultant).

2. Chair's Report – INFORMATION

Chair Larson reported that given the length of the agenda, presenters were limited to no more than 5 minutes each to allow ample discussions for CAC members and time for public comment. He also said that due to the length of the regular agenda, the Siemens light rail vehicle (LRV) update had been placed on consent and noted that packet provided a copy of the presentation that was presented to the Transportation Authority Commissioners at their meeting yesterday. Chair Larson noted that Alberto Quintanilla, Clerk of the Board, had emailed the CAC a link of the presentation that was given to the Board.

Chair Larson reported that Transportation Authority staff had tentatively agendized updates on SFMTA's scooter and bike share programs for the July CAC. The joint presentation would also include an update on the San Francisco Municipal Transportation Agency's (SFMTA) Permit Harmony if confirmed.

In regard to Item 7, Edward Mason asked about the locked brakes situation and said a previous report stated that 25 of 50 LRVs were down due to flat wheels. He asked how many operators were counseled or disciplined for coming in with flat wheels on their cars. He added that the issue should be rectified as it seems it wasn't the operators fault, but a result of a mechanical issue and/or training given the explanation provided by SFMTA staff.

Chair Larson asked if the public comment could be passed along to the appropriate SFMTA staff.

Consent Agenda

3. Approve the Minutes of the May 22, 2019 Meeting – ACTION
4. Adopt a Motion of Support for the South of Market (SoMa) Ramp Intersection Safety Study Phase 2 Final Report – ACTION
5. Adopt a Motion of Support to Amend the District 3 Neighborhood Transportation Improvement Program (NTIP) Planning Project Scope and Schedule – ACTION

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**
7. **Update on the San Francisco Municipal Transportation Agency’s Siemens Light-Rail Vehicle Procurement – INFORMATION**
8. **State and Federal Legislation Update – INFORMATION**
9. **Progress Report for Van Ness Avenue Bus Rapid Transit Project – INFORMATION**

In regard to Item 7, Peter Tannen asked if there had been any documented issues with Siemens Light Rail Vehicles (LRV4s) since returning to full service on June 24, 2019. He also asked if recent delays with slow moving traffic in the subway was attributed to the issues with the LRV4s. He asked if his assessment that only 21 of 31 LRV4s were currently in service, based on the LRV4 chart provided in the CAC packet. Mr. Tannen lastly asked who was paying for all of the time that was being used to fix the problems. Chief Deputy Maria Lombardo said staff would ensure that responses to these questions would be included in the next LRV4 update presentation to be given to the CAC in July.

Mr. Tannen asked with respect to Van Ness, why the concrete base wasn’t there.

Estefani Morales, Public Information Officer with the SFMTA, said she would need to bring an answer back to the CAC.

Chair Larson, said he believed the reason why was because Van Ness Avenue was a state highway and did not need to follow city guidelines.

Mike Tan, Administrative Engineer with the Transportation Authority, confirmed that this was correct.

Jerry Levine asked if Helmand Palace restaurant along the Van Ness corridor was permanently closed.

Ms. Morales said her understanding was that the restaurant was temporarily closed for remodeling but was scheduled to be reopened.

There was no public comment on the Consent Agenda.

Jerry Levine moved to approve the Consent Agenda, seconded by Becky Hogue.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack
(8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

End of Consent Agenda

Chair Larson called Items 10 and 11 together.

10. **Major Capital Project Update - Better Market Street – INFORMATION**
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 y – ACTION**

Aprile Smith, Senior Transportation Planner and Cristina Olea, Project Manager at San Francisco Public Works, presented the items per the staff memoranda.

David Klein asked about the precedent of requesting a fund exchange of this amount and if it would affect receiving grants in the future.

Anna LaForte, Deputy Director of Policy and Programming, said the Transportation Authority was recommending a fund exchange to avoid impacts to future funds. She said that because the region takes the timely-use-of-funds requirements seriously, the Transportation Authority was constantly monitoring federal-aid projects in its capacity as a Congestion Management Agency and would propose a fund exchange if projects were not meeting deadlines. She said fund exchanges were not done all the time but were not uncommon. She noted that Better Market Street had already experienced a fund exchange, approved in the fall, to exchange the project's One Bay Area Grant (OBAG) funds with Prop K funds to fill a Central Subway cash flow issue.

David Klein asked if the previous fund exchange amounts were similar.

Ms. LaForte said that for the Better Market Street/Central Subway fund exchange, the amount exchanged was for the full \$15.980 million in OBAG funds that were originally programmed to Better Market Street. She noted that two Better Market fund exchanges were dollar-for-dollar exchanges meant to address color of money issues

Peter Tannen said that in previous updates, the project team had noted that the city would be coordinating with BART on installation of elevator canopies and replacement of the BART ventilation grates. He said that many cyclists got their wheels caught in between the grates and the pavement, but that he had understood that doing any work on the grates was very expensive. He asked if anything had yet come up in the project regarding plans to modify the ventilation grates.

Ms. Olea said that the project team was working very closely with BART on the grate replacement as part of the project. She noted that the proposed project substantially removed cyclists from the roadway by providing the new sidewalk level cycletrack, which would significantly reduce potential conflicts with the grates, though it would still be an issue for cyclists making turns. Ms. Olea said that the team was focused on the 5th and Market streets intersection because this grate was in significant need of replacement. She noted that because the SFMTA was installing heavier rail as part of Better Market Street, so the project needed to lower the profile of the gates to keep the roadway surface level.

Robert Gower said that in the previous presentation late last fall or early winter, one of the issues that came up was coordination with Muni on the Muni F-Market streetcar turnaround at McAllister Street. He asked what the status of that was and if it was still considered part of the project.

Ms. Olea said that yes, the F-Line turnaround was still part of the project and was included in the Better Market Street Environmental Impact Report (EIR). The turnaround was partially funded by the BUILD grant received in 2018.

Chair Larson was concerned that the project would rip up streets and raised questions about impacts to utilities, which were delaying the Van Ness Bus Rapid Transit project. He stated that he was looking for assurances that this project would not face similar delays. He asked if there were other techniques that could be used - like ground penetrating radar - to help understand the location of utilities and minimize the risk during construction.

Ms. Olea said that in the area next to the BART stations, utilities were moved out of the way in the 1970s during the station construction. She noted that in between stations, however, there were still a lot of abandoned utilities. She said that the project team had been using slot trenching and

ground penetrating radar to help understand what was there. She noted that this technology allowed the team to know that something was there but that it did not tell them what it was, or whether it was active or abandoned, which was why this work continued to be followed up with trenching.

There was no public comment.

David Klein moved to approve the item, seconded by Becky Hogue.

The item was not approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

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

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

David Klein asked for clarification of how the BART construction management costs decreased compared to when their requests were previously considered by the CAC.

Ms. LaForte said construction management costs were expressed as a percentage of the construction contract costs. She said that the cost of the construction bid had increased but the cost of construction management had not, so the ratio of construction management to construction contract costs had decreased.

Mr. Klein said that he was excited to see the improvements planned as part of the Central Richmond Traffic Safety project because there had been serious crashes in the area. He asked where he could find a breakdown of the twelve corridors to be addressed by the Vision Zero Quick Build project.

Ms. LaForte said that the locations were listed in the enclosure for the item and she added that they would be on the Vision Zero High Injury Network.

Peter Tannen noted that the materials for the E/F Streetcar Extension project said that remaining project costs would be covered by the National Parks Service using their funds. He asked if they had agreed to fund the project.

Ms. LaForte said that that language was included in the Prop K Expenditure Plan when it was reauthorized in 2003.

Mr. Tannen asked if that language represented a commitment of funds.

Maria Lombardo, Chief Deputy Director, said that the language came from the Expenditure Plan Advisory Committee that felt that no additional transportation funds controlled by the Transportation Authority should be used for the project beyond the amount established in the Expenditure Plan.

Mr. Tannen said he was happy to see that so many of the projects under consideration were centered around pedestrian and bicyclist safety, particularly the Hairball interchange. He said that the improvements to Segments E and F of the path through the interchange that would be addressed by the project were long overdue.

During public comment, Edward Mason said that last December curb ramps were installed on

Nellie Street at 23rd Street and that subsequently the new concrete cracked and was repaired by a contractor. He said that within the last three weeks, the concrete had been sawed into and he did not know for what purpose. He said that he had also observed workers sawing into recently constructed concrete curb ramps on the south east corner of 23rd and Valencia streets. He said he was expressing frustration that these concrete ramps were being sawed into after recently being constructed.

Peter Tannen moved to approve the item, seconded by Rachel Zack.

The item was not approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

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

Andrew Heidel, Senior Transportation Planner, presented the item per the staff memorandum.

Jerry Levine asked how visitors of residents would be able to pass.

Mr. Heidel said residents will either generate a guest pass for guests or residents will have a booklet of passes to distribute to guests.

Jerry Levine asked if fees collected were earmarked for a particular purpose.

Mr. Heidel said that during the first year of operations \$500,000 were anticipated for start-up costs, marketing, signage, and system design while an additional \$1 million was for operating costs primarily for Parking Control Officers and reservations staff. He added that one of the factors for evaluating the program was financial sustainability and the start-up funding would help cover initial costs until it was determined whether incoming revenues were able to cover those costs. He said that the state legislation mandated that fees collected were only for the cost of operating the program and if more was generated the price would need to be adjusted.

Rachel Zack asked if there was a traffic plan for visitors that made an incorrect turn into the queue for Crooked Street and did not know that reservations were required.

Mr. Heidel said turns onto the Crooked Street were currently restricted from Hyde Street to all except residents to keep the street clear for cable cars. He added that visitors must approach the Crooked Street from the Larkin and Lombard streets intersection. He said that the proposed reservation system included signage around the neighborhood and attendants with information that reservations were required. He said visitors without reservations approaching the Crooked Street would be directed to a right turn only lane onto Hyde Street. He added that the travel industry recommended having reservations available on the day of for tourists who may not have known about it before.

Rachel Zack said it was nice to have day of purchases available.

Chair Larson asked if the reservation system set a precedent for another area or neighborhood that saw a lot of tourists to request payment and reservations to travel on those streets.

Mr. Heidel said that the proposed reservations system was more comparable to Muir Woods and what made the Crooked Street unique was that the attraction was the street itself. He added that this unique characteristic made the solution not applicable to other places.

Rachel Zack asked if staff was coordinating with staff on the Downtown Congestion Pricing

Study when evaluating between a staffed versus automated reservation system.

Mr. Heidel said yes, that staff was coordinating between the two studies. He said it was expected that the Lombard pricing and reservation system would be in place first, but that in the long-term, the program would need to be reevaluated in the context of any future downtown congestion pricing program.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Becky Hogue.

The item was approved by the following vote:

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Alavi, Ablog and Chiang (3)

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

Amber Crabbe, Public Policy Manager, presented the item per the staff memorandum.

Sophia Tupuola said she manages youth and one of her employees was assaulted at a bus stop on their way to work. She requested efforts regarding safety be included in the Plan Bay Area goals, particularly in communities of concern.

Rachel Zack asked how equity was conceptualized at the regional level and how San Francisco approached it, specifically for issues such as equitable access on off-peaks times.

Ms. Crabbe said that the Plan Bay Area process included an equity analysis of the packages of projects being considered, and it looked at issues such as off-peak access and other factors. She said the region also used the framework of communities of concern and looked at how projects benefited those areas. She added that the Transportation Authority would look at San Francisco's equity needs that possibly differed from the rest of the region and had included equity as one of its Plan Bay Area goals.

Mr. Levine asked if someone looked back at the first Plan Bay Area, if its projections were congruent with current reality.

Ms. Crabbe replied that while she did not know how the projections compared, over the twenty years she had been working on regional transportation planning in the Bay Area, the plans' vision had evolved from one focused on things like expanding the highway network and building housing in greenfield sites to one that is more focused on transit and transit oriented development.

During public comment, Edward Mason said growth was not funding growth. He added that the plan needed to identify how to eliminate private commuter buses and that private industry needs to help fund regional projects. He said Senate Bill 50 was gutted and watered down as it was merged with Senate Bill 330. He said the plan was asking residents to be at the developers' will.

Rachel Zack moved to approve the item, seconded by Sophia Tupuola.

Ayes: CAC Members Hogue, Gower, Klein, Larson, Levine Tannen, Tupuola and Zack (8)

Absent: CAC Members Ablog, Alavi and Chiang (3)

15. Update on the Study of Governance, Oversight, Finance and Project Delivery of the Downtown Extension– INFORMATION

Luis Zurinaga, Project Management Oversight consultant and Ignacio Barandiaran, Principal and

Board Director at ARUP and member of the subject study's expert panel, presented the item.

Chair Larson asked if the panel's recommendations would look back at Phase 1 issues like revisiting the alignment of the downtown extension.

Mr. Barandiaran said one of the key assumptions that the panel of experts agreed with the stakeholders and was critically important since there was an approved environmental document, was that there was no need to backtrack on all the planning that had taken part to date, including issues such as alignment. He said the two-year work plan looked to continue the development of the project and noted that the biggest task would be the development of the project itself. Mr. Barandiaran said planning, engineering, costing, scheduling, risk analysis, and development of funding sources was of the utmost importance to deliver the project. He made it clear that the work plan was not a two-year delay, but rather intended to recover the original public schedule, if the recommendations of the expert panel were adopted.

There was no public comment.

16. Introduction of New Business – INFORMATION

David Klein requested a breakdown of the spot improvements to be improved through the Vision Zero Quick Build project that was part of the Prop K allocation item earlier on the agenda. He said that he was concerned that a disproportionate amount of funds was planned to be spent in certain districts and he wanted to understand the reasons why.

17. Public Comment

During public comment Edward Mason

Edward Mason provided an update on idling commuter shuttle buses, buses with no license plates or no permits and additional violations. He thanked Peter Tannen for coordinating a meeting with Commissioner Mandelman to discuss commuter bus driving violations.

Jackie Sachs spoke about the transportation task force developed by Mayor Breed and asked for an update on the other 9 to 5.

18. Adjournment

The meeting was adjourned at 8:04 p.m.



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DRAFT MINUTES

SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

Tuesday, June 25, 2019

1. Roll Call

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

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

Absent at Roll Call: Commissioners Fewer (entered during Item 2), Yee (entered during Item 2), Brown (entered during Item 10), and Safai (entered during Item 10) (4)

Commissioner Stefani moved to excuse Commissioner Brown, seconded by Commissioner Mandelman. Commissioner Brown was excused without objection

2. Chair's Report – INFORMATION

Chair Peskin congratulated BART for its receipt of a \$300 million Core Capacity grant award from the Federal Transit Administration, to boost capacity on BART's transbay service by over 30% and increasing train service for the 28,000 people that travel by BART across the bay during the peak hours. He also thanked the Bay Area Congressional delegation which advocated strongly for this grant, particularly Speaker Pelosi and Senator Feinstein, and congratulated BART Chair Bevan Dufty and General Manager Grace Crunican who worked hard to achieve the project milestone.

Chair Peskin also congratulated and recognized Ms. Crunican on her upcoming retirement from BART, after 7 years of service, and recognized her work emphasizing BART system rehabilitation and modernization, and advancing planning for a second transbay tunnel.

Chair Peskin expressed his anticipation in participating with Supervisor Mandelman and Mayor Breed in the Muni Transit Performance Working Group, in conjunction with multiple transit experts, to develop a roadmap for better and more reliable Muni service, as well as an actionable set of recommendations for the SFMTA Board and next Director to implement. He thanked Executive Director Tilly Chang and staff for lending support to the matter.

Chair Peskin closed by congratulating Director Chang on her recent award as Woman of the Year by the Bay Area Chapter of the Women's Transportation Seminar, whose mission is to recognize excellence and promote the leadership of women and minorities. Ms. Chang and two colleagues from the SFMTA, Annette Williams (Accessible Services) and Danielle Harris (Innovation/New Mobility), were recognized by their peers in the industry association. He thanked Vice Chair Mandelman for attending the event on his behalf, as he was unable to attend due to state Coastal Commission duties.

There was no public comment.

3. **Executive Director's Report – INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the June 11, 2019 Meeting – ACTION**
5. **[Final Approval] Adopt the Proposed Fiscal Year 2019/20 Budget and Work Program – ACTION**
6. **[Final Approval] \$1,881,211 in Prop K Sales Tax Funds, with Conditions, for Four Requests and Appropriate \$100,000 in Prop K Funds for One Request – ACTION**
7. **[Final Approval] Program \$4,140,270 in Prop AA Vehicle Registration Fee Funds to Five Projects and Amend the 2017 Prop AA Strategic Plan – ACTION**
8. **[Final Approval] Approve the Fiscal Year 2019/20 Transportation Fund for Clean Air Program of Projects – ACTION**
9. **[Final Approval] Award an Eighteen Months Professional Services Contract to Nelson\Nygaard Consulting Associates in an Amount Not to Exceed \$700,000 for Technical and Communications Services for the Downtown Congestion Pricing Study – ACTION**

There was no public comment.

Commissioner Yee moved to approve the Consent Agenda, seconded by Commissioner Ronen.

The Consent Agenda was approved without objection by the following vote:

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

Absent: Commissioners Brown and Safai (2)

End of Consent Agenda

10. **Update on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement – INFORMATION**

Julie Kirschbaum, Director of Transit at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Chair Peskin asked if the costs of the safety modifications related to the doors and couplers that Ms. Kirschbaum had described were covered under warranty.

Ms. Kirschbaum answered in the affirmative and said the modifications would restart the five-year warranty.

Chair Peskin asked if the warranty extension covered only the systems being corrected or the entire vehicle.

Ms. Kirschbaum believed it was specific to the systems being replaced but would need to follow up with the Board to confirm.

Commissioner Yee asked if all couplers on the Siemens LRV4 trains were being replaced or if it was only the damaged couplers. Ms. Kirschbaum answered that Siemens addressed the design

flaw by removing the end stops and replacing the shear bolts on all of the vehicles. She said all couplers have been inspected and Siemens would completely replace the couplers on vehicles where the couplers had sustained other damage as a result of the design flaw. She said this kind of coupler damage would not recur since the design flaw had been addressed.

Commissioner Yee asked if the improvements had been tested. Ms. Kirschbaum answered that they had been thoroughly tested by Siemens, SFMTA engineering staff, and an independent engineer. She said California Public Utilities Commission (CPUC) staff also reviewed the work, and she said that the SFMTA's LRV4 safety committee reviewed all design modifications.

Commissioner Yee asked if the modifications would nullify the warranty. Ms. Kirschbaum answered that the warranty would reset to the full five years on completion of the modifications.

Commissioner Mandelman commented that brake and coupler problems were problematic for public perception, but said he didn't know what performance expectations were reasonable during rollout of a new transit fleet. He asked if the problems with the new LRVs were matters of greater than expected concern.

Ms. Kirschbaum said issues were bound to be encountered when rolling-out a specialized fleet and added that the LRV4 was currently exceeding what she would comfortably state as a reasonable expectation.

Ms. Kirschbaum said that testing of modifications to the emergency braking system was progressing well. She said the way the LRV operators had been trained to use the emergency braking system flattened the wheels of the LRV4s, a problem that was not covered by the warranty. She reminded the Board that the training regime had been designed to ensure safe operation of a fleet with two kinds of LRVs with differing emergency braking systems. She reported that seven of the LRV4s were out of service awaiting delivery of new wheel sets because the original wheels could no longer be trued. Ms. Kirschbaum said the emergency braking system modification would eliminate that problem within five or six months, and said she would continue to keep the Board apprised of the issue as part of her monthly reports.

Commissioner Brown commented that she often rode the N-Judah line, which experienced a great deal of crowding. She asked if the new trains had automated announcements encouraging passengers to clear the doorways before the doors closed. She said such announcements would be especially important if the doors lacked the sensitivity to reopen if they were obstructed.

Ms. Kirschbaum clarified that the modifications being implemented on the doors of the new trains would provide the same level of sensitivity as that provided by the doors on the Breda LRVs. She said the public address system in the subway stations played announcements asking passengers to keep the doorways clear, and she said she would ask SFMTA staff to follow-up with the Board on whether similar announcements played inside the vehicles.

Commissioner Ronen thanked Ms. Kirschbaum for providing the Board with detailed updates on the LRV4 rollout and said it was clear Ms. Kirschbaum was taking the Board's concerns seriously.

Chair Peskin also expressed appreciation for Ms. Kirschbaum's candor and transparency, for reporting both good and not-so-good news, and for covering a wide range of issues. He said the reliability issue as detailed in the slide deck was still troubling, and said he was looking forward to more answers on seating arrangements and warranty specifics. He asked about the cost of the emergency braking system modifications and how they would be funded.

Ms. Kirschbaum said she would provide that cost figure at her next Board update.

Chair Peskin asked if SFMTA had been able to maintain good relations with Siemens. Ms. Kirschbaum answered that Siemens continued to provide excellent customer support. She said she met with the President of Siemens' rolling stock unit on a biweekly basis, that the head of Siemens' quality control division met with SFMTA on a weekly basis, and that Siemens offered as much on-site staff as needed. She said the high level of support from Siemens was an important part of the rapid completion of the door retrofit.

Ms. Kirschbaum pointed out that Siemens was responsible for the work of their sub-vendors as well as their own and clarified that so far nothing had failed that Siemens itself had built. She said discussions between SFMTA, and Siemens had focused on sub-vendor accountability and support. She said SFMTA had benefitted from reaching out to peer agencies such as Calgary Transit to help identify manufacturing issues.

Chair Peskin asked for confirmation that ultimately it was Siemens responsibility as the prime contractor to hold subcontractors accountable.

Ms. Kirschbaum replied in the affirmative.

Chair Peskin asked if SFMTA had resolved questions about the use of mirrors versus video cameras, and the size of the screens that the operators use to monitor the video. Ms. Kirschbaum answered that those issues were examples of modification decisions based on user feedback. She said SFMTA had replaced all the video monitors on the LRV4s with touchscreens that could provide split screen views from multiple cameras and zoom functionality. She said SFMTA was testing larger monitors, also based on operator feedback.

Ms. Kirschbaum added that SFMTA had replaced, under warranty, gaskets on all the exterior cameras because the gaskets had failed after repeated exposure to SFMTA's vehicle washers. She said SFMTA was troubleshooting problems that caused the camera images to freeze or pixelate, which result in removal of a vehicle from service until the problem could be corrected.

Commissioner Walton asked if all the modifications to the LRV4s that have been delivered would be duplicated by the manufacturer for the vehicles to be delivered in the future.

Ms. Kirschbaum answered that all enhancements to the Phase 1 vehicles would be rolled into the manufacture of the Phase 2 vehicles. She said that Phase 2 would incorporate additional redesigns based on customer feedback, such as seating arrangements.

Commissioner Walton asked if the excellent customer support from Siemens came at an additional cost.

Ms. Kirschbaum replied that there was no additional cost for that support.

Commissioner Mar asked if the incident in April 2019 where a customer was injured when her hand was caught in a door would have been prevented by the safety modifications SFMTA had implemented.

Ms. Kirschbaum answered that the incident could have been prevented by a combination of factors including the enhanced door.

Commissioner Mar asked if SFMTA was addressing contributing factors other than the door enhancements.

Ms. Kirschbaum said she could not provide a direct answer because of active litigation but said

SFMTA had addressed all aspects of concern related to the incident, including an effort to improve customer awareness about holding doors.

Commissioner Mar asked if Ms. Kirschbaum had full confidence that the doors would be 100% safe for passengers, if they got anything caught in a door.

Ms. Kirschbaum answered that she believed SFMTA had addressed the design issues. She said maintenance would continue to be an issue and pointed out that there had recently been a mechanical failure with a door on a Breda LRV, where a passenger's hands were stuck in a door.

Ms. Kirschbaum said the problem in that case was maintenance rather than design: a loose wire had caused the problem and was an example of the increasing maintenance needs of the older vehicles. She said SFMTA had incorporated the potential loose door sensor wire as another inspection point in its six-month door inspection regime.

Commissioner Mar said he understood Ms. Kirschbaum's explanation of how the braking system impacted vehicle availability, and asked how it impacted the rider experience.

Ms. Kirschbaum answered that the braking system did not present a passenger safety issue but rather a customer service issue. She said when SFMTA operators deployed the emergency brakes the train could not be moved until a mechanic could get to the train and manually release the brake. She described an incident in May 2019 in which a locked brake on an LRV in the subway caused a 15- to 20-minute delay in all train traffic in both directions.

Commissioner Mar asked about SFMTA's 90-day performance improvement plan, including targets on reducing the number of turnbacks. Ms. Kirschbaum offered to share the overall 90-day plan with Commissioner Mar's office, noting that she had just shared the portion of it related to LRV4s in today's presentation.

Commissioner Mar commented that in her presentation Ms. Kirschbaum had said SFMTA would no longer going to be pursuing an advanced start date for Phase 2 of the LRV4 procurement and asked if that would result in a cost savings.

Ms. Kirschbaum answered that it would not, as the additional cost resulted from a compressed procurement schedule, which would still be necessary if SFMTA was to be able to retire the Breda LRVs in less than seven years.

During public comment Alvin Ja said he was glad to hear that the doors on the Siemens LRVs had been retrofitted with additional sensors. He said he was dismayed when he first read the reports about the incident at the Embarcadero. He said the design flaw on the doors had been a known issue for two years, and asked who was at fault and how it had been approved at multiple levels of oversight. He suggested that the safety testing had been an overly bureaucratic procedure, whereas a common sense test using an actual person's hand would have been more effective, and would have identified the problem.

Roland Lebrun said he was encouraged by Ms. Kirschbaum's presentation, and said it showed that miracles take place when people in leadership step in. Mr. Lebrun said LRVs were typically equipped with a sandbox that released a fine abrasive onto the rails to improve traction and reduce wheel flattening. He said if Siemens LRVs were not so equipped there should be an explanation as to why.

Aleta Dupree expressed support for deployment of more LRVs so that there could be more 2-car trains and less crowding. She expressed concern that SFMTA's vehicles spent so much time out of service, with a goal of a 25,000 mile Mean Distance Between Failures (MDBF). She said

the New York subway system operated at a MDBF of more than 100,000 miles. She said sufficient resources should be expended to achieve standards of excellence and prevent injuries such as that sustained in the incident at Embarcadero.

Gerald Cauthen asked for clarification as to why the wheel flattening issue was not covered by warranty.

After public comment Chair Peskin said he wanted to give Ms. Kirschbaum the opportunity to further discuss the braking/ wheel flattening issue, as well as the issue raised by Mr. Lebrun regarding to the sand box.

Ms. Kirschbaum said she would look into the sandbox question and would bring the response back to the next meeting. On the second point she said the Siemens braking system was in service across the country. She said several years ago, SFMTA observed that operators could not perform the movement to engage the brakes quickly and reliably enough in the face of an immediate danger. Thus, the SFMTA went on a major education and training campaign for its operators to hit the “mushroom” emergency button, making that behavior part of their muscle memory. Ms. Kirschbaum continued to explain that rather than ask the operators to modify that muscle memory depending on whether or not they're in a Breda or a Siemens vehicle, the SFMTA would continue to emphasize pushing the mushroom for safety reasons, as they are using a mixed fleet. Further, given the frequency that they are seeing emergency braking, four instances in the last week alone, Ms. Kirschbaum said she thinks they need to pursue a design change, to avoid impacts on vehicle availability as a result.

Ms. Kirschbaum ended her comments by stating that a lot of the issues are very technical and part of how she has been educating myself has been to spend time at the Siemens plant and to really get an understanding of the complexity of their organization. She said that the SFMTA is going to hit a major milestone in the next month or so, where the final vehicle from phase 1 will come off the production line. Ms. Kirschbaum extended an invitation to members of the Board of Supervisors to join SFMTA staff for this milestone, and have an opportunity to tour the plant in Sacramento, talk to Siemens staff directly, and ask some of the questions that were asked during the meeting today. She also offered to set up a tour another day if that were more convenient and said Joel Ramos would follow up with Board members' staff.

Commissioner Safai said with respect to the issue with using the emergency brake, it would be great if we could get a representative from the transit operators to come and talk to the Board to share their perspective. With all due disrespect to Miss Kirschbaum, Commissioner Safai said it seemed crazy that SFMTA is using the emergency brake as described, noting if he used the emergency brake to stop his car every time he reached a red light, the car would last about three weeks. Through the Chair, Commissioner Safai requested that staff invite a representative of the Transit Workers Union 250 to invite him/her to give the operators' perspective the next time the Board receives an update on the LRV4s.

11. **Update on the Study of Governance, Oversight, Finance and Project Delivery of the Downtown Extension – INFORMATION**

Shannon Peloquin, Partner at McKinsey & Company, John Porcari, President at WSP USA, Ignacio Barandiaran, Principal and Board Director at ARUP, Geoff Yarema, Partner at Nossaman LLP and John Fisher, Vice President and Northern California District Manager at WSP USA, presented the item.

Chair Peskin thanked Director Chang, Deputy Director Eric Cordoba, and the expert panel for

the thorough presentation and said that it would help stakeholder agencies proceed. He spoke of the issues with delivery of the transit center building and the goal of avoiding the same errors in the Downtown Extension project. He said he looked forward to the remaining recommendations to be presented in July.

Chair Peskin acknowledged that it was taking a long time to explain the details in this hearing, but emphasized that discussing this issue was profoundly important. He said that the Board's earlier decision to delay allocation of funds for design of the project was controversial, but that it was the right decision and that if the Board spent time getting this project right now, it would save a lot of heartache and time in the future. He said that the presentation was a roadmap for how to move the project forward, and he said that the project was not just a megaproject, but a mega regional project.

Chair Peskin said that he heard the expert panel to be recommending a transitional governance phase and, in a few years, an entirely new governance structure. He said he expected the Board would hear more about what a new governance structure would look like at future hearings. He said that while the Transbay Joint Powers Authority (TJPA) had previously requested funds to bring design of the entire project to 30% completion, he had heard the expert panel recommend being selective about which portions of the project were ready to advance to 30% design phase prior to entering into a comprehensive arrangement made with the California High Speed Rail Authority and Caltrain.

Mr. Fisher said that Chair Peskin's summary was accurate and that over the next month, the panel would be discussing which entities would be best suited to complete tasks identified in the project's two-year workplan. He said this assessment would be part of the recommendations on governance and oversight that the panel would present at the July 23 Board meeting.

Mr. Zabaneh, Executive Director with the TJPA, thanked the Board, Director Chang, and her staff for initiating the study and said that TJPA had actively participated and that it was very valuable. He said that the TJPA Board looked forward to the recommendations of the study, which he said would help the region and the TJPA deliver the Downtown Extension in the most effective and efficient manner. He said that the TJPA Board had requested its own peer review report from the American Public Transportation Association in December 2018. He said that the report was presented to the TJPA Board in May and that it included recommendations that would strengthen the project and the TJPA agency. He said this report was provided to the expert panel.

During public comment, Jim Patrick said that he had previously argued against conducting this study. Regarding the study's recommendations, he said that creating the TJPA in the first place was akin to the recommendation to reposition the rail program. He said that renaming the project was no big deal. He said that he was for building the most efficient railroad system as quickly as possible in order to achieve social equity. He said that this study had delayed the project nine months and the recommendations would delay it by 24 months. He said that not building the project has had an opportunity cost for the last 50 years.

Peter Straus, member of Friends of DTX, said that there was a lot of good information in the study, but that it was not balanced with a sense of urgency to construct the project. He said he was concerned that it appeared the study recommendations would delay the project by two years. He said that there were other projects that should be advancing in parallel, such as the Pennsylvania Avenue Alignment environmental studies. He said that projects often did not obtain full funding until they were shovel ready, so a lack of full funding should not be a reason

to advance the project. He said the Board should have asked the review panel how to expedite constructing the project.

Jim Haas, member of friends of DTX, said that the study recommendations could result in a two-year delay to the project and that there were parts of the project that could advance now that would not affect the broader recommendations of the study. He said that the environmental clearance process for the Pennsylvania Avenue Alignment should advance now and that the San Francisco Planning Department had funding to study the 22nd Street Station, but was waiting to begin work until the subject study was completed. He said that everything should not be stopped, but that the city should move forward with those related projects that could move forward now.

Chair Peskin said that staff was aware that the Board was in support of studies of the rail yard at 4th Street and Townsend Street.

Aleta Dupree commented that agency should learn from New York and other cities that have built efficient rail systems into their downtowns. She said that we need to have the political will to build a great railroad into downtown like New York and to not be intimidated by the cost in order to reduce congestion from single occupant vehicles.

Thea Selby, member of the friends of DTX, said she was okay with the two-year timeline to complete the recommendations of the study, as long as other related projects were advancing during that period. She said that the part of the study she agreed most with was the recommendation to have internal and external champions of the project. She said that the Board should become a champion of the project, noting that there was a void in leadership for the project.

Bob Feinbaum, President of Save Muni, said that the study had some good and some bad components. He said that the worst component was an apparent recommendation to condition the project on executing an agreement with the California High-Speed Rail Authority because the high-speed rail project may never be built. He said that the Metropolitan Transportation Commission projected that the cost of the Downtown Extension would increase \$200 million every year.

Roland Lebrun spoke in support of the study. He said that if the Downtown Extension project is to be considered of national significance, it should be combined with a proposed new transbay tunnel and rail improvements all the way to Gilroy. He said that a comparably sized project linking London with the Channel Tunnel should be reviewed as a model for project financing and delivery. Mr. Lebrun said that TJPA's peer review study should be considered in the recommendations, including reducing reliance on consultants. He said it was important to hire a chief engineer who was familiar with non-invasive tunnel design to minimize impacts to downtown.

Jerry Cauthen, Chairperson of the Bay Area Transportation Working Group, said that it was okay to take the time to conduct the peer review study, but that this action implied that the Board was taking on leadership of the project. He said that the project was bigger than just San Francisco and that the project needed a political push. He said that reconstituting the project was okay, but that the project should not be slowed down in the process, since it has been requested for many years.

After public comment, Chair Peskin said that there was a misunderstanding about delays and funding, and asked Director Chang to speak to those issues.

Director Chang thanked the panel and asked them to elaborate on their presentation following

her remarks. She commented that she believed the two years represented a work plan rather than a delay, and included work that would need to be undertaken in order to expedite the project. Ms. Chang said that contrary to Mr. Cauthen's comment that this effort was increasing local control of the project, she heard the presentation to recommend strengthening regional participation in the project. She said that it was unlikely a federal full-funding grant agreement could be obtained in two-years, but that that was still a goal worth pursuing.

Mr. Yarema said that the panel's objective is to accelerate the project and break it from some of the tasks that they have felt are holding its back. He said their objective is to see Caltrain service to the Salesforce Transit Center begin as early as possible. Mr. Yarema said that when readers see the final report, they will see multiple recommendations targeted toward achieving that goal.

Mr. Porcari said that the idea is that this up-front time can and should be used for some of the technical work that needs to be done. He said that the recommendations were required to develop the project so that it would be competitive against other projects around the country, especially for federal funding. He said the panel was suggesting front-loading as much of the recommended work as possible.

Mr. Barandiaran said in response to an earlier comment that procurement means starting a process for contracting for the beginning of construction. He said that when they talk about starting procurement in the summer of 2021, the process is comparable to the schedule that is currently published for the project. He said the published schedule calls for a start of activities in 2018, leading up to advertising for award of construction in 2021 and beginning of construction in 2022. He said the panel's recommendation would be similar to the schedule that was already on the table.

Mr. Fisher said, responding to the public comment that the project should not wait for an agreement with the California High-Speed Rail Authority, that he had a different perspective and thought that part of the early activities is to sit with the operators and get a sense of the capacity they need to bring services as soon as possible. He said Caltrain was likely to operate to the transit center first. He said the study was trying to address the reality of where that project timeline is, but also where there are potential funding contributions from outside sources.

Chair Peskin acknowledged former Transportation Authority Executive Director Jose Luis Moscovich, who was one of the panelists.

12. Update on the Muni Service Equity Strategy – INFORMATION

Commissioner Safai moved to continue the item, seconded by Commissioner Fewer.

Item 12 was continued without objection.

There was no public comment.

Other Items

13. Introduction of New Items – INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Aleta Dupree encouraged the city to develop a veterans' transportation network, especially for those with disabilities. She cited the importance of transportation services that can enable veterans to attend medical appointments and noted how she sometimes

used shared mobility devices to access public transit stops given the city's topography. She expressed appreciation that veterans can access a reduced fare clipper card.

Roland Lebrun commented that planning for a second Transbay transit crossing should be integrated with the Downtown Extension project.

15. Adjournment

The meeting was adjourned at 12:15 p.m.

RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL (SB) 277 (BEALL)

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

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting a new support position on SB 277 (Beall); and

WHEREAS, At its July 9, 2019 meeting, the Board reviewed and discussed SB 277 (Beall); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a support position on SB 277 (Beall) on the first read of the item; and be it further

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

Attachment: Table 1

State Legislation – July 2019

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

Staff is recommending a new support position on Senate Bill (SB) 277 (Beall), as shown in **Table 1**.

Table 2 provides updates on Assembly Bill (AB) 1142 (Friedman), AB 1487 (Chiu), and AB 1605 (Ting), 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
Support (replacing prior watch position)	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. 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 of the \$300 million available.</p> <p>In June, we recommended a watch position on an earlier version of SB 277 which at that time would have apportioned all of the funds to self-help jurisdictions on a formula basis, effectively eliminating the competitive program. On one hand, the formula program provides reliable funds to match local expenditure plan projects, rewarding self-help jurisdictions and encouraging others to pass their own measures. On the other hand, the competitive program allows CTC to award larger grants that could far exceed what an individual self-help jurisdiction could receive annually or, in the case of smaller jurisdictions, over a decade or more.</p> <p>On July 1, SB 277 was amended to reflect a new formula distribution that represents a compromise among the various self-help counties (those with transportation sales taxes) to instead distribute 85% of the LPP funds via formula and maintain 15% for a competitive grant program administered by the CTC for small and rural jurisdictions and jurisdictions with uniform developer fees. Larger self-help jurisdictions, including the Transportation Authority, would be ineligible to compete in the competitive program, though the City and County of San Francisco would be eligible as it has imposed uniform developer fees that are dedicated to transportation purposes.</p> <p>We are recommending a support position on SB 277 since increasing the formula share of the LPP would remove a level of uncertainty and improve</p>

		<p>reliability about what the Transportation Authority would receive per grant cycle, and increase what we currently receive in formula funds from around \$2 million per year to approximately \$3.5 million. We are generally supportive of a higher and more predictable formula fund program that we can use to leverage and complement Prop K funding rather than having funding awarded solely at the discretion of the CTC. We do, however, recognize that eliminating the competitive portion of the program means most self-help counties would not be able to pursue larger statewide grants for priority projects.</p> <p>We are recommending adopting this position on the first read to authorize staff to advocate for the bill during the Assembly hearing process which is scheduled to occur on before the July 23rd Board meeting.</p>
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Table 2. Notable Updates on Bills in the 2018-2020 Session

Adopted Positions	Bill # Author	Title and Update
Support if Amended	AB 1142 Friedman (D)	<p>Regional transportation plans: transportation network companies.</p> <p>As previously reported in May, this bill would revise the indicators addressed by sustainable communities strategies (such as Plan Bay Area) to include the number of trips provided by transportation network companies (TNCs), such as Uber and Lyft, and to include measures of policies to increase transit usage, such as transit frequency, parking facilities near transit, and availability of microtransit options to supplement existing public transit. We are still advocating for the author to include the provision of safe facilities for passengers to access public transit via biking or walking to this list.</p> <p>A recent amendment adds language stating not only that it is in the interest of the state to have access to detailed trip data on TNCs, but that the Public Utilities Commission (PUC) - the state agency that currently regulates TNCs - consider the needs of state and regional agencies, the transportation research community, and other relevant parties in an ongoing proceeding that deals with reporting requirements for TNC data with regard to: understanding and effectively planning for the impacts of TNCs; and preparing regional sustainable communities strategies and meeting its goals.</p> <p>We strongly support the direction that this language is taking, and the willingness of the author to address the lack of TNC-related information the PUC is currently sharing with partner state agencies as well as local public agencies. We will continue to work with the SFMTA and the author to seek additional amendments we'd like to see in order to support the bill: 1) specifying that local transportation agencies be included explicitly in the bill language as having access to any TNC data that the bill requires, and 2) including sufficient detail of the type of TNC-related information required so that we have assurance it will actually provide an appropriate level of detail to enable us to sufficiently monitor and plan for these new forms of mobility.</p>

Watch	AB 1487 Chiu (D)	<p>San Francisco Bay area: housing development: financing.</p> <p>Building on the outcomes from the recent regional CASA effort, this bill would establish the Housing Alliance for the Bay Area (HABA), a new regional entity serving the nine Bay Area counties to fund affordable housing production, preservation and tenant protection programs.</p> <p>When we last reported to the Board in May, AB 1487 lacked specific detail about who would govern the new entity and about distribution of any future revenue. A subsequent amendment has clarified that the membership, size, and geographic representation of the governing board shall be determined by the Metropolitan Transportation Commission and the Executive Board of the Association of Bay Area Governments. Authorization is now specifically for voter approval at the November 3, 2020 election, and the types of authorized revenue measures include: a parcel tax, certain business taxes, a transactions and use tax, a bond (including a revenue bond), and a commercial linkage fee. The bill contains expenditure requirements, with defined percentages of revenue going to different categories: construction of affordable housing, affordable housing preservation, tenant protection programs, and general funds made available to local jurisdictions as an incentive to achieve affordable housing benchmarks. The bill specifies a 75% return to source requirement.</p>
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>On June 12, the bill successfully passed out of the Senate Governance and Finance Committee after an amendment at the request of Committee staff to limit the pilot to seven years and to require an evaluation of the feasibility of policies to maintain access for those who cannot access the Crooked Street as pedestrians, such as the elderly or those with physical limitations, and for those who cannot afford the fee. The bill will be next be heard at the Senate Transportation Committee on July 9. We continue to work with our legislators in Sacramento, Commissioner Stefani's office, and local agency partners to advance the bill.</p>

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

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 7/3/2019)
Support/ Sponsor	AB 1605 Ting D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Passed Senate Governance and Finance; assigned to Senate Transportation
Support	AB 40 Ting D	Zero-emission vehicles: comprehensive strategy.	Two-year bill
Support	AB 47 Daly D	Driver records: points: distracted driving.	Passed Senate Transportation; assigned to Senate Appropriations
Support	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chartered
Support	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Passed Senate Appropriations
Support	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Two-year bill
Support	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary
Support	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Assigned to Assembly Transportation
Support	SB 152 Beall D	Active Transportation Program.	Dead
Support if Amended	AB 1142 Friedman D	Regional transportation plans: transportation network companies.	Passed Senate Transportation and Senate Energy, Utilities & Communications, re-referred to Senate Judiciary
Watch	SB 277 Beall D	Road Maintenance and Rehabilitation Program: Local Partnership Program.	Assembly Transportation
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	Two-year bill

Oppose Unless Amended	AB 1112 Friedman D	Shared mobility devices: local regulation.	Converted to Two-year bill
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Two-year bill
Oppose	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.

Memorandum

Date: June 28, 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 5

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 (anticipated to consider approval in September), 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 was 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

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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																									

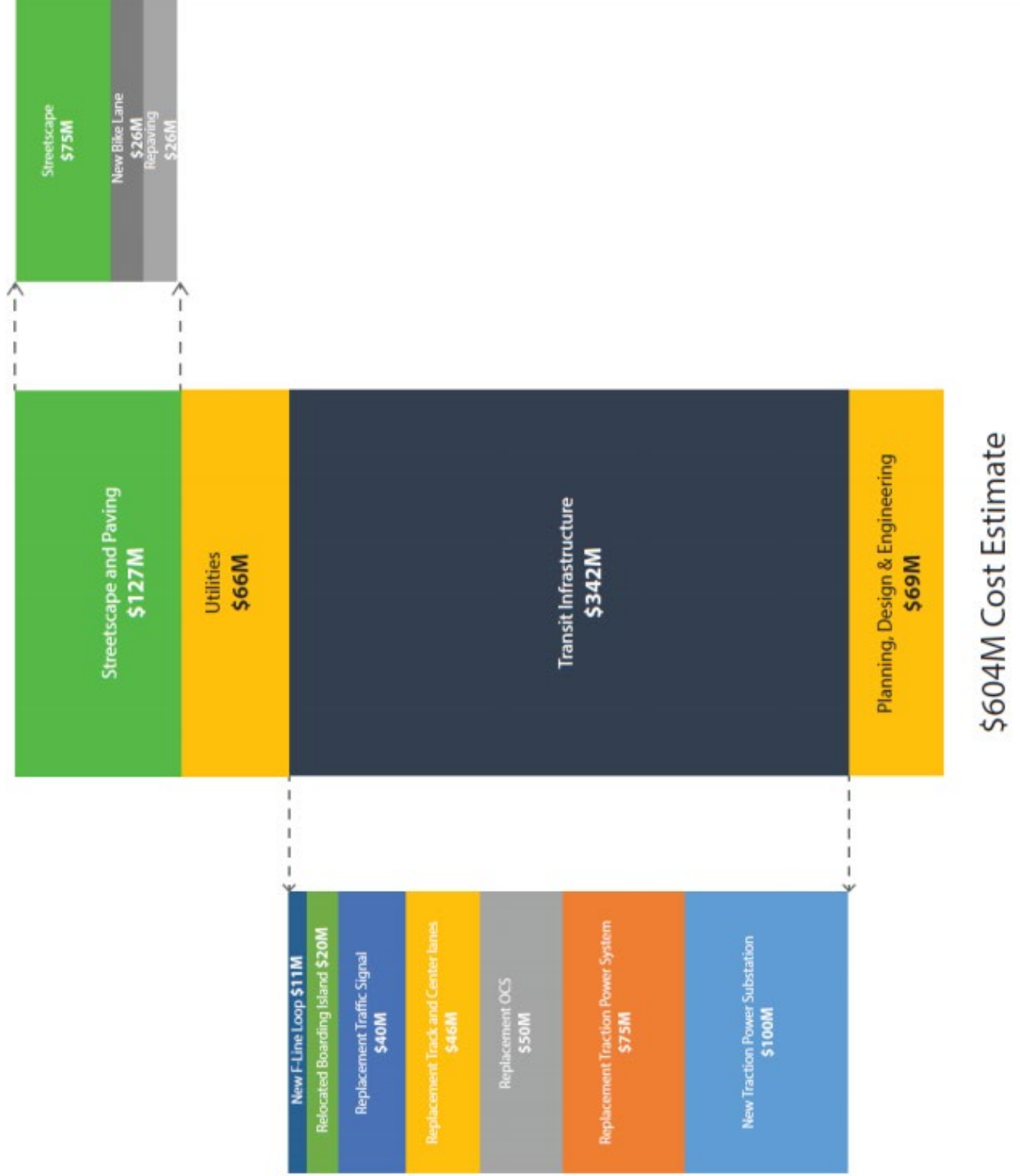
* Anticipated public release of the Draft EIR (CEQA).

**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



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
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



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RESOLUTION APPROVING A FUND EXCHANGE OF \$3,366,000 IN ONE BAY AREA GRANT FUNDS FROM THE JOHN YEHALL CHIN ELEMENTRAY SAFE ROUTES TO SCHOOL PROJECT (JOHN YEHALL CHIN PROJECT) WITH AN EQUIVLANT 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

WHEREAS, On July 25, 2017, the Transportation Authority approved \$3,366,000 in federal One Bay Area Grant (OBAG) Cycle 2 funds from the Metropolitan Transportation Commission (MTC) for the construction phase of the John Yehall Chin Project and as part of the 2019 Prop K 5-Year Prioritization Program updates, also approved programming of \$436,000 to the project to match the OBAG funds and fully fund construction; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, The extended process caused SFPW to miss the January 31, 2019 regional fund obligation deadline for the OBAG funds, putting the funds at risk of being lost to the city; and

WHEREAS, We have been working with SFPW and MTC staff to keep the OBAG funds in San Francisco and to enable the John Yehall Chin Project to advance; and



WHEREAS, The proposed fund exchange will benefit the John Yehall Chin Project because it would be de-federalized, able to complete right-of-way certification more quickly, and meet its construction schedule to have the project open for use by December 2020; and

WHEREAS, The Better Market Street project is currently in the environmental review phase, with final certification of NEPA (federal environmental review) anticipated in Winter 2019; and

WHEREAS, The \$15 million BUILD grant that was recently awarded to the project would have triggered the need to switch to the Federal Transit Administration (FTA) as NEPA lead, causing delays to the project; and

WHEREAS, Adding the OBAG funds, which are administered by the Federal Highway Administration, to the project 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; and

WHEREAS, 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; and

WHEREAS, SFPW is requesting that the Board concurrently allocate the \$3,366,000 in Prop K exchange funds to the John Yehall Chin 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; and

WHEREAS, The recommended allocation is conditioned upon Transportation Authority Board and MTC Commission approval of the proposed fund exchange, with MTC Commission approval anticipated in September 2019; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,802,000 in Prop K funds, with conditions, for the John Yehall Chin Project, as described in Attachment 3 and detailed in the attached allocation request form, which includes the

staff recommendation for required deliverables, timely use of funds requirements, special conditions, and the Fiscal Year Cash Flow Distribution Schedule; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed action; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves a fund exchange of \$3,366,000 in OBAG funds from the John Yehall Chin Project with an equivalent amount of Prop K funds from the Better Market Street project; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$3,802,000 in Prop K funds, including the exchange funds, with conditions, to the John Yehall Chin Project; and be it further

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

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

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

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



effect; and be it further

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan, and the relevant 5YPP are hereby amended, as appropriate; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to MTC and all other relevant agencies and interested parties.

Attachments:

1. Summary of Applications Received
2. Project Description
3. Staff Recommendations
4. Prop K Allocation Summaries – FY 2019/20
5. Prop K/AA Allocation Request Form

Attachment 1: Summary of Applications Received

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

TOTAL	\$ 3,802,000	\$ 3,802,000	76%	0%
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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	

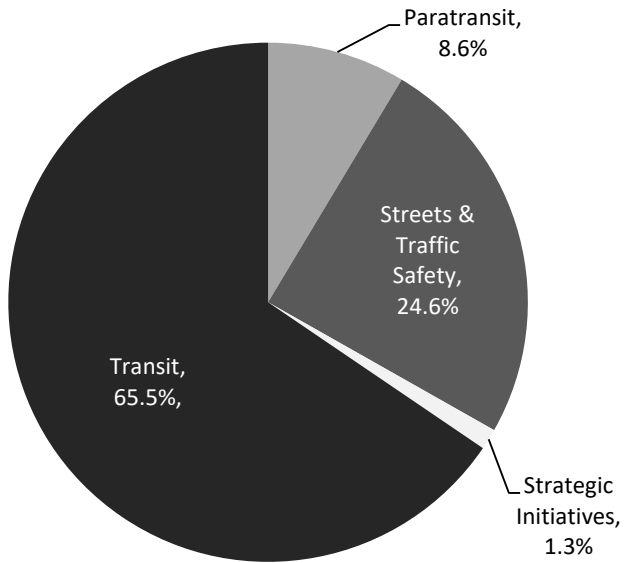
¹ See Attachment 1 for footnotes.

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

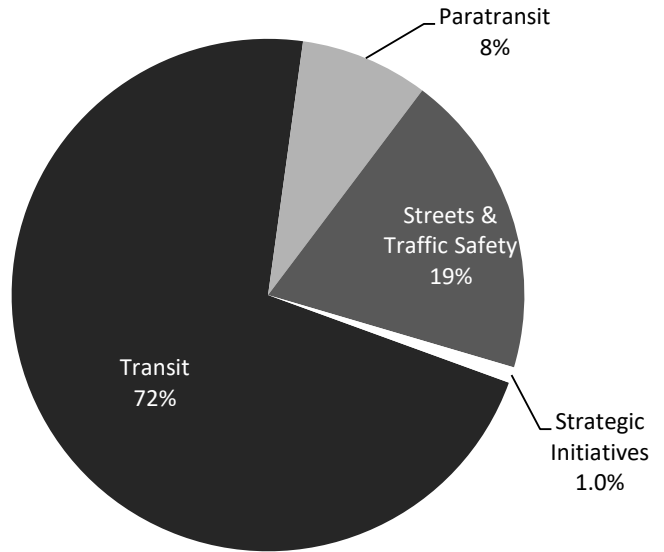
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 410,000	\$ 319,340	\$90,660	\$0	\$0	\$ -	\$ -
Current Request(s)	\$ 3,802,000	\$ 1,500,000	\$ 2,302,000	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 4,212,000	\$ 1,819,340	\$ 2,392,660	\$ -	\$ -	\$ -	\$ -

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	
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
Phone:	(415) 558-4015	(415) 554-5847
Email:	marcia.camacho@sfdpw.org	oscar.quintanilla@sfdpw.org

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 28, 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.

MTC staff have indicated that they will likely recommend support for the exchange, but they may add some conditions in light of the missing the regional obligation deadline.

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 was briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Summary of Applications Received
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summaries – FY 2019/20
- Attachment 5 – Prop K/AA Allocation Request Form

RESOLUTION ALLOCATING \$11,880,163 IN PROP K SALES TAX FUNDS FOR TEN REQUESTS AND \$6,852,380 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received thirteen requests for a total of \$11,880,163 in Prop K local transportation sales tax funds and \$6,852,380 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The ten Prop K requests sought funds from the following Prop K Expenditure Plan categories: Bart Station Access, Safety and Capacity, Ferry, F-Line Extension to Fort Mason, Purchase/Rehab Historic Streetcars, Vehicles–Muni, Facilities–Undesignated, Street Resurfacing, Street Repair and Reconstruction, Traffic Calming and Bicycle Circulation/Safety categories; and

WHEREAS, The four Prop AA requests sought funds from the Street Repair and Reconstruction and Pedestrian Safety categories from the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for each of the aforementioned programmatic categories; and

WHEREAS, Eleven of the thirteen requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, Funding the SFMTA's request for \$5,226,200 for 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 and



corresponding amendments to the 5YPPs for these categories, as summarized in Attachment 3 and described in the enclosed allocation request form; and

WHEREAS, The Strategic Plan amendment would increase financing costs in the Traffic Calming category by an estimated 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; and

WHEREAS, SFMTA's requests for the Rehabilitation of 5 Vintage Streetcars and Central Richmond Traffic Safety projects require amendments to the Prop K 5YPPs for the Vehicles—Muni and Traffic Calming categories, respectively, as detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$11,880,163 in Prop K funds, with conditions, for ten projects and \$6,852,380 in Prop AA funds, with conditions, for four projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to accommodate the recommended actions; and

WHEREAS, At its May 22, 2019 meeting, the Citizens Advisory Committee (CAC) was briefed on SFMTA's request for Rehabilitation of 5 Vintage Streetcars and adopted a motion of support for the staff recommendation, conditioned on the development of an enhanced oversight protocol, in consultation with the SFMTA; and

WHEREAS, Subsequent to the CAC meeting, staff worked with SFMTA to develop an enhanced oversight protocol for Rehabilitation of 5 Vintage Streetcars which is now included as a special condition in the enclosed allocation request form; and

WHEREAS, At its June 26, 2019 meeting, the CAC was briefed on the other thirteen requests and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Strategic Plan to advance funds in the Traffic Calming and Pedestrian Circulation/Safety categories to support SFMTA's request for \$5,226,200 for Vision Zero Quick-Build Program 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, as described in Attachment 3 and in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby amends the Vehicles–Muni, Traffic Calming and Pedestrian Circulation/Safety Prop K 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$11,880,163 in Prop K funds, with conditions, for ten requests and \$6,852,380 in Prop AA funds for four requests, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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



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

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

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

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

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop AA Strategic Plan and the relevant 5YPPs are hereby amended, as appropriate.

Attachments (4):

1. Summary of Applications Received
2. Project Descriptions
3. Staff Recommendations
4. Prop K/AA Allocation Summaries – FY 2019/20

Enclosure:

1. Prop K/AA Allocation Request Forms (13)

Attachment 1: Summary of Applications Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	8	BART	Powell Station Modernization	\$ 672,975		\$ 19,260,000	90%	93%		Construction	3, 6
Prop K	9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$ 240,000		\$ 240,000	95%	0%		Construction	3
Prop K	11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$ 926,100		\$ 926,100	10%	0%		Planning	2, 3
Prop K	12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597		\$ 16,750,000	83%	71%		Construction	Citywide
Prop K	20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000		\$ 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	\$ 2,397,129	\$ 4,000,000	79%	60%		Construction	8, 9, 10
Prop K	38	SFMTA	Central Richmond Traffic Safety	\$ 596,420		\$ 596,420	51%	0%		Design, Construction	1
Prop K	38	SFMTA	Ocean Avenue Safety Improvements	\$ 210,000		\$ 270,000	51%	22%		Planning	7, 11
Prop K	39	SFMTA	Beale Street Bikeway	\$ 330,000		\$ 330,000	28%	0%		Design	6
Prop K	38	SFMTA	Vision Zero Quick-Build Program Implementation	\$ 5,226,200		\$ 8,487,167	51%	38%		Design Construction	Citywide
Prop AA	Street	SFPW	Geary Boulevard Pavement Renovation		\$ 3,386,732	\$ 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	\$ 896,519	NA	59%		Construction	9, 10
Prop AA	Ped	SFPW	Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)		\$ 700,000	\$ 1,756,229	NA	60%		Construction	3, 6
TOTAL							\$ 11,880,163	\$ 6,852,380	\$ 73,618,117	70%	72%

Attachment 1: Summary of Applications Received

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); 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	\$	<p>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.</p> <p>The Transportation Authority previously allocated \$327,025 in Fiscal Year 2018/19 funds to this project in September 2018, and approved an intent to allocate \$672,975 in Fiscal Year 2019/20 funds (the subject of this request). BART increased the construction phase cost estimate since the first allocation from \$14,550,000 to \$19,260,000 to reflect current market conditions with a limited number of bidders due to the high volume of projects in the region.</p>
9	PortSF	Downtown Ferry Terminal - Passenger Circulation Improvements	\$240,000	\$	<p>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.</p>
11	SFMTA	E/F Streetcar Extension to Aquatic Park	\$926,100	\$	<p>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 the 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.</p>

Attachment 2: Brief Project Descriptions¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$1,075,597	\$ -	Request is the first \$1.08 million of a total of \$4.9 million in planned Prop K allocations for rehabilitation of five Vintage historic streetcars to like-new condition. SFMTA owns these vehicles, none of which are currently in revenue service. Project will upgrade major electrical and mechanical systems, and ensure that the vehicles meet Americans with Disabilities Act requirements. The rehabilitation and associated system enhancements will improve safety, reliability, and service, and keep the Vintage vehicles operational for 25 years. SFMTA expects the last of the five streetcars to be in revenue service by Summer 2024.
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.
34, Street	SFPW	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	\$1,602,871	\$ 2,397,129	Pavement renovation of 39 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. SFPW anticipates that all segments will 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 88 and 89 of enclosure for specific measures at each location. SFMTA anticipates the project will be open for use 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
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.
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.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
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.
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			\$11,880,163	\$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. Staff is now recommending approval.
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.
12, 17M	SFMTA	Rehabilitation of 5 Vintage Streetcars	\$ 1,075,597	-	5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon concurrent amendment to the Vehicles-Muni 5YPP to reprogram \$700,788 from the Replace 30 30-foot Hybrid Diesel Motor Coaches project to the subject project. The SFMTA has delayed replacement of the 30-foot motor coach fleet while it works to procure 9 battery-electric buses for a pilot project to evaluate the feasibility of operating an all-electric fleet. See enclosed 5YPP amendment for details. Special Condition: The staff recommendation is conditioned upon implementation of a Project Management Oversight Protocol for Rehabilitation of 5 Vintage Streetcars. See enclosed Allocation Request Form for details.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
20U	BART	Embarcadero Station: New Northside Platform Elevator	\$ 1,000,000	\$ -	Subsequent to the May 22, 2019 CAC meeting, staff delayed this request to allow more time to assess both this and the Powell Station Modernization request, which had similarly high construction management costs. See memo for additional details. Staff is now recommending approval.
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>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 placcholder. 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 enclosed 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: 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 enclosed allocation request for additional details on the Strategic Plan and 5YPP amendments.</p>
Street	SFPW	Geary Boulevard Pavement Renovation	\$ -	\$ 3,386,732	
Ped	SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	\$ -	\$ 368,519	

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			\$11,880,163	\$6,852,380	

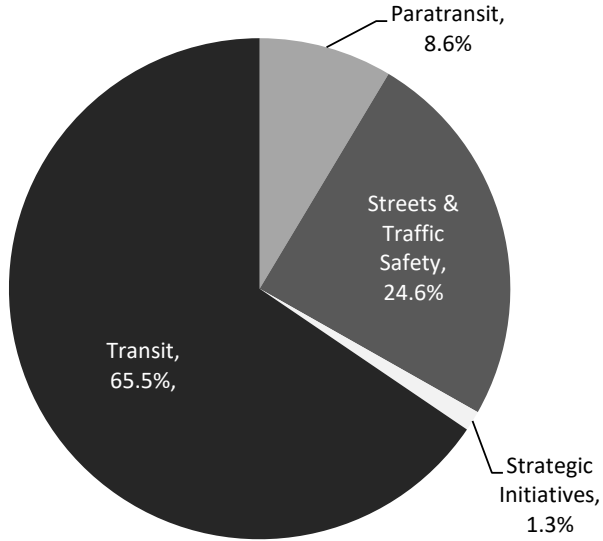
¹ See Attachment 1 for footnotes.

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

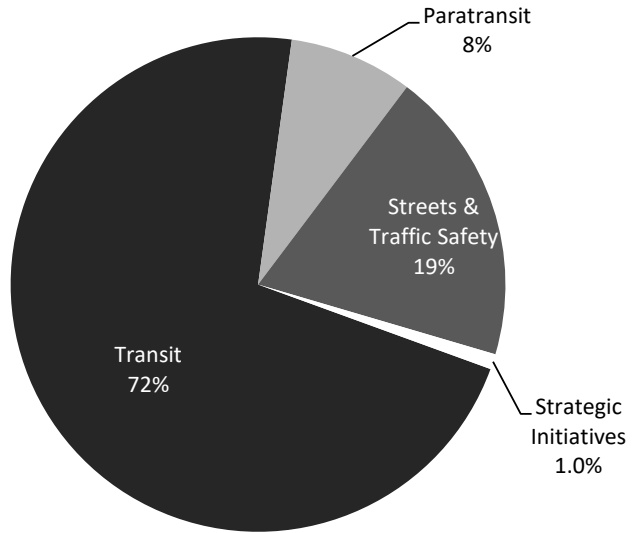
PROP K SALES TAX							
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 4,212,000	\$ 1,819,340	\$2,392,660	\$0	\$0	\$ -	\$ -
Current Request(s)	\$ 11,880,163	\$ 4,865,899	\$ 6,284,264	\$ 730,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 16,092,163	\$ 6,685,239	\$ 8,676,924	\$ 730,000	\$ -	\$ -	\$ -

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

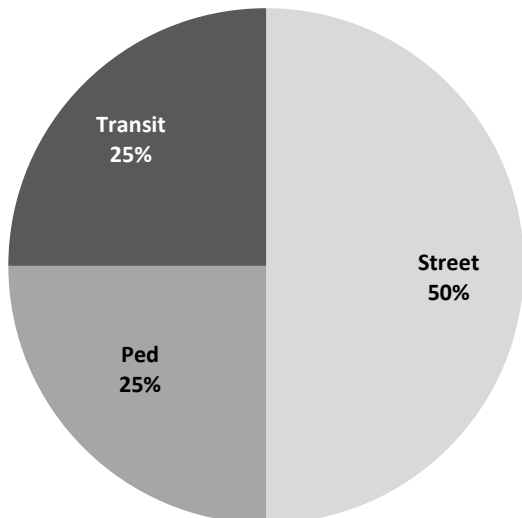


PROP AA VEHICLE REGISTRATION FEE

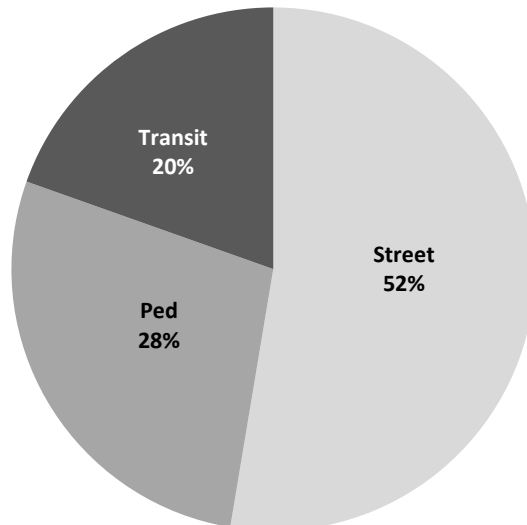
	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -
New Total Allocations	\$ 6,852,380	\$ 2,365,202	\$ 3,193,812	\$ 1,293,366	\$ -

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





Memorandum

Date: June 28, 2019
To: Transportation Authority Board
From: Anna LaForte – Deputy Director for Policy and Programming
Subject: 7/9/2019 Board Meeting: Allocate \$11,880,163 in Prop K Sales Tax Funds for Ten Requests and \$6,852,380 in Prop AA Vehicle Registration Fee Funds for Four 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 \$8,364,317 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. Rehabilitation of 5 Vintage Streetcars (\$1,075,597)
6. Central Richmond Traffic Safety (\$596,420)
7. Ocean Avenue Safety Improvements (\$210,000)
8. Beale Street Bikeway (\$330,000)
9. 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:

10. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation

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

11. 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation (\$2,397,129)
12. Geary Boulevard Pavement Renovation (\$3,386,732)
13. Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (\$368,519)
14. Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) (\$700,000)

SUMMARY

We are presenting thirteen requests totaling \$18,732,543 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. At the time, 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. According to BART staff, 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 – all of which led to higher than typical construction management costs.

Since May CAC, 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, putting them both closer to the industry standard.

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

Funding the SFMTA's request for \$5,226,200 for 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. See the Strategic Plan amendment as summarized in Attachment 3 and detailed in the attachments to the relevant Allocation Request Form for additional details. 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 \$11,880,163 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.

Over the 30-year life of the Prop K Expenditure Plan, the Strategic Plan amendment for the Quick-Build Program Implementation would 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 adopted 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 considered SFMTA's Rehabilitation of 5 Vintage Streetcars request at its May 22, 2019 meeting and adopted a motion of support, contingent on development of an enhanced oversight protocol in consultation with the SFMTA. The CAC was briefed on the other subject requests at its June 26, 2019 meeting and unanimously approved a motion of support for the recommended allocations.

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

Enclosure – Prop K/AA Allocation Request Forms (13)

RESOLUTION ADOPTING THE SOMA FREEWAY RAMP INTERSECTION SAFETY STUDY PHASE 2 FINAL REPORT

WHEREAS, The purpose of the second phase of the SoMa Freeway Ramp Intersection Safety Study was to develop proposed improvements at ten freeway ramp intersections in the South of Market (SoMa) neighborhood with the goals of improving safety and access for all users, especially for the most vulnerable users; and

WHEREAS, All ten study intersections are located on San Francisco's Vision Zero High Injury Network, representing streets with disproportionately high rates of traffic injuries and fatalities; and

WHEREAS, The study recommends both near-term safety improvements and capital improvements that require more extensive reconstruction at each of the ten intersections; and

WHEREAS, The study recommendations are based on an analysis of collision histories at the study intersections, a toolbox of best practice design treatments, and input from community stakeholders; and

WHEREAS, The final report includes recommended implementation plans and potential funding sources to implement the proposed improvements as soon as possible; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report; and be it further

RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report



Memorandum

Date: June 28, 2019
To: Transportation Authority Board
From: Eric Cordoba – Deputy Director for Capital Projects
Subject: 07/09/2019 Board Meeting: Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the SoMa Freeway Ramp Intersection Safety Study Phase 2 Final Report</p> <p>SUMMARY</p> <p>The second phase of the SoMa Freeway 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>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Procurement</p> <p><input type="checkbox"/> Other:</p> <hr/>
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DISCUSSION

Background.

To improve safety at intersections in the SoMa neighborhood where freeway ramps meet city streets, the Transportation Authority 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 8

- 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).

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FINANCIAL IMPACT

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

CAC POSITION

The CAC considered this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

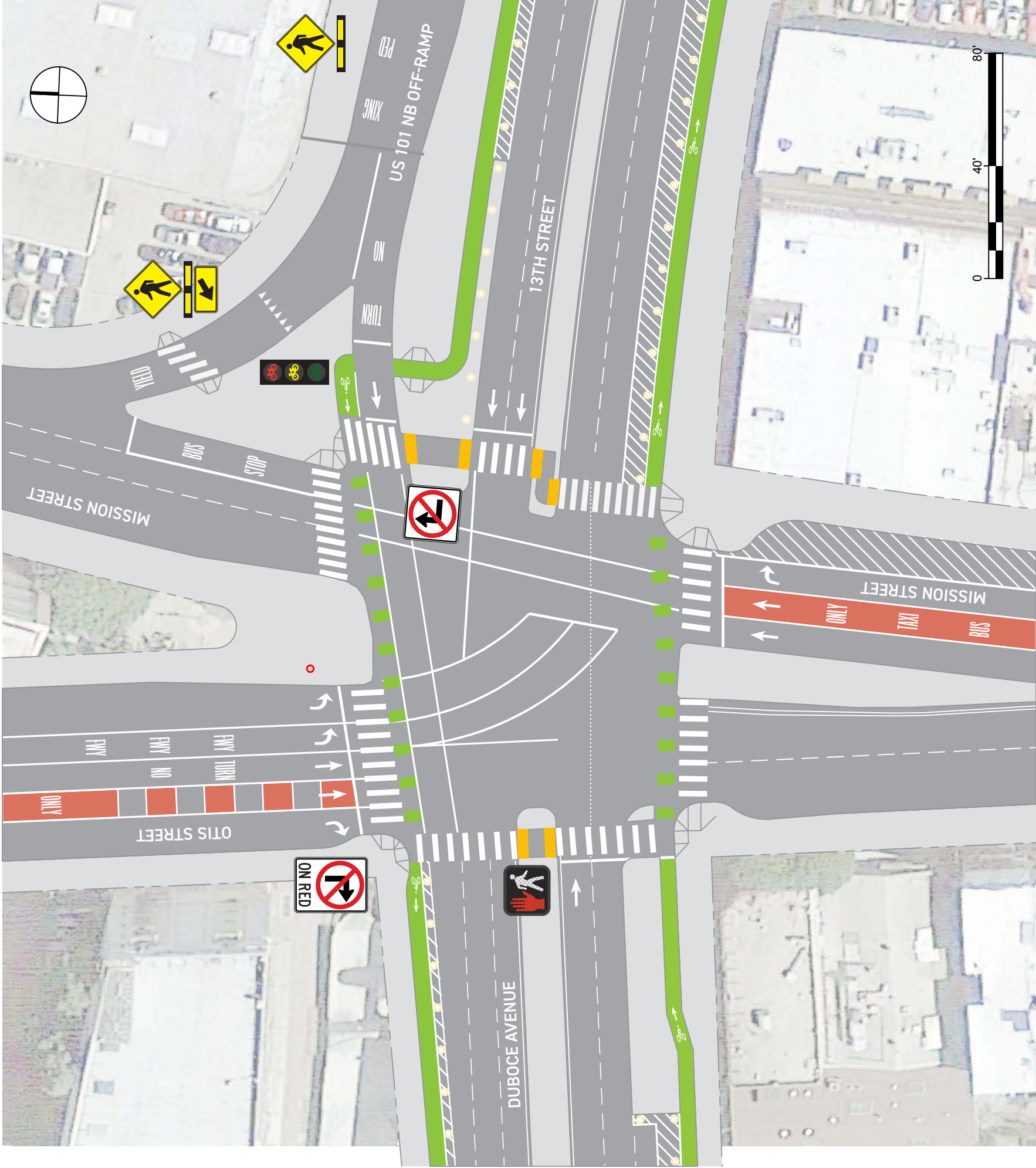
SUPPLEMENTAL MATERIALS

Attachment 1- Recommended Improvement Concept Plans

Enclosure – SoMa Freeway 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

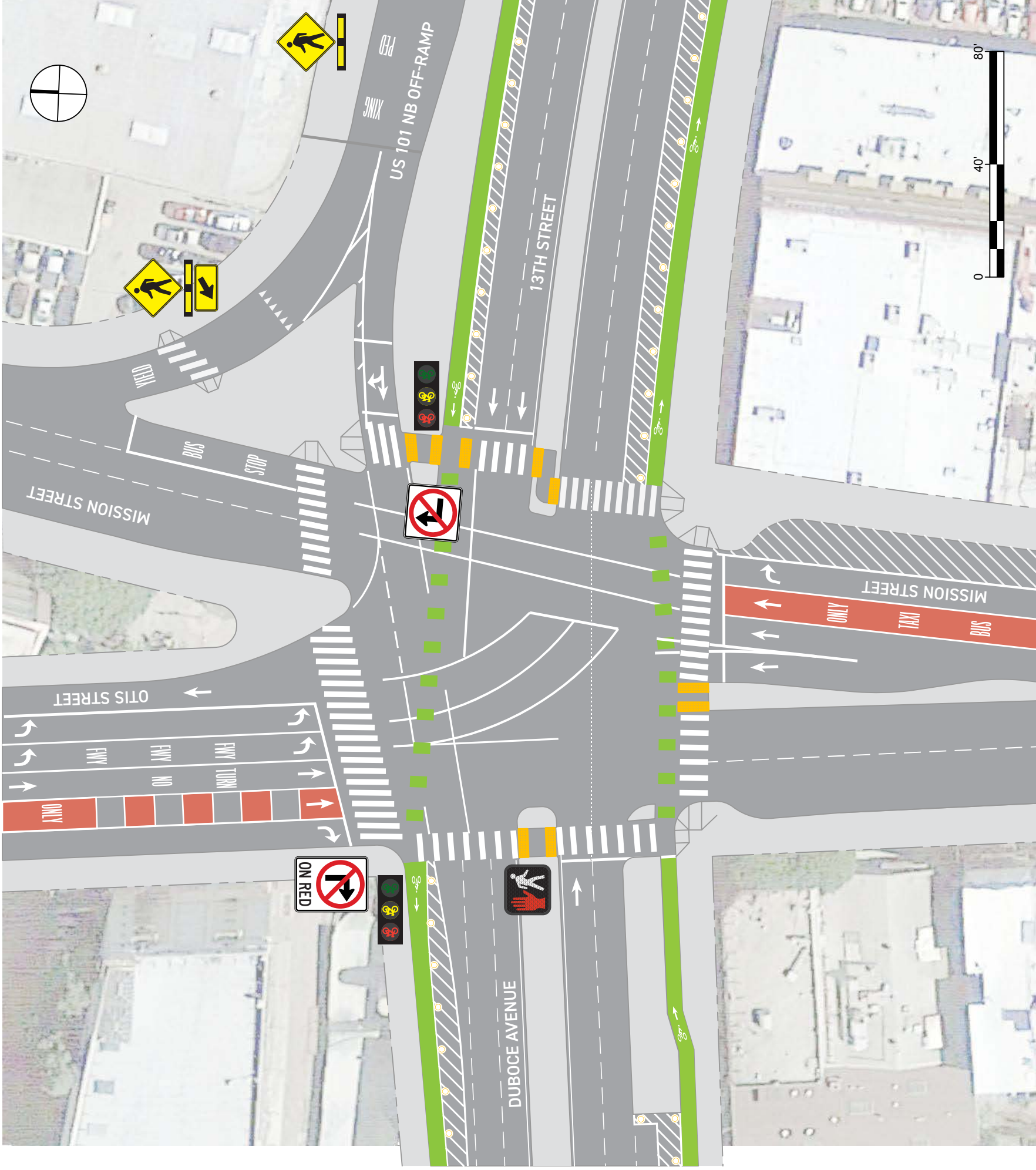
NOTES

Market Street Hub Project Improvements

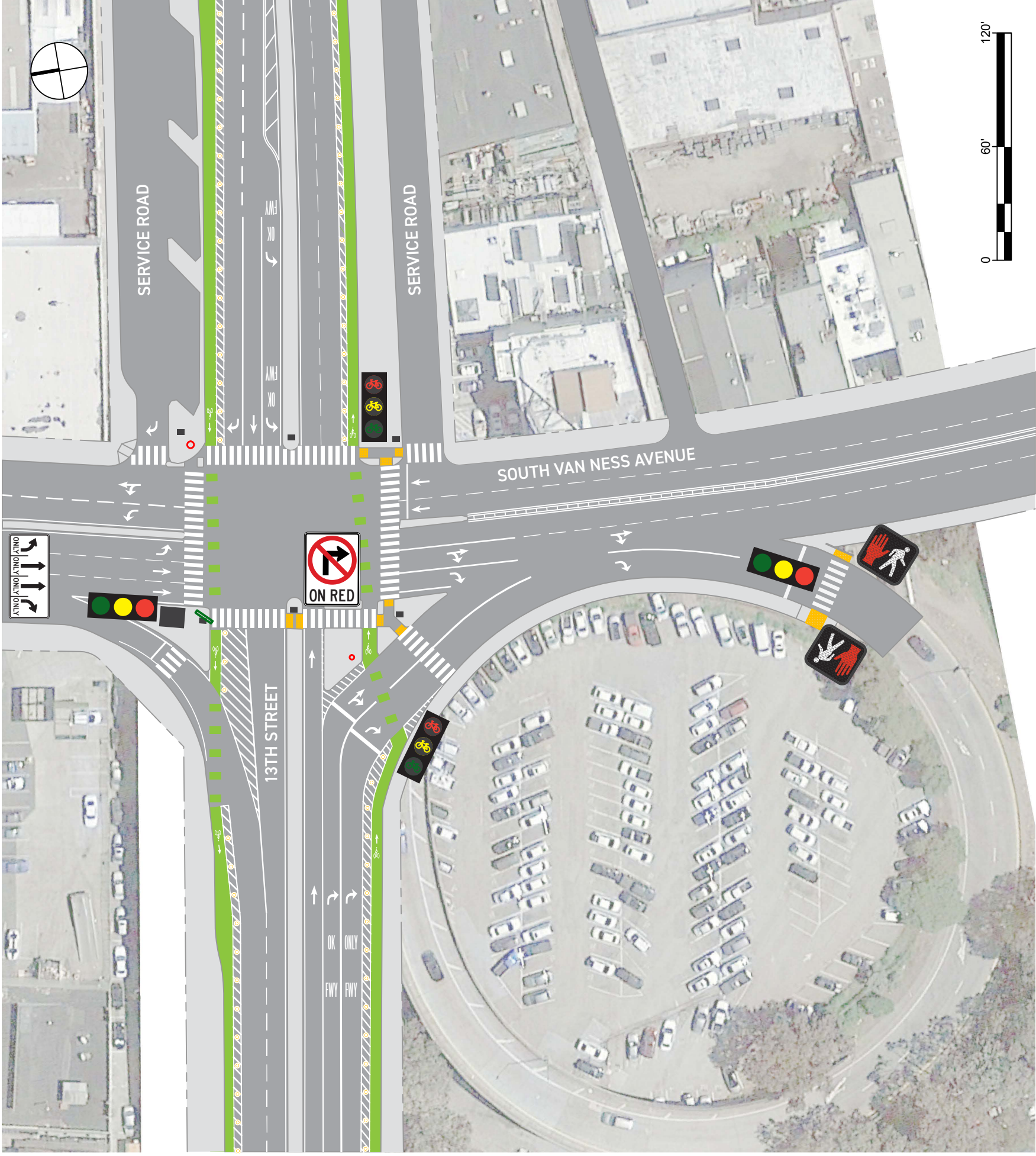
- Protected cycle track on 13th and Duboce Avenue
- Two-way Otis Street. Modify Mission St. median and remove U-turn from Otis St. to Mission St. to accommodate traffic to Otis St.

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

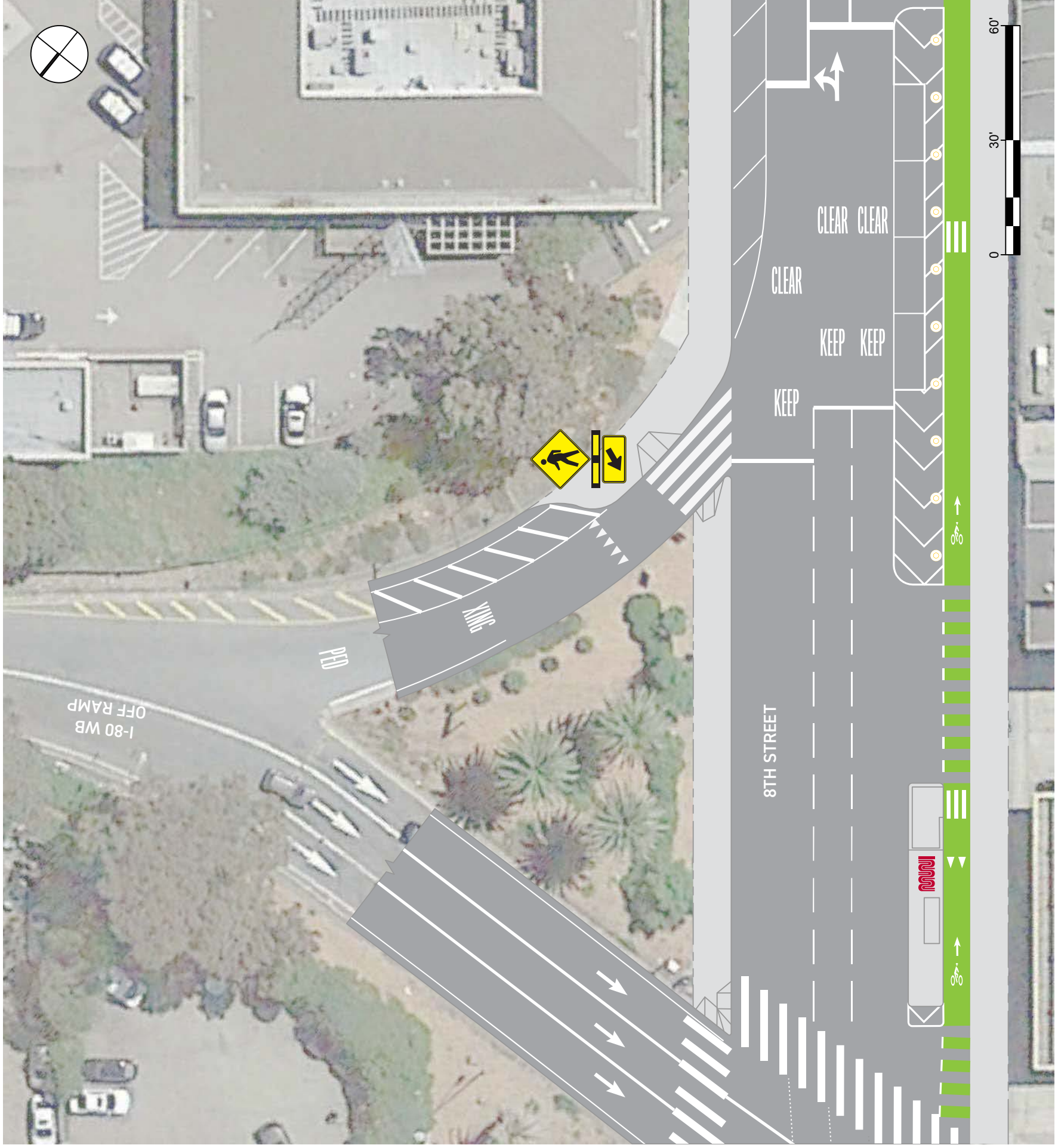
Market Street Hub Project Improvements

- 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

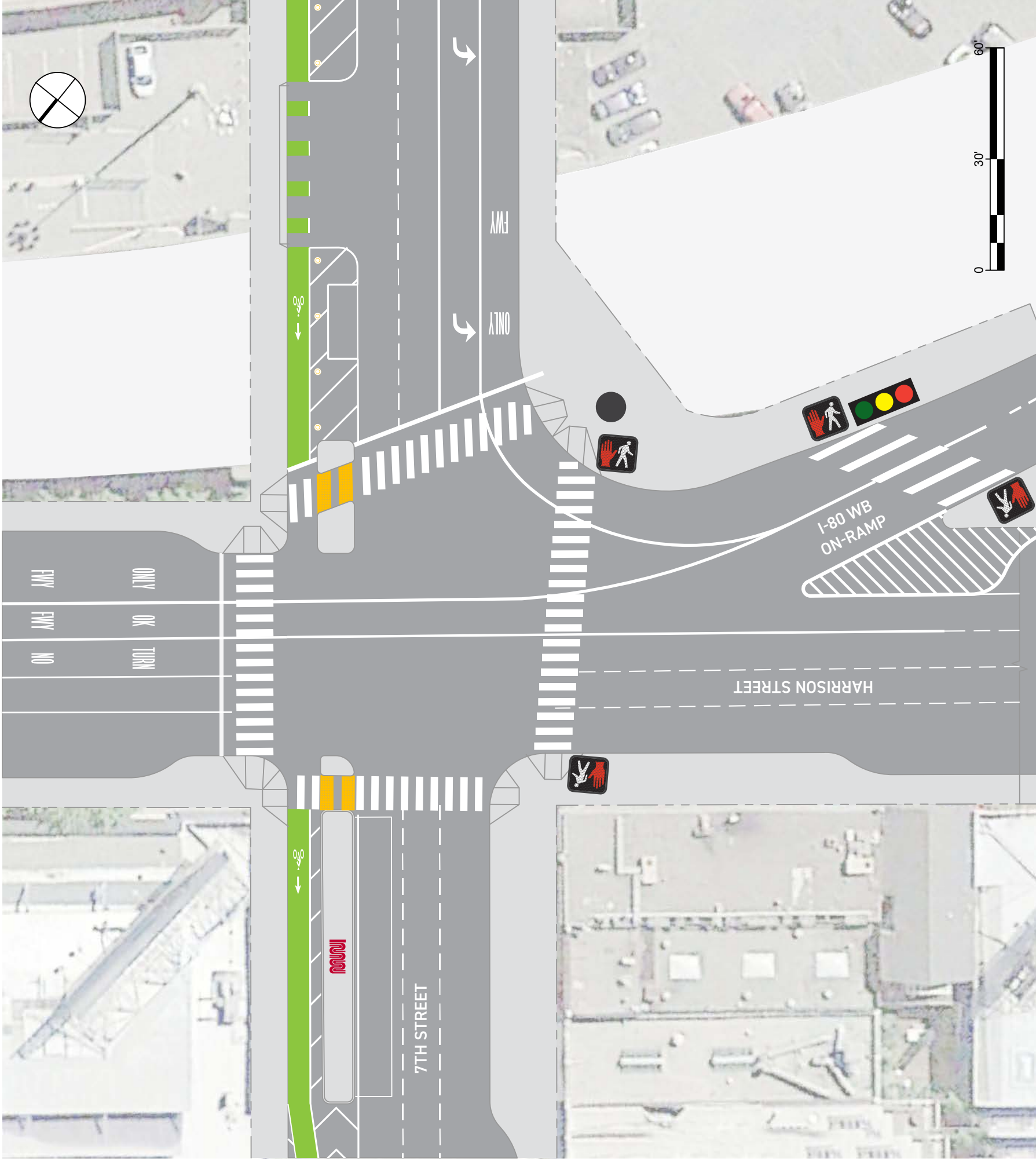
- Protected bike lane on 8th Street
- Transit boarding island

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

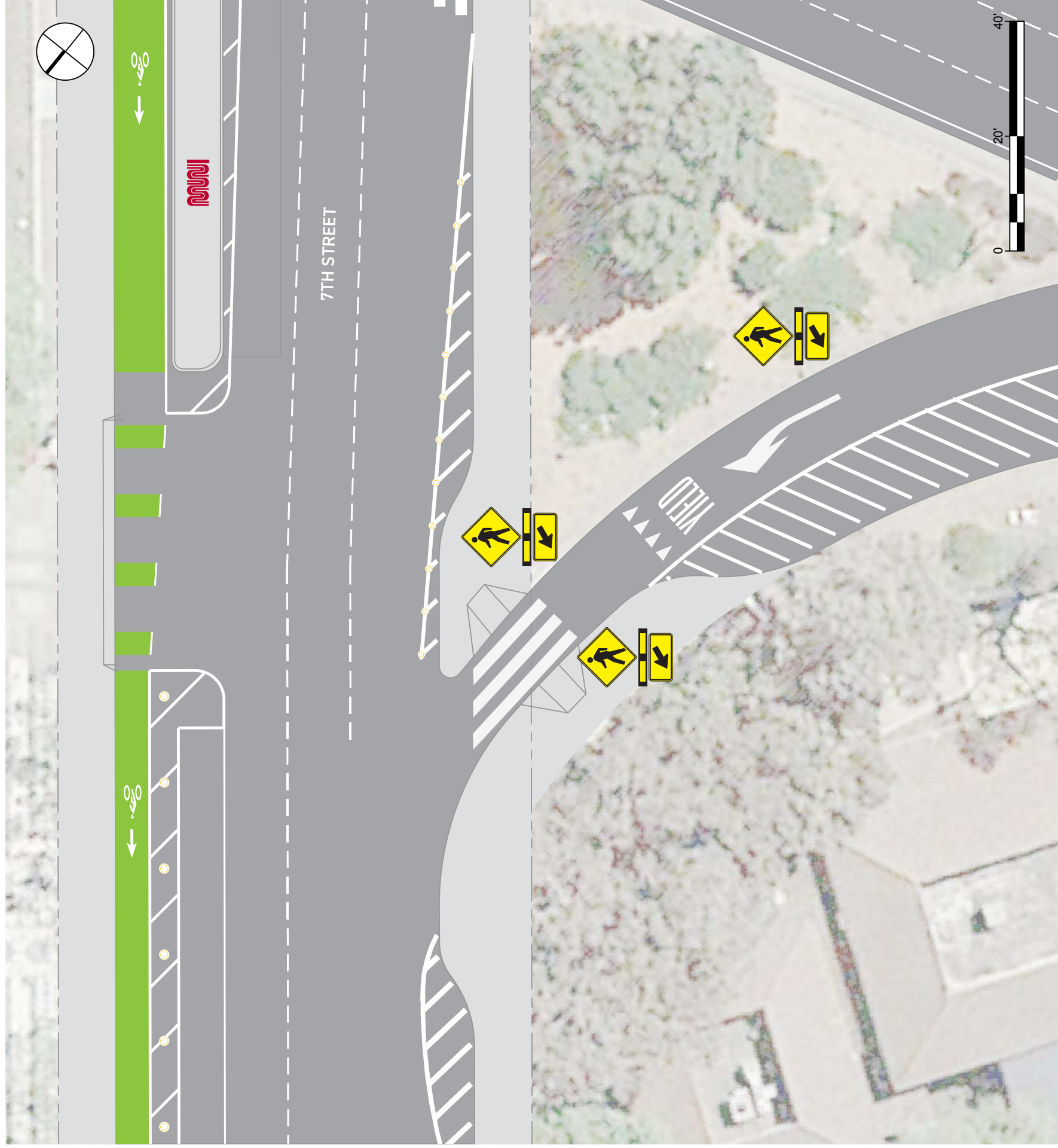
SFMTA 7th Street Bikeway Project Improvements

- 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

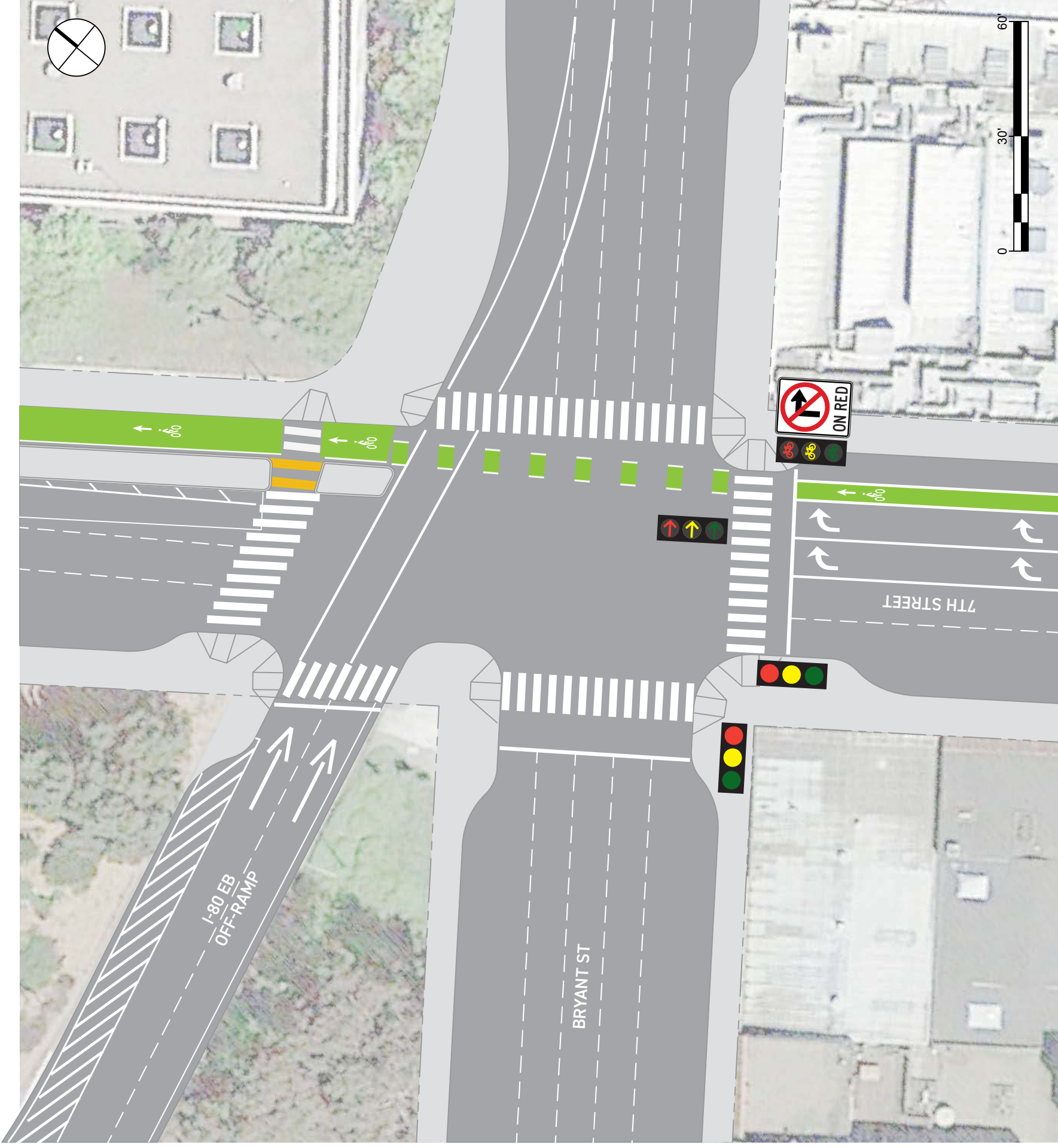
SFMTA 7th Street Bike Lane Project Improvements

- 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

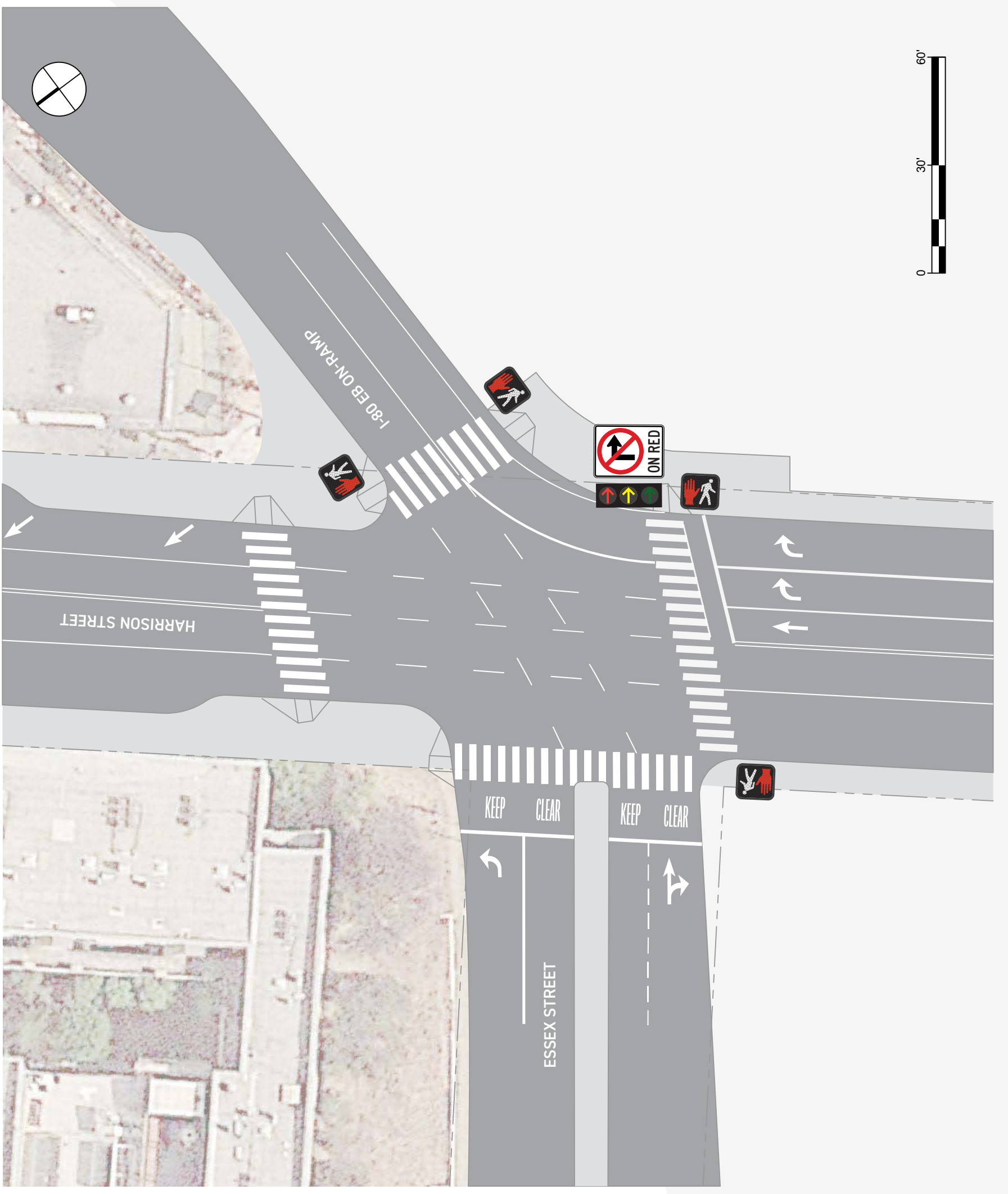
SF Flower Mart Improvements

- 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

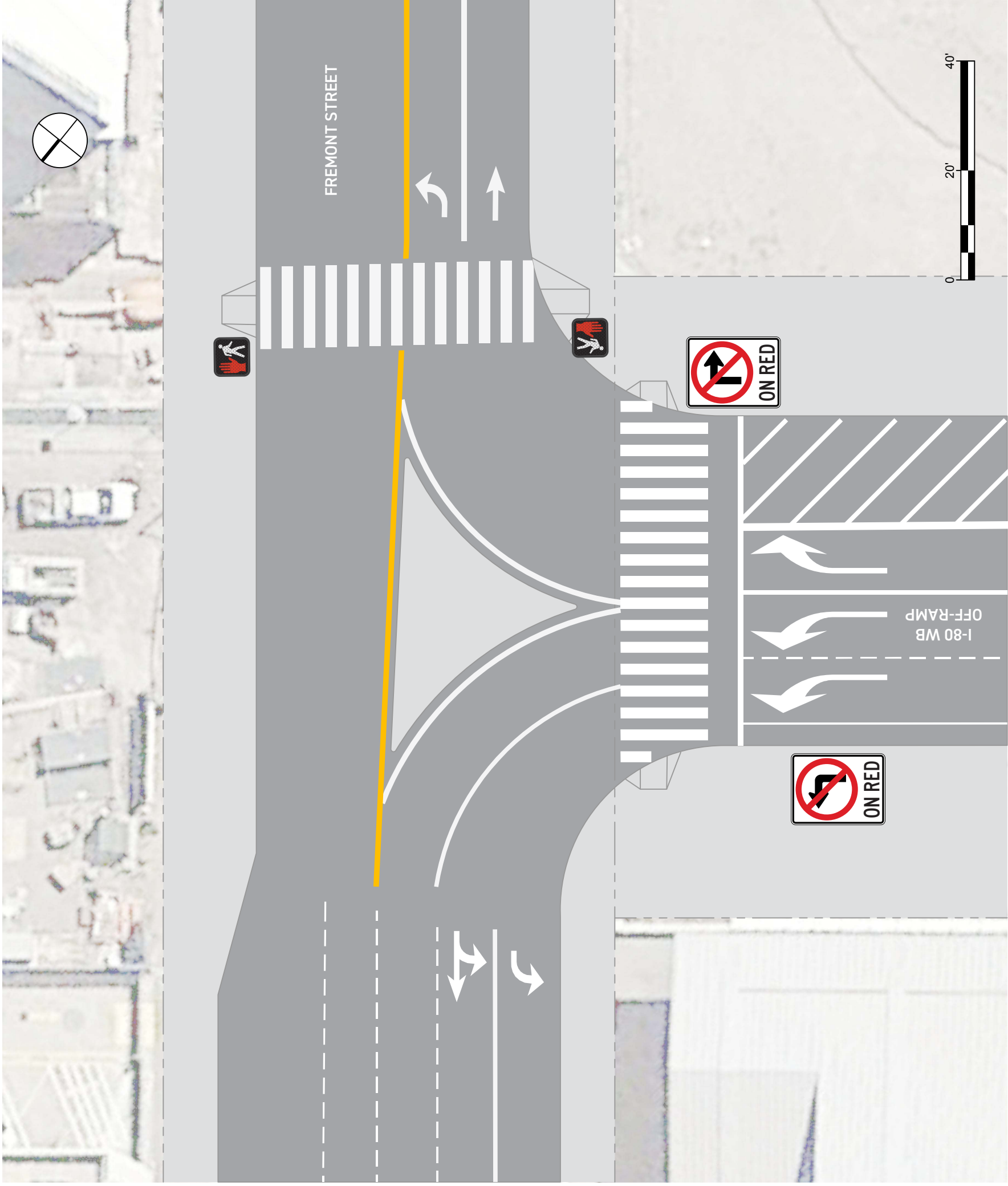
Improvements by Others

- 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



SFMTA



Muni Service Equity Strategy Update

Sean Kennedy, Acting Deputy Director, Operations Support, SFMTA Transit Division

SFCTA Board of Directors, July 9, 2019

SFMTA Transit Planning Priorities

- **Equity Strategy lines**, in support of Strategic Plan Objective 3.1: Use Agency programs and policies to advance San Francisco's commitment to equity
- **Existing high-ridership demand lines**
- **Future ridership growth areas**



Equity Strategy Background



- The SFMTA Board adopted the Muni Service Equity Policy in 2014
- Builds on, but does not replace, existing Title VI (Civil Rights Act of 1964) monitoring
- Uses a neighborhood-based approach to improving routes most critical to low-income households and people of color
- Developed jointly with transportation equity and affordable housing advocates
- Strategic Plan Objective 3.1: “Eliminate service gap differential on Equity Strategy routes”

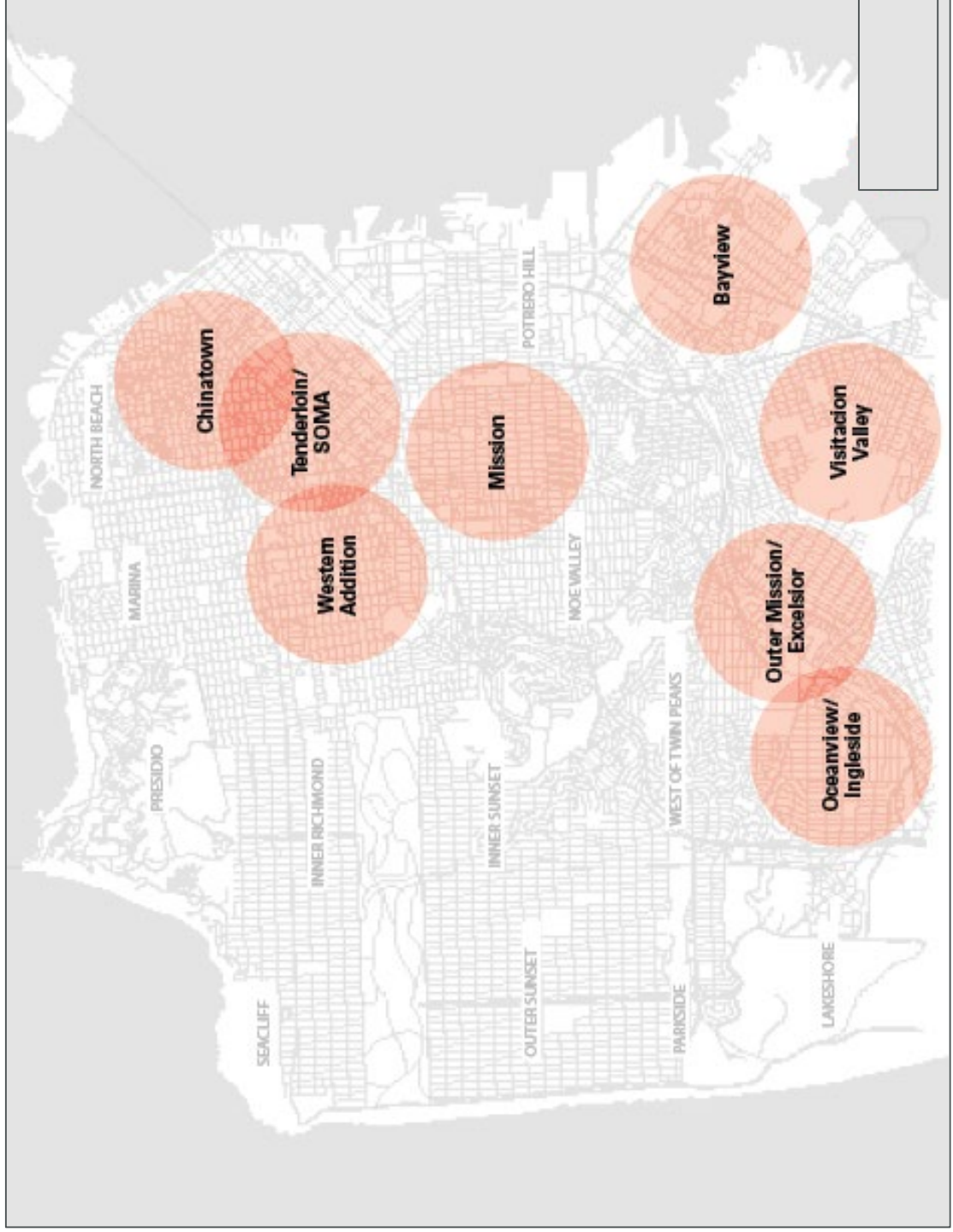
MUNI SERVICE EQUITY STRATEGY REPORT

San Francisco Municipal Transportation Agency
Fiscal Year 2016-17 and 2017-18



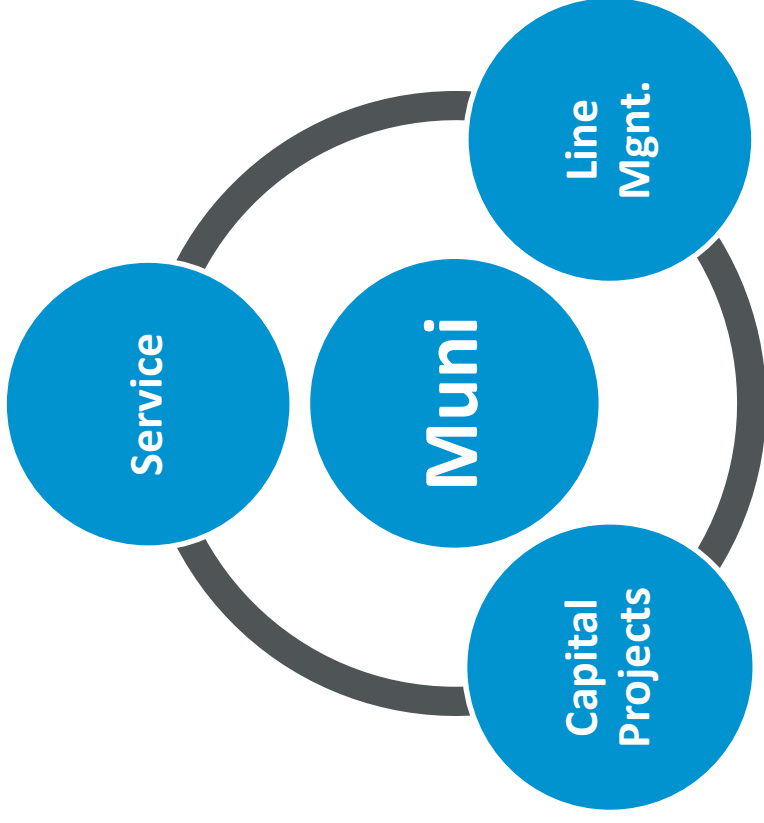
April 2016

Equity Strategy Neighborhoods

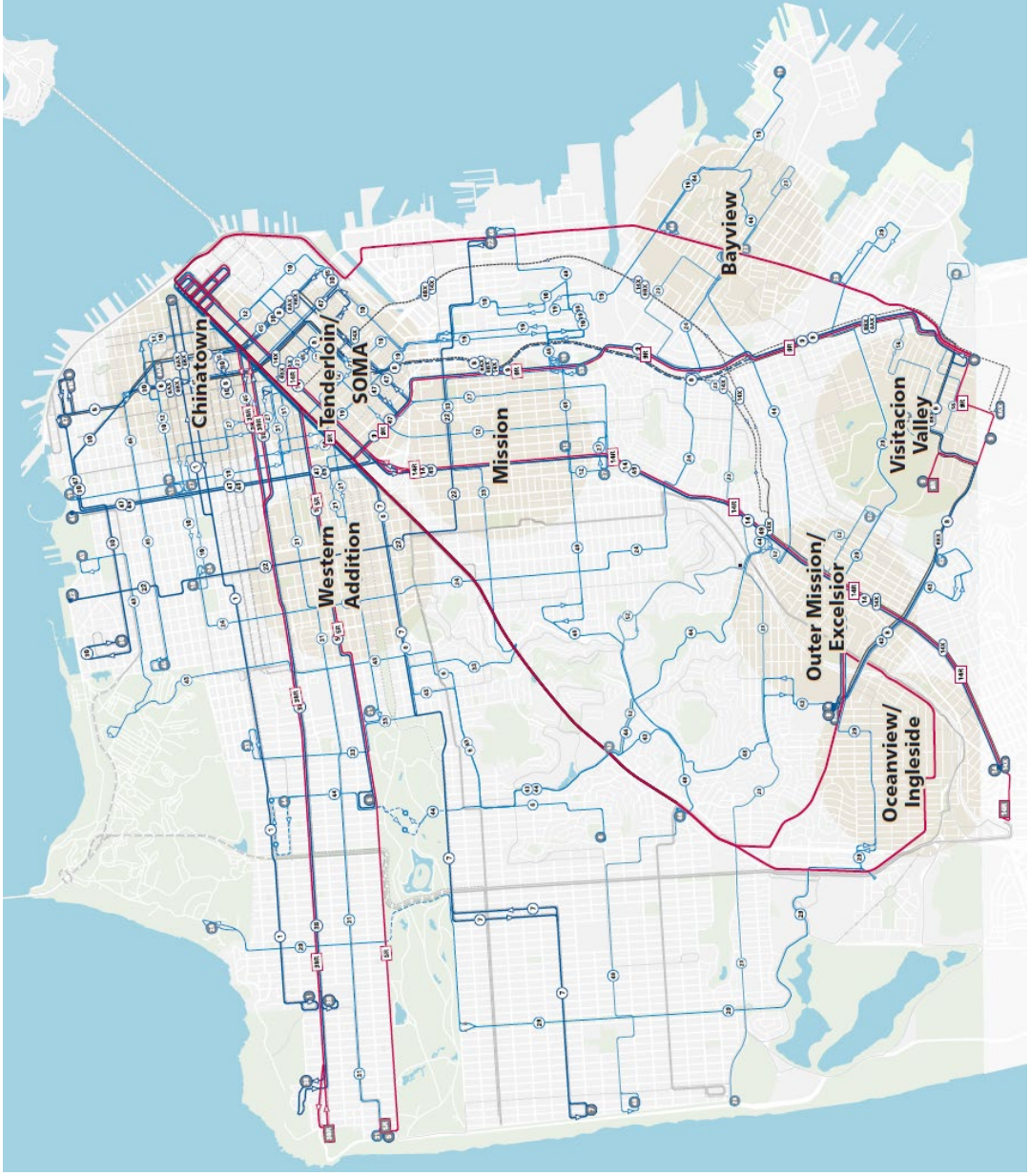


Equity Strategy Principles

- Continually monitor performance of Equity Strategy lines against system as a whole
- Evaluate service at all times of day to accommodate a range of jobs and other trip patterns
- Focus on key needs in each neighborhood
- Pursue recommendations that are deliverable in 1 to 2 years
- During budget shortfalls, prioritizing service needs in Equity Strategy neighborhoods



Equity Strategy Lines



Building on Affordability and Access



- Muni is dedicated to serving all San Franciscans
- Wherever you are in the city, you are within ¼ mile (about a 5-minute walk) of a stop
- 10% increase in service hours since 2015
- Promoting affordable service
 - Approx. 71,000 people enrolled in Free Muni for Low/Moderate Income Youth, Seniors and People with Disabilities
 - Approx. 20,000 people signed up for Lifeline Pass

Promoting Affordability

Strategic Plan Objective 3.1: Use Agency programs and policies to advance San Francisco's commitment to equity

Strategic Plan Action 3.1.6

Increase enrollment in Lifeline and Free Muni Program

- Working with SFUSD staff to identify opportunities to incorporate Free Muni for Youth application into Free/Reduced Lunch application process to improve participation rates
- Coordinating with Transit Division to add “Don’t forget to tag your Clipper card” to on-board vehicle messages to improve data collection efforts for Free Muni programs
- Participating in weekly project management meetings for the implementation of a regional low-income adult single fare discount program on Clipper – estimated implementation November 2019



Accomplishments

Neighborhood/Target	Route	Recommendation
Western Addition	5/5R	Improve service reliability for the 5 local in PM peak by implementing 5 Rapid
Accessibility, Chinatown, Excelsior-Outer Mission, Visitacion Valley	8	Increase service frequency
Accessibility, Inner Mission, Visitacion Valley	9/9R	Construct boarding islands on 11 th St and Bayshore Blvd; Switch to 60' buses on the 9 Rapid
Chinatown	10	Focus on active line management to address gaps in service in peak periods
Inner Mission	12	Extend Sansome contraflow lane to Broadway
Accessibility, Excelsior-Outer Mission, Inner Mission, Tenderloin-SoMa	14/14X	Update the trolley fleet to new 60' buses
Bayview, Excelsior-Outer Mission, Oceanview-Ingleside	29	Increase service frequency in AM peak
Inner Mission	48	Extend service to the Beach in midday
Oceanview-Ingleside	K and M	Increase service frequency
Bayview, Visitacion Valley	T	Improve 3 rd Street signal priority and transit safety; Increase service frequency

Work Currently Underway

Neighborhood/Target	Route	Recommendation
Western Addition	5/5R	Implement Muni Forward improvements on Fulton from Arguello to 25 th Ave
Western Addition	7	Construct Muni Forward project on Haight St to improve reliability and reduce crowding by adding new transit bulbs and traffic signals that replace stop signs
Accessibility, Chinatown, Excelsior-Outer Mission, Visitacion Valley	8/8AX/8BX	Construct Muni Forward project on San Bruno Ave to improve reliability
Chinatown, Inner Mission, Tenderloin-SoMa	12	Increase service frequency
Inner Mission, Tenderloin-SoMa	27	Improve travel time and reliability north of Market St where travel time is slowest
Bayview, Excelsior-Outer Mission, Oceanview-Ingleside	29	Increase service frequency all day
Chinatown	30	Switch to 60' buses for all trips
Bayview	44	Increase service frequency all day
Visitacion Valley	56	Implement schedule enhancements to improve reliability

Incorporating Equity Strategy principles into regular service planning

25 Treasure Island Resident Feedback

- Match PM service to AM
- Improve reliability and reduce bunching
- Bay Bridge traffic delays the bus, which may not be solved by more buses

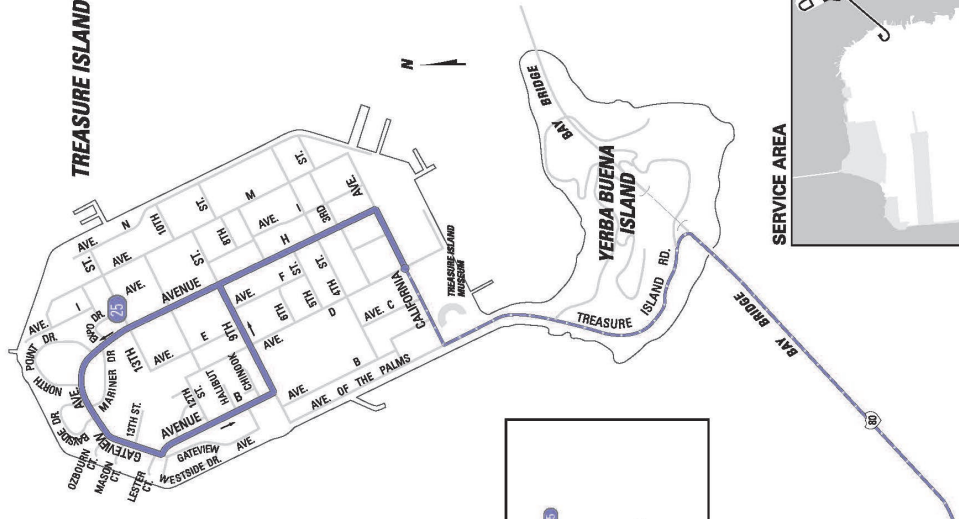


25 TREASURE ISLAND

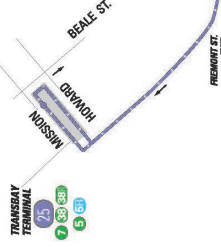
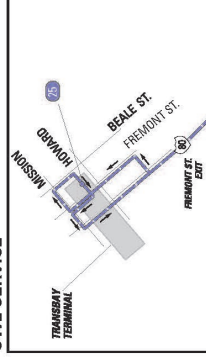
effective 2/5/2018

MAP NOT TO SCALE

	Terminal
	Local service
	Express service / stop
	Connecting Muni service
	Express service
	Station
	Weekday approximately 7 - 9 a.m. and 4 - 6 p.m.



OWL SERVICE



25 Treasure Island Future Changes



- June 2019: increase evening service after 7 p.m. to every 20 minutes
- Continue to monitor peak service once Transbay reopens and evaluate how the freeway ramp is working
- Post-development
 - Muni will continue to provide service between Treasure Island Transit Center and the Salesforce Transit Center
 - Local transit service on island itself will be provided by Treasure Island Development Authority

Equity Lines Performing Metrics

Equity Lines Outperforming the System as a Whole

- **On-time performance (Better)**
 - Equity lines: 55.1%
 - System: 54.5%
- **Gaps (Better)**
 - Equity lines: 16.8%
 - System: 17.2%
- **Crowding (Equal)**
 - Equity lines: 5%
 - System: 5%



Ongoing Equity Planning



Muni Service Equity Strategy:

- Informs the biannual SFMTA Budget directly, using performance metrics
- Prioritizes filling runs with Equity lines
- Tracks 311 public complaints/service requests that are in Equity neighborhoods

Thank You





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RESOLUTION AMENDING THE SCOPE OF WORK AND SCHEDULE FOR THE DISTRICT 3 NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM PLANNING PROJECT AND REVISING THE NAME FROM THE KEARNY STREET MULTIMODAL IMPLEMENTATION PLAN TO DISTRICT 3 PEDESTRIAN SAFETY IMPROVEMENTS

WHEREAS, In 2015 through approval of Resolution 16-18, the Transportation Authority Board allocated \$100,000 in Prop K local transportation sales tax Neighborhood Transportation Improvement Program (NTIP) planning funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Kearny Street Multimodal Implementation Plan; and

WHEREAS, Following discussions with the District 3 Transportation Authority Commissioner, Chinatown Transportation Research and Improvement Project (Chinatown TRIP), North Beach Neighbors and Telegraph Hill Dwellers, the SFMTA submitted a request to change the project name to District 3 Pedestrian Improvements and to amend the scope to reflect community desires to increase pedestrian safety priorities within the project area; and

WHEREAS, As detailed in Attachment 1, the proposed amended scope would focus on planning and design of improvements at the intersections of Kearny/Jackson, Kearny/Washington, and Columbus/Green/Stockton; and implementation of 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; in addition to other potential improvements; and

WHEREAS, The proposed amendments would not change the overall budget, which totals \$100,000 and is entirely funded by the prior Prop K allocation; and

WHEREAS, The proposed revised schedule by task and revised Prop K grant expiration



date are provided in Attachment 1; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended amending the scope of work, schedule and project name as described in Attachment 1, which also includes required deliverables; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the scope of work and schedule for the District 3 NTIP planning project and revises the name from the Kearny Street Multimodal Implementation Plan to District 3 Pedestrian Safety Improvements, as detailed in Attachment 1; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan, and the relevant 5YPPs are hereby amended, as appropriate.

Attachment:

1 – Draft Revised Scope, Schedule and Deliverables

Attachment 1.
District 3 NTIP Project
Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements

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 for District 3 Pedestrian Safety Improvements

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.

Attachment 1.
District 3 NTIP Project
Draft Revised Scope, Schedule and Deliverables for District 3 Pedestrian Safety Improvements

Revised Grant Expiration Date:

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



Memorandum

Date: June 26, 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"> • Revise 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
--	--

DISCUSSION

Background.

In 2015 through approval of Resolution 16-18, 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

Agenda Item 10

project area. Approximately \$25,000 of the 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 adopted Fiscal Year 2019/20 budget.

CAC POSITION

The CAC considered this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Draft Revised Scope, Schedule, and Deliverables

Attachment 2 – Draft Revised Budget

**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	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total
Junior Engineer (5201)	120	\$ 50.01	2.71	\$ 135.65	\$ 16,278
Senior Engineer (5211)	10	\$ 88.09	2.71	\$ 238.92	\$ 2,389
Transportation Planner III (5289)	40	\$ 59.06	2.71	\$ 160.20	\$ 6,408
Transportation Planner IV (5290)	40	\$ 70.01	2.71	\$ 189.89	\$ 7,596
Contingency (10%)					\$ 3,267
Totals	210.00				\$ 35,938

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

RESOLUTION APPROVING SAN FRANCISCO'S GOALS FOR PLAN BAY AREA 2050
AND SAN FRANCISCO'S PLAN BAY AREA 2050 REGIONALLY-SIGNIFICANT
PROJECTS LIST

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy to guide the region's long-term transportation investments and establish land-use priorities across all nine Bay Area counties; and

WHEREAS, This cycle the plan under development is known as Plan Bay Area (PBA) 2050; and

WHEREAS, As the Congestion Management Agency (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 (SFTP), in coordination with local transportation agencies and regional transit providers; and

WHEREAS, Transportation Authority staff, guided by the 2017 SFTP, other key city policies such as the City's long-standing Transit First and Vision Zero policies, the ongoing ConnectSF process, and input from other City agencies and San Francisco MTC Commissioners, developed the goals shown in Attachment 1 to guide the Transportation Authority's PBA 2050 advocacy through the plan's adoption in mid-2021; and

WHEREAS, Inclusion in the financially constrained portion of PBA 2050, either as an individual project listing or by inclusion in a programmatic category, is mandatory for all projects seeking state or federal funds or a federal action; and

WHEREAS, MTC/ABAG is developing the ultimate financially constrained list of transportation investments in PBA 2050 through an incremental process that identifies a range of



transportation priorities, including transit and road state of good repair needs assessments, the list of Transformative Projects that were submitted to MTC/ABAG in mid-2018 (Attachment 2), and locally-nominated lists of projects and programmatic categories; and

WHEREAS, In March 2019, MTC released guidance asking CMAs to develop and submit a list of regionally-significant projects to be considered for inclusion in PBA 2050 by July 2019; and

WHEREAS, On April 16, 2019, the Transportation Authority issued a request for public agencies to submit regionally-significant projects in San Francisco to be considered for inclusion in PBA 2050; and

WHEREAS, 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; and

WHEREAS, Attachment 3 lists the regionally significant projects submitted in response to this request that are specifically required to be included in PBA 2050 as an individual project per MTC's guidance, the majority of which are updates to projects from the prior PBA adopted in 2017; and

WHEREAS, Most transportation projects in San Francisco and the region do not need to be listed as stand-alone projects and are instead grouped into programmatic categories (see Attachment 4), which allows flexibility to accommodate new priorities, to advance projects through preliminary engineering, and to absorb unexpected cost increases that may arise between PBA updates; and

WHEREAS, The regionally-significant projects, along with the aforementioned transformative projects, will be subject to project performance evaluation by MTC/ABAG; and

WHEREAS, In the fall, each CMA will be assigned a financially constrained target and asked to develop a comprehensive list of projects and programs (including state of good repair needs,

regionally-significant projects, and other programmatic needs) for inclusion in the financially constrained transportation investment strategy for PBA 2050, which will consider the project performance evaluation results and other PBA goals and targets; and

WHEREAS, Guided by San Francisco's PBA 2050 goals, Transportation Authority staff will work with MTC/ABAG, project sponsors, and other stakeholders to develop a comprehensive list of county priorities within the financially constrained target that will be provided by MTC/ABAG, and will bring that list to the Transportation Authority Board for approval this fall; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee was briefed on the proposed goals and regionally-significant projects list for PBA 2050 and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves the attached goals and regionally-significant projects list for PBA 2050; and be it further

RESOLVED, That the Executive Director is authorized to submit the list of regionally-significant projects to MTC/ABAG.

Attachments (4):

Attachment 1 – PBA 2050 Goals for San Francisco

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

Attachment 3 – Regionally-Significant Projects List for San Francisco

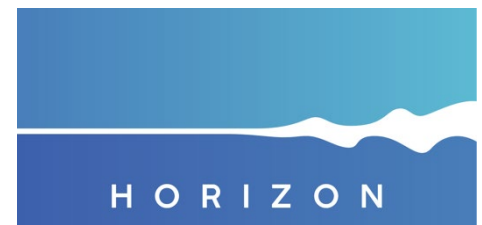
Attachment 4 – Programmatic Categories List for San Francisco

Attachment 1.
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 1.
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

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.



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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	Expand SFMTA Transit Fleet - LRV	SFMTA	This project entails additional expansion of the SFMTA light rail vehicle fleet, beyond the currently wrapping up 68-car expansion. 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. Includes the purchase of 45 expansion light vehicles.	\$ 204.3	2026	2029
2	Expand SFMTA Transit Fleet - Buses	SFMTA	This project entails future expansion of the SFMTA bus fleet. 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. Cost presented includes expansion vehicles only.	\$ 259.5	2020	2029
3	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. Cost represents only expanded facilities capacity, above and beyond replacement of existing capacity.	\$ 293.0	2022	2024
4	Geneva-Harney Bus Rapid Transit	SFMTA	Initial Phase (east of Bayshore/Arieta): 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/Arieta): 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.	\$ 68.1	2022	2024
5	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA	The project includes pedestrian and bicycle improvements in support of Vision Zero. 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
6	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
7	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
8	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
9	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
10	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
11	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

*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
12	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
13	San Francisco Late Night Transportation Improvements	SFCTA	New routes and increased frequency for all-night bus service.	\$ 146.0	n/a	2025
14	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
15	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
16	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 quick-build projects, 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, bus bulbs, 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



Memorandum

Date: June 28, 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 or 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.

Agenda Item 11

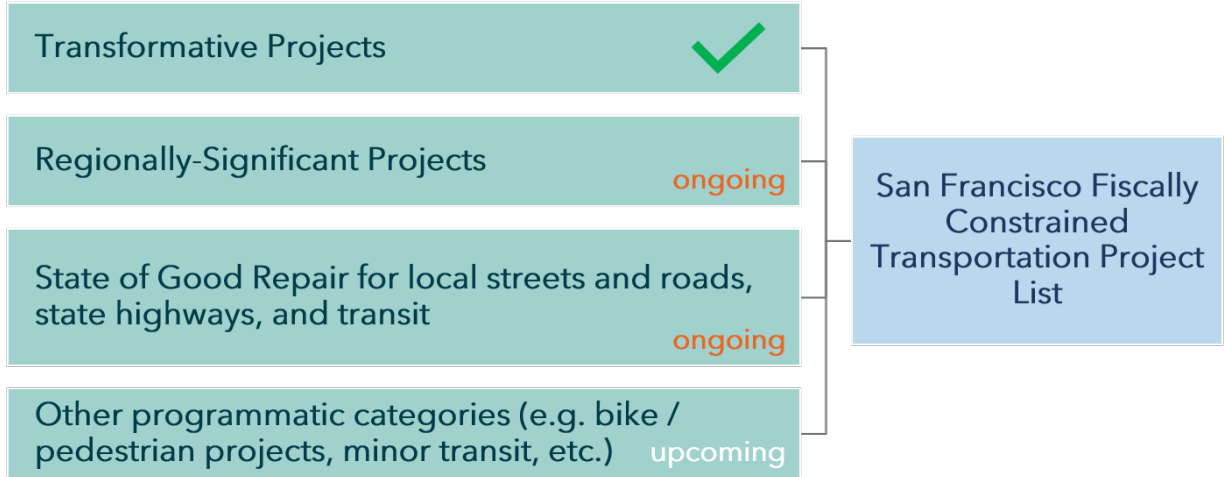
PBA must establish a strategy to meet the region's greenhouse gas emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other 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.

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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 briefed on this item at its June 26, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

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

2018

2019

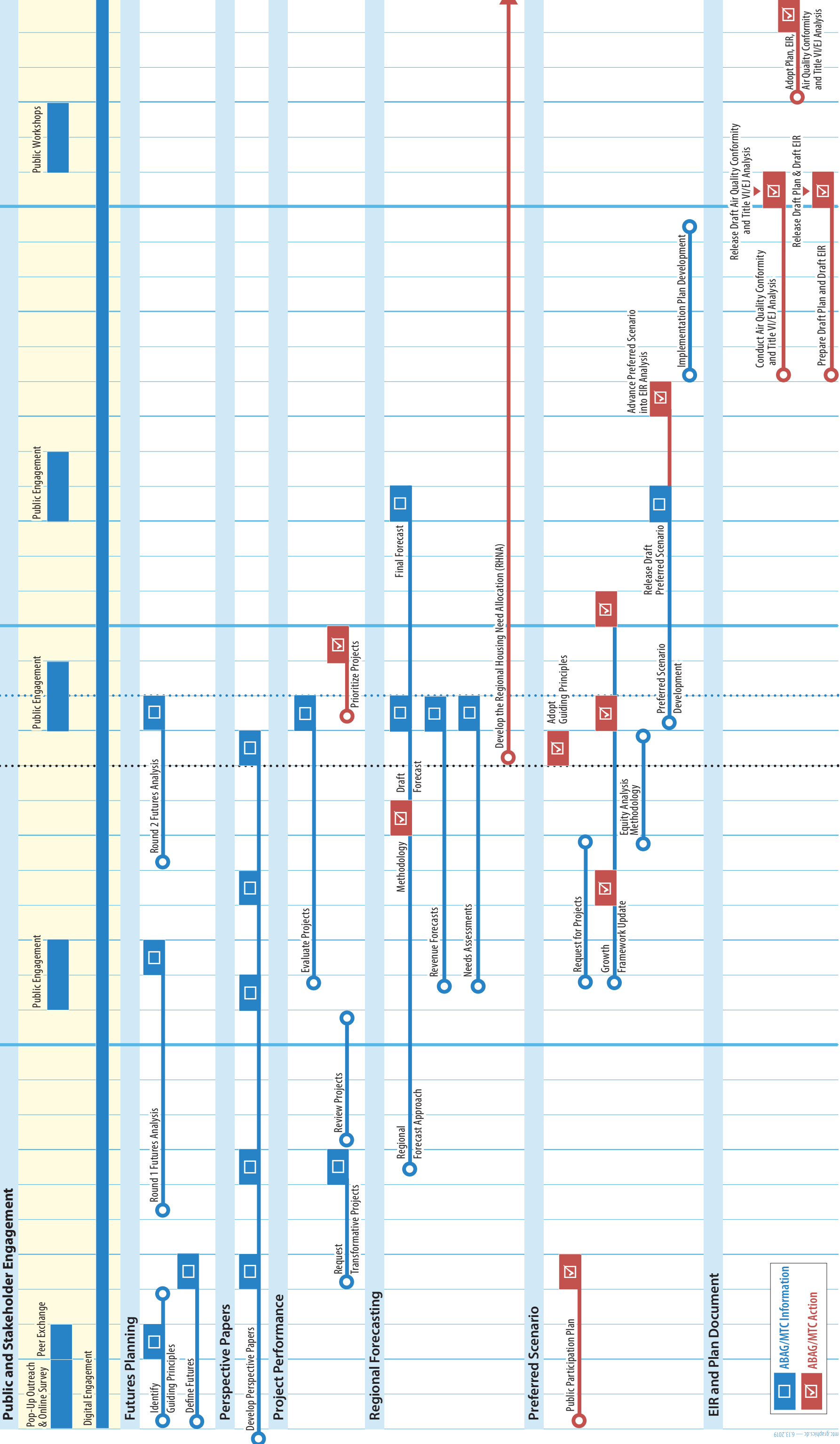
2020

2021



(Dates are tentative and subject to change.)

Plan Bay Area 2050



ABAG/AMTC Information
 ABAG/AMTC Action



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RESOLUTION AWARDING 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 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is seeking professional services of legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services; and

WHEREAS, The Transportation Authority has a need for 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; and

WHEREAS, Staff propose to contract with multiple legal firms which will enable the Transportation Authority and TIMMA to enlist the services of a broad range of legal consultants on an on-call, as-needed basis; and

WHEREAS, On May 7, 2019, the Transportation Authority and TIMMA issued a joint Request for Qualifications (RFQ) for on-call general legal counsel services to support the Transportation Authority's and TIMMA's work programs over the next three years; and

WHEREAS, The Transportation Authority received six statements of qualifications in response to the RFQ by the due date of June 6, 2019; and



WHEREAS, A selection panel comprised of Transportation Authority staff evaluated the statements of qualifications based on qualifications and other criteria identified in the RFQ, and interviewed the three top-ranked firms on June 19, 2019; and

WHEREAS, Based on the competitive selection process defined in the RFQ evaluation criteria, the selection panel recommended awarding contracts to the three highest-ranked firms of Nossaman LLP; Meyers Nave Riback Silver & Wilson; and Wendel, Rosen, Black & Dean LLP; and

WHEREAS, The selection panel recommended that the Transportation Authority and TIMMA both award contracts to the same three firms, as both agencies share legal resources, which will enhance staff efficiency in issuing task orders and supporting project needs; and

WHEREAS, The Transportation Authority's portion of the scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2019/20 work program and budget through relevant projects and studies, and sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The professional services contracts will be funded by a combination of federal and/or state grants from the California Department of Transportation and the Metropolitan Transportation Commission, local agency contributions, and Prop K sales tax funds; and

WHEREAS, At its June 26, 2019 meeting, the Citizens Advisory Committee considered and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards 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; and be it further

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

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

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

Attachment:

1. Scope of Services

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.



Memorandum

Date: June 28, 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

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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.

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 be briefed on this item at its June 26, 2019 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

Attachment 1 – Scope of Services

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

**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.