



AGENDA

Citizens Advisory Committee Meeting Notice

Date: Wednesday, September 25, 2019; 6:00 p.m.

Location: Transportation Authority Hearing Room, 1455 Market Street, 22nd Floor

Members: John Larson (Chair), David Klein (Vice Chair), Myla Ablog, Kian Alavi, Ranyee Chiang, Robert Gower, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack

		Page
6:00	1. Call to Order	
6:05	2. Chair's Report - INFORMATION	
6:10	<u>Consent Agenda</u>	
	3. Approve the Minutes of the September 4, 2019 Meeting - ACTION*	5
	4. Adopt a Motion of Support for the Execution of Amendment No. 4 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$580,000, to a Total Amount Not to Exceed \$1,535,000, and Extend the Agreement through June 30, 2021 - ACTION*	13
	5. State and Federal Legislation Update - INFORMATION*	17
	6. Citizens Advisory Committee Appointment - INFORMATION	
	The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at its October 8, 2019 meeting. The vacancy is the result of the resignation of Myla Ablog (District 5 resident). Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac .	
	7. Muni Transit Performance Working Group Update - INFORMATION*	21
	On June 24, 2019 Mayor London N. Breed announced the creation of the Muni Transit Performance Working Group to review the performance of the City's current bus and rail system and to recommend actionable steps that the City can take to improve service for riders. The working group is convened together with Supervisor Rafael Mandelman and Supervisor Aaron Peskin.	
	<u>End of Consent Agenda</u>	
6:15	8. Update on the Caltrain Modernization Program - INFORMATION*	61



- 6:30 9.** Adopt a Motion of Support for the Allocation of \$24,253,024, with Conditions, and Appropriate \$749,724 in Prop K Sales Tax Funds for 23 Requests - **ACTION*** **77**
- Projects:** (PCJPB or Caltrain) Caltrain Capital Improvement Program: 5 requests (\$2,918,012), Vehicles - State of Good Repair: 2 requests (\$2,250,000), Facilities - State of Good Repair: 1 request (\$430,506), Guideways - State of Good Repair: 5 requests (\$2,000,000), Peninsula Corridor Electrification Project: 1 request (\$4,912,000); (SFMTA) Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,500,472), Great Highway Signal Upgrade (\$220,000), Bayview Community Based Transportation Plan - Additional Funds (\$50,000), District 11 Traffic Calming [NTIP Capital] (\$600,000), Bike to Work Day 2020 (\$41,758), Bicycle Safety Education and Outreach (\$80,000), Safe Routes to Schools Program Administration (\$200,000), Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$50,276); (SFCTA) Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$49,724), Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] (\$700,000)
- 6:50 10.** Adopt a Motion of Support for the Adoption of the SoMa Youth and Family Special Use District Community Engagement Final Report - **ACTION*** **103**
- 7:05 11.** Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program - **ACTION*** **117**
- 7:20 12.** Update on the San Francisco Municipal Transportation Agency's Siemens Light-Rail Vehicle Procurement - **INFORMATION*** **145**
- 7:35 13.** Update on the Geneva/San Jose Intersection Study - **INFORMATION*** **153**
- Other Items**
- 7:50 14.** Introduction of New Business - **INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration.
- 7:55 15.** Public Comment
- 8:00 16.** Adjournment

*Additional Materials

Next Meeting: October 23, 2019

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**San Francisco
County Transportation
Authority**

Citizens Advisory Committee Meeting Agenda

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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, September 4, 2019

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:16 p.m.

CAC members present: Myla Ablog, Kian Alavi, David Klein, John Larson, Peter Tannen and Sophia Tupuola (6)

CAC Members Absent: Ranyee Chiang, Robert Gower, Jerry Levine and Rachel Zack (4)

Transportation Authority staff members present were Anna LaForte, Maria Lombardo, Mike Pickford, Alberto Quintanilla, Steve Rehn, Mike Tan and Luis Zurinaga (Consultant).

2. Chair's Report – INFORMATION

No minutes were taken for Item 2 due to lack of quorum.

Consent Agenda

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

4. Citizens Advisory Committee Appointment – INFORMATION

There was no public comment on the Consent Agenda.

Peter Tannen moved to approve the Consent Agenda, seconded by Sophia Tupuola.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Klein, Larson, Tannen, Tupuola and (6)

Absent: CAC Members Chiang, Gower, Levine and Zack (4)

End of Consent Agenda

5. Adopt a Motion of Support to Allocate \$26,147,587, with Conditions, and Appropriate \$100,000 in Prop K Sales Tax Funds for Twelve Requests – ACTION

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

Chair Larson said when he first joined the CAC there was an M-Line study that developed the options for building the light rail line underground or above ground. He asked if the scope overview for the new request for additional planning meant that the project would move forward or if it still had to go through a prioritization process among a list of other projects through the Transit Corridor Study.



Sarah Jones, Planning Director at the San Francisco Municipal Transportation Agency (SFMTA), replied that the Muni Metro Subway Expansion Project that addresses the M-line improvements referenced by Chair Larson, had not yet been prioritized vis-à-vis other potential projects. She said the City's ConnectSF effort, which includes the Transit Corridor Study, would provide the basis for decisions about which major transit projects to prioritize. She added that it would be premature to engage in an environmental review for the Muni Metro Subway Expansion project until the ConnectSF project prioritization was complete.

Chair Larson asked what the process was within ConnectSF for prioritizing projects.

Ms. Jones said ConnectSF was a long-range planning process that would forecast the City's transportation needs over the next 50 years. She said the first phase of ConnectSF involved heavy outreach and development of a long-range vision for a highly connected city and region. Ms. Jones said it was important to evaluate the M-Line project within that context. She said as part of the current phase (Phase 2) of ConnectSF, staff would perform studies to identify key transit investments and also perform outreach to inform how to prioritize and evaluate projects. Ms. Jones said during the next phase of ConnectSF, the recommendations from the Transit Corridor Study and Streets and Freeway Study would be prioritized in the fiscally constrained San Francisco Transportation Plan.

Peter Tannen asked if there had been preliminary engineering on the redesign of 19th Avenue as part of the Combined City Project.

Ms. Jones said she believed the construction was anticipated to begin within a year.

Peter Tannen asked if any design had been done on the anticipated protected bicycle facility on the west side of 19 Avenue as part of the 19th Avenue re-design.

Ms. LaForte said Transportation Authority staff would follow up and provide any available conceptual designs of the portion of 19th Avenue where a bicycle facility was contemplated.

Myla Ablog asked if the speed radar signs recorded data.

Philip Louie, Project Manager at the SFMTA, said the speed radar signs did not record data but simply displayed the speed of approaching vehicles.

Myla Ablog said some streets had embedded sensors and asked if there were other ways besides automated enforcement to track speeds.

Mr. Louie said that the speed radar sign program focus was encouragement rather than enforcement.

Chair Larson said it might be helpful if the radar speed signs included a data gathering component that could at least record the frequency with which vehicles exceed the speed limit.

Mr. Louie said the Speed Radar Sign program did produce before-and-after studies to determine the effectiveness of the signs.



Myla Ablog clarified that her point about sensors embedded in the streets was that they could possibly capture data that the speed radar signs could not.

Ms. LaForte said the Transportation Authority would work with the SFMTA to add a deliverable to the proposed allocation for before- and after-studies on the effectiveness of the new speed radar signs.

David Klein asked why the Muni Subway Expansion project was not looking at denser areas of the city like the Richmond and Panhandle neighborhoods. He said studying the M-Line should not preclude the SFMTA from looking at other investments.

Ms. Jones said looking at the M-Line was not mutually exclusive with looking at other subway or rail projects. She said the ongoing Transit Corridor Study was looking at transportation investments all over the city, including both the Richmond and Panhandle neighborhoods.

David Klein asked if the proposed planning effort would look at the Lake Merced and/or West Portal sections of the M-Line.

Ms. Jones said the feasibility and planning studies for M-Line improvements originated from the Lake Merced development proposal. She said for that reason M-Line planning was substantially ahead of other transit investments, and said the missing piece was determining how to link the existing subway to a new subway south of West Portal.

Chair Larson asked for an explanation of Prop E tree funding and asked if Prop E was responsible for maintaining street trees.

Anna LaForte said Prop E amended the city charter to transfer responsibility from property owners to the city for maintaining trees in public rights-of-way adjacent to their property, as well as the responsibility for repairing sidewalks damaged by street trees.

Chair Larson asked for confirmation that the sidewalk repair funds were for sidewalks adjacent to city property as well as at all street corners.

Carla Short, Urban Forestry Superintendent at Public Works, replied in the affirmative and said the City was responsible for repairs to any public sidewalk damaged by tree roots, as well as corner areas not adjacent to private property.

During public comment Edward Mason asked for more information on the new seating configuration referenced in the scope of the SFMTA's New Flyer Midlife Overhaul project. Mr. Mason also said formation of hairline cracks in the cement on recently paved sidewalks was an ongoing issue on city streets and asked that the root cause be investigated, whether it be the chemical formation of the concrete, design or some other factor.

Chair Larson requested an update from Public Work to address Mr. Mason's question.

Myla Ablog moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Klein, Larson, Tannen and Tupuola (6)



Absent: CAC Members Chiang, Gower, Levine and Zack (4)

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

Peter Gabancho, Project Manager for the Van Ness Bus Rapid Transit project at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

David Klein asked how many people were receiving text messages, emails or attending meetings. He said the card campaign for businesses along the Van Ness corridor seemed nice but wanted to know how many businesses were taking advantage of the free advertisement.

Mr. Gabancho said he would follow up with the number of individuals receiving emails and text messages. He said the Van Ness CAC had about 15 members and Business Advisory Committee had 13 members. In regard to the advertisement campaign, he said to his knowledge no businesses had used advertisement cards to date.

Chair Larson said maybe business owners should be reminded of the offer as it seemed like a pretty good opportunity to turn down.

David Klein said he was looking for the effectiveness of outreach efforts and numbers that demonstrated positive change to drive businesses affected by roadwork. He said the city owed it to the businesses with over a year delay and requested an update on the analytics of outreach efforts.

During public comment Edward Mason said there were traction power cables on the west side of Van Ness and asked if the 49 Muni line would be trolley coach or diesel powered after the project was complete. He noted that in the future the buses would be all battery powered per the City's long-range plans. He asked if overhead wires would be installed for the 49 line for 10-15 years or if it would stay as a hybrid bus. He said it appeared that there was a two-year delay on the battery powered buses and asked how it would all fit together.

Mr. Gabancho said the SFMTA was restringing overhead wires along Van Ness and said the 49 line would be electrified once construction concludes. SFMTA will run trolley buses until there are reliable battery buses.

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

Item 7 was called before Items 5 and 6 through the call of the Chair.

7. 2019 Vision Zero Action Strategy – INFORMATION

Michael Jacobson, Transportation Planner - Livable Streets at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Myla Ablog asked if an example of quick build projects could be provided.

Mr. Jacobsen said the Safer Taylor Quick Build project was a good example. He said that,



while the long-term corridor project would widen sidewalks and require extensive coordination with the San Francisco Department of Public Works (SFPW), the quick build project was completed in a matter of months from approval to implementation. The quick build process allowed SFMTA to use paint and safe-hit posts to reduce travel lanes and add daylighting and paint safety zones.

David Klein asked what steps the SFMTA takes when responding to fatal or severe injury crashes. He noted that a number of the reported fatalities had occurred in District 1.

Mr. Jacobson said the SFMTA had a three-part rapid response team. The rapid response engineering team responded to sites within 24 hours and was responsible for analyzing conditions that may have contributed to the crash. He added that the engineering team would go to each site and determine state of good repair improvements that could be done quickly. Mr. Jacobson said the street team was responsible for providing emotional support to the victims' families and placing memorial posters at the sites of crashes within a week. He said the third part of the team worked with the District Attorney's office and the San Francisco Department of Public Health (SFDPH) to ensure victims' families had access to city resources.

Peter Tannen noted that Vision Zero was happening in other cities around the world and asked how San Francisco's strategy compared to other cities.

Mr. Jacobson said the high-injury network was common in many strategies and noted that SFDPH created the methodology for the high-injury network and that had been adopted by many other jurisdictions. He said it was common to see cities provide a list of strategic actions but said the complimentary goals, including climate goals, had not been adopted by other Vision Zero cities. Mr. Jacobson said the Vision Zero Network group brought together resources shared among cities and advocates and stated that San Francisco's strategy had been lauded as forward thinking.

Sophia Tupuola asked how the City could shift travel modes in Communities of Concern and if there were plans to install bike lanes or provide bike training classes for children to bike to school.

Mr. Jacobson said Vision Zero had bike training classes as one of the strategic actions in the safe people program. He told Ms. Tupuola that if she had a specific neighborhood in mind that he could put in her contact with the appropriate SFMTA staff. Mr. Jacobson said the SFMTA was always cognizant of neighborhood interest and noted that the SFMTA's Livable Streets staff worked on bike and pedestrian projects. He said Vision Zero created framework of where safety improvements were prioritized for high-injury networks and Communities of Concern.

Chair Larson noted recent press that San Francisco was not meeting Vision Zero goals and asked if regulations banning right turns on red lights could be adopted locally or would require state legislation.

Mr. Jacobson said a ban on right turns at a red light could be adopted locally and said Vision Zero was currently looking at no turn prohibitions at a systematic level. He said later this year the city would choose eight intersections to pilot left turn safety improvements.



Kian Alavi asked how many fatalities had been reported over the past five years.

Mr. Jacobson said he would need to report back the official number for the past five years.

Mr. Alavi asked if fatalities were trending up.

Mr. Jacobson said 2017 was the low point but numbers had gone up since then. He said Vision Zero was a nation-wide battle but said Vision Zero was working systematically and holistically to make streets as safe as possible.

Mr. Alavi asked if the increase of Transportation Network Company (TNC) vehicles correlated with the rise in pedestrian and bicyclist fatalities.

Mr. Jacobson said he could not make a causal connection, but possibly use vehicle miles traveled as a proxy. He added that to date in 2019, there had been no fatalities in crashes involving a TNC driver.

Mr. Alavi stated the proliferation of TNCs should be a higher priority due to the additional forty thousand vehicles on San Francisco streets.

Mr. Jacobson noted that the regulation of TNCs was captured in the Vision Zero's transformative policy agenda.

During public comment Edward Mason said he was seeing a proliferation of skateboarders on sidewalks and was in favor of additional enforcement. He also spoke about the increase of scooters and bikes on sidewalks and said they were a safety hazard for pedestrians.

Ms. Jones said another program geared towards school travel and Communities of Concern was Safe Routes to School. She said the main goals of Safe Routes to School were safety and mode shift. She said SFMTA's program included helping children learn to ride bikes and making transit a safer alternative for children. Ms. Jones said she could provide the CAC a Safe Routes to School presentation if desired.

8. Update on the Caltrain Business Plan – INFORMATION

Sebastian Petty, Caltrain Senior Advisor, presented the item.

Peter Tannen asked if the 82% farebox recovery was the current farebox recovery.

Mr. Petty said the current farebox recovery was 73% and that Caltrain predicted anywhere from 72% - 82% in the scenarios.

Peter Tannen asked what the skip stop service meant in the moderate growth scenario.

Mr. Petty said the moderate growth scenario worked on relative few discreet four track overtakes that would need to be built. He said local trains would need to be sped up to accommodate high-speed rail, express trains and local trains. Mr. Petty said Caltrain would have four local trains running an hour in each direction but there would be certain stations in the mid-peninsula area where they would only be served by every two trains. He said that was the skip stop service, and noted the station spacing was particularly close in the mid-peninsula area.

Myla Ablog asked if the service growth scenarios included incentivized mode shift to get



people out of commuter buses or if it would happen organically.

Mr. Petty said there was a lot happening on the land use side of the Caltrain corridor and noted the advantage of Caltrain being an old rail corridor with many of its stations in downtown areas. He said Caltrain was looking to keep up with development in relation to its service and added that they would be looking at the connectivity of first/last mile access. Mr. Petty said that Caltrain has heard from big employers that they would prefer to not have commuter services.

Chair Larson asked if there was a frequency tipping point to ensure dependability and ridership loyalty.

Mr. Petty said there was not one clear answer. For Caltrain, he said that the average daily distance traveled was between 22-23 miles long so riders are planning ahead to make these trips. He said the baby bullet and express drove ridership and Caltrain would like to get to 15-20 minute headways to improve dependability.

David Klein stated that he would like to push for the high growth scenario due to the increase in population that is likely to continue, pointing to the significant historical growth along the corridor. Has asked if there was ever a scenario where a city or region overbuilt rail transportation.

Mr. Petty said he could not specifically answer the question but emphasized that the details of the staff recommendation that encouraged planning for and not precluding the high growth scenario. Mr. Petty explained that the growth scenario recommended (moderate) was based on what Caltrain believed it could independently deliver and what was best for its riders. He added that one reason Caltrain was not initially recommending high growth because it would require building 15 miles of four track sections, which would have significant local impacts, including the need to take property.

David Klein asked if the 1,000 surveys received was a sufficient sample size when selecting the appropriate growth scenario.

Mr. Petty said outreach had been done through a range of different streams and the approach of the surveys was not to get an absolute statistically representative sample. He added that Caltrain had a stakeholder group with 90 different groups represented, a transportation agencies group that met monthly and a local electives group that represented all jurisdictions and also met monthly.

Luis Zurinaga thanked Caltrain for their detailed work in putting their Business Plan together. He said the Transportation Authority was supportive of the service vision that Caltrain was recommending and the remaining tasks to complete the study. He said the Transportation Authority recognized the funding and institutional challenges ahead and offered their support. Mr. Zurinaga said the Transportation Authority was requesting that Caltrain provide a funding plan that details when funding would be needed to support the improvements and operations proposed in the moderate scenario. This would allow the Transportation Authority to plan and advocate for funding sources. He stated the importance of working together to make the long range vision a reality.

During public comment Edward Mason asked if the project would eliminate the hundreds



of commuter buses that travel through San Francisco. He referenced a report that stated that 45% of people who take commuter bus would need to drive to the 4th and King Caltrain station if they did not have a commuter bus option.

The CAC lost quorum at 8:18 p.m. during Item 8. The meeting was adjourned. Chair Larson continued the meeting as a workshop with any presentations or public comment not on the record.

9. Introduction of New Business – INFORMATION

No minutes were taken due to lack of quorum.

10. Public Comment

No minutes were taken due to lack of quorum.

11. Adjournment

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



Memorandum

AGENDA ITEM 4

DATE: September 17, 2019
TO: Transportation Authority Board
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 10/08/19 Board Meeting: Execution of Amendment No. 4 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$640,000, to a Total Amount Not to Exceed \$1,595,000, and Extend the Agreement through June 30, 2021

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> Execute Amendment No. 4 to the Memorandum of Agreement (MOA) with the Treasure Island Development Authority (TIDA) for the Yerba Buena Island (YBI) Vista Point Operation Services to increase the amount by \$640,000, to a total amount not to exceed \$1,595,000, and extend the agreement through June 30, 2021 Authorize the Executive Director to modify amendment terms and conditions <p>SUMMARY The Transportation Authority has been working in collaboration with TIDA to operate and maintain the YBI Vista Point facility since November 2016. Amendment No. 4 to the MOA will increase the total agreement amount to \$1,595,000 and extend the termination date to June 30, 2021.</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: _____
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DISCUSSION

Background.

After the completion of the new Bay Bridge Eastern Span bicycle/pedestrian path extension from Oakland to YBI in fall of 2016, the Transportation Authority, TIDA, Caltrans, Bay Area Toll Authority (BATA), and the United States Coast Guard (USCG) collectively determined it would be advantageous to design and construct a trail landing Vista Point improvements on YBI, adjacent to the San Francisco-Oakland Bay Bridge bicycle/pedestrian path touch down area,



to improve safety for pedestrians and bicyclists. These improvements were opened to the public in early May 2017 and provide a larger, more amenable Vista Point type setting (on USCG property - Quarters 9), including but not limited to a hydration station, portable restrooms, bike racks, shuttle from Treasure Island and pedestrian crosswalk. The opening of Vista Point coincided with Caltrans' expansion of the hours of the bicycle/pedestrian path to weekdays as well as weekends. The Vista Point is open the same hours as the bicycle/pedestrian path. With the Vista Point improvements opened to the public, ongoing maintenance, security and operational activities are required.

In June 2019, through Resolution 19-59, the Transportation Authority approved the acquisition of property on YBI from the U.S. Coast Guard, on behalf of TIDA, to enable construction of the Southgate Road Realignment Improvements Project and for continued use of Vista Point under TIDA's ownership. The Transportation Authority will subsequently transfer the majority of the property to TIDA as soon as practicable and the remainder to Caltrans after construction is complete.

Memorandum of Agreement.

In October 2016, through Resolution 17-08, the Transportation Authority approved a MOA with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through June 30, 2017. Under the terms of the MOA, TIDA utilizes its existing resources to provide janitorial, landscape maintenance, security, transportation shuttle, and other services for the Vista Point area, and the Transportation Authority compensates TIDA for these service expenses. The MOA was amended as of July 1, 2017 to increase the not to exceed amount to \$600,000; amended again as of July 1, 2018 to increase the not to exceed amount of \$955,000 and amended a third time as of July 1, 2019 to extend the term of the MOA to October 31, 2019. Vista Point operations and maintenance cost an average of \$316,169 per year, of which the majority of the cost is attributed to operating a weekend and holiday shuttle service. A shuttle, equipped to transport up to eight bicycles, operates 15- to 20-minute service between Vista Point and Treasure Island from sunup to sundown on weekends and holidays. Two vendors under the MOA, Toolworks, Inc. and Rubicon Landscape, participate in the One Treasure Island jobs program, which provides job opportunities for Treasure Island and San Francisco residents. Together, Toolworks, Inc. and Rubicon Landscape account for approximately 8% of the total agreement.

Amendment No. 4 to the MOA will increase the total agreement amount to \$640,000 to a total amount not to exceed \$1,595,000 and extend the termination date to June 30, 2021. The services provided under the MOA between the Transportation Authority and TIDA has been fully funded by the Bay Area Toll Authority's (BATA) Seismic Retrofit funds programmed to the I-80 Westbound Ramps Project. BATA has continued its commitment to support Vista Point operations and maintenance through our funding agreement for the Southgate Road Realignment Improvements Project.

FINANCIAL IMPACT

The services provided under the MOA amendment between the Transportation Authority and TIDA will be funded by BATA funds programmed to the Southgate Road Realignment Improvements Project. Remaining activities for Fiscal Year 2019/20 will be included in the



Transportation Authority's mid-year budget amendment. Sufficient funds will be included in future fiscal year budgets to cover the cost of the MOA.

CAC POSITION

The CAC will consider this item at its September 25, 2019 meeting.

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State Legislation - September 2019

(Updated September 12, 2019)

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

The 2019 State Legislative session is winding down, with the last day to pass bills being September 13. The last day for the Governor to sign or veto bills is October 13. Consequently, there is a lot of legislative activity happening right now. We will provide the latest updates at the Board meeting on September 10.

Staff is adding a new watch position on Senate Bill (SB) 278 (Beall), as show in **Table 1**. The Board does not need to take an action on legislation recommended to watch.

Table 2 provides updates on Assembly Bill (AB) 1487 (Chiu), AB 1605 (Ting), and SB 127 (Wiener), on which the Transportation Authority has previously taken positions this session.

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

Table 1. New Bills to Watch

Recommended Positions	Bill # Author	Title and Update
Watch	SB 278 Beall D	<p>Metropolitan Transportation Commission.</p> <p>This is currently a spot bill, which is intended to be the vehicle to authorize a regional revenue measure for transportation projects.</p> <p>The Bay Area Council, Silicon Valley Leadership Group and SPUR are leading a coalition to develop a plan to make the Bay Area’s transportation system seamless, faster, reliable and predictable. Based on their research thus far, the FASTER team is favoring a one cent sales tax, which would generate an estimated \$100.6 billion over 40 years.</p> <p>We do not expect SB 278 to move forward this calendar year, but will continue tracking the bill. We are working to schedule an update on a potential regional transportation measure at an upcoming Board meeting with speakers from FASTER Bay Area and Voices for Public Transportation, a coalition of labor, transportation, equity, and other stakeholders that has developed a vision statement and principles for a Bay Area-wide transportation measure.</p>

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

Adopted Positions	Bill # Author	Title and Update
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 Bay Area Housing Finance Authority, a new regional entity comprised of the Metropolitan Transportation Commission (MTC) governing board to establish revenue measures and administer affordable housing production, preservation and tenant protection programs.</p> <p>This bill has been significantly amended since we last reported to the Board in July. In addition to identifying MTC as the governing entity, it also specifies the types of revenue measures that MTC could pursue (parcel tax, general obligation bond, gross receipts tax, or a payroll tax) and includes a requirement that the Executive Board of the Association of Bay Area Governments (ABAG) must approve the placement of any new revenue measure on the ballot as well as its expenditure plan. The bill also authorizes the ABAG Executive Board to approve a commercial linkage fee. It mandates that the bulk of the funds (80% for most revenue sources) would be returned to counties for use on affordable housing production (minimum of 52%), preservation (minimum of 15%), tenant protection programs (minimum of 5%) and local government grant programs (maximum of 10%).</p> <p>This bill was re-referred to the Senate Housing Committee for a September 4 hearing, due to these significant amendments.</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 traffic management costs.</p> <p>The bill passed the Senate and Assembly on September 3 and 5, respectively. It is now with the Governor who has 30 days to act on the bill or it automatically becomes law. We continue to work with our legislators in Sacramento, Commissioner Stefani's office, and local agency partners to advance the bill.</p>

Support	SB 127 Wiener D	<p>Transportation funding: active transportation: complete streets.</p> <p>This bill requires that the California Transportation Commission adopt performance measures that include the conditions of bicycle and pedestrian facilities; accessibility and safety for pedestrians, bicyclists, and transit users; and vehicle miles traveled on the state highway system. It would require Caltrans to provide facilities for bicycles and pedestrians on a subset of state road repair projects.</p> <p>Senator Wiener requested an estimate from Caltrans on how much this bill might cost. Caltrans stated that the bill could cost California an extra \$1 billion per year (or \$4.5 million per lane mile). Senator Wiener has widely dismissed this estimate as absurd, given that the bill requires Caltrans to follow existing adopted policies. Based on this estimate, the Department of Finance wrote a letter to the Committee opposing the bill, stating that it would cost the state too much money.</p> <p>This bill was heard and passed by the Assembly Appropriations Committee on August 30, with some relatively minor amendments which were printed on September 3, and sent to the Assembly floor for the full vote.</p>
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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 9/19/2019)
Support/ Sponsor	AB 1605 Ting D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Enrolled and sent to the Governor's desk
Support	AB 40 Ting D	Zero-emission vehicles: comprehensive strategy.	Two-year bill
Support	AB 47 Daly D	Driver records: points: distracted driving.	Enrolled and sent to the Governor's desk
Support	AB 147 Burke D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
Support	AB 252 Daly D	Department of Transportation: environmental review process: federal program.	Chaptered
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.	Committee hearing canceled by author; two-year bill
Support	SB 127 Wiener D	Transportation funding: active transportation: complete streets.	Enrolled and sent to the Governor's desk
Support	SB 152 Beall D	Active Transportation Program.	Dead

Support	SB 277 Beall D	Road Maintenance and Rehabilitation Program: Local Partnership Program.	Enrolled and sent to the Governor's desk
Support if Amended	AB 1142 Friedman D	Regional transportation plans: transportation network companies.	Held on suspense file; dead
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.	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.



SFMTA



State of Muni

Meeting One: Muni Performance Overview

July 26, 2019

Agenda: State of Transit

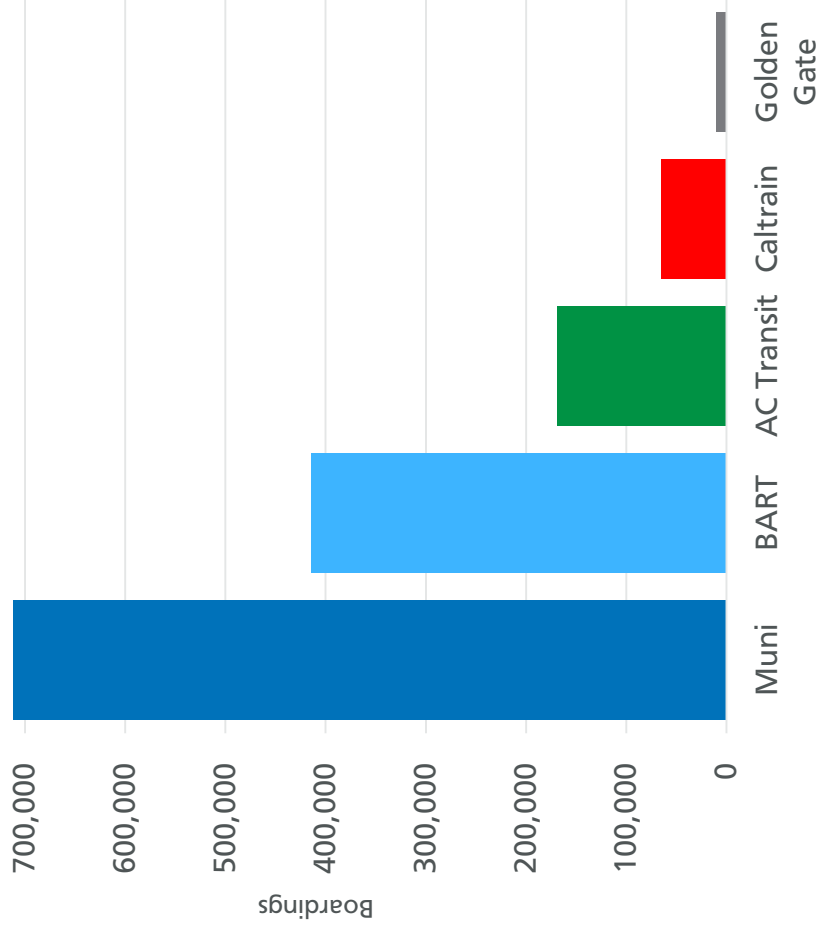
1. Introduction
2. Muni's Challenges
3. Current Initiatives



Did You Know?

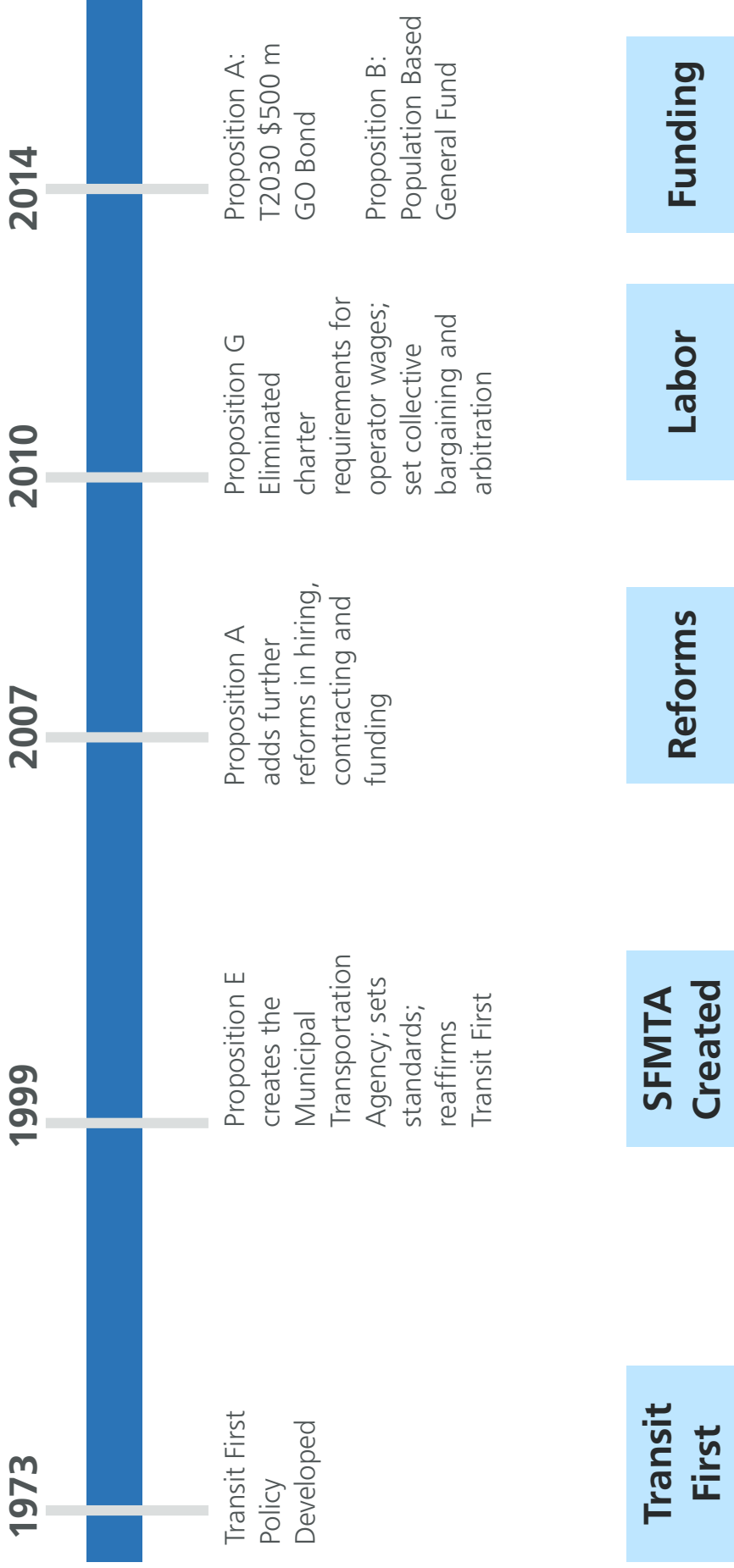
- Muni has the highest ridership in the Bay Area
- 80% of boardings occur on the street
- 70% of LRV service is in mixed traffic
- Greenest fleet in North America

Average Weekday Ridership Comparison



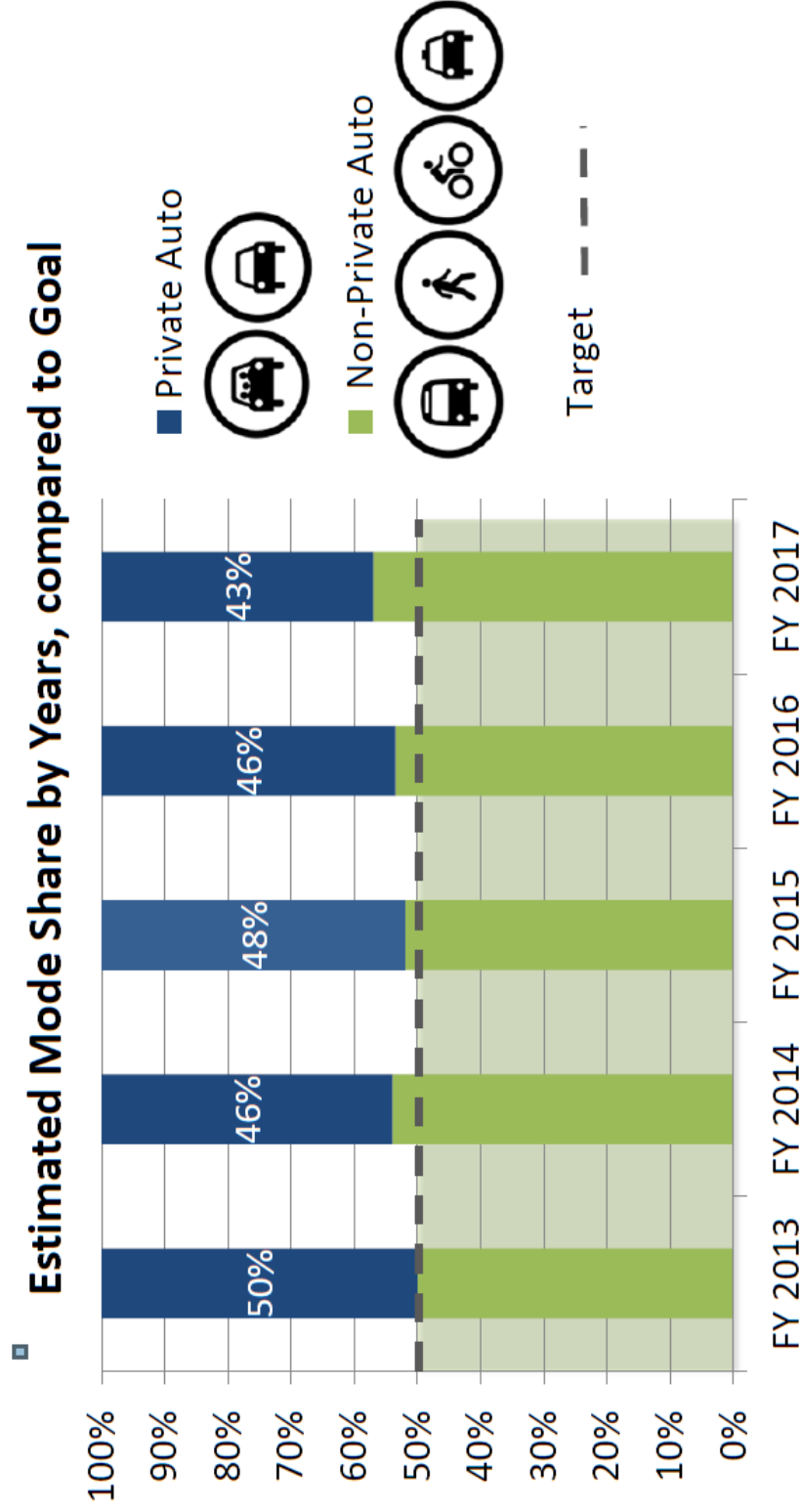
Transit First City

History of passed initiatives.



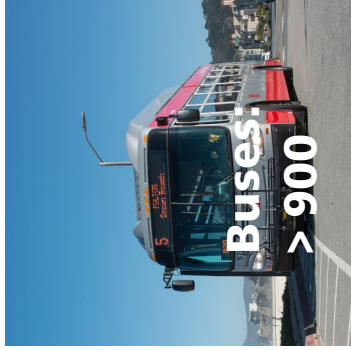
Alternatives to the Private Auto

57% Percent of Total Daily Trips by Sustainable Modes in 2017... Goal: 80% by 2030

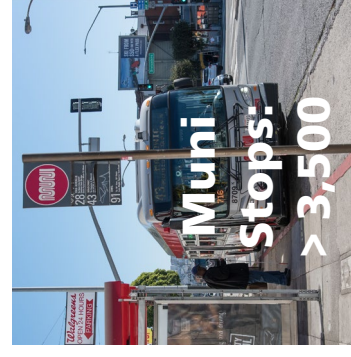


*Note: Variation from 50% goal is within the 3.5% margin for error

Muni: Workhorse of the System

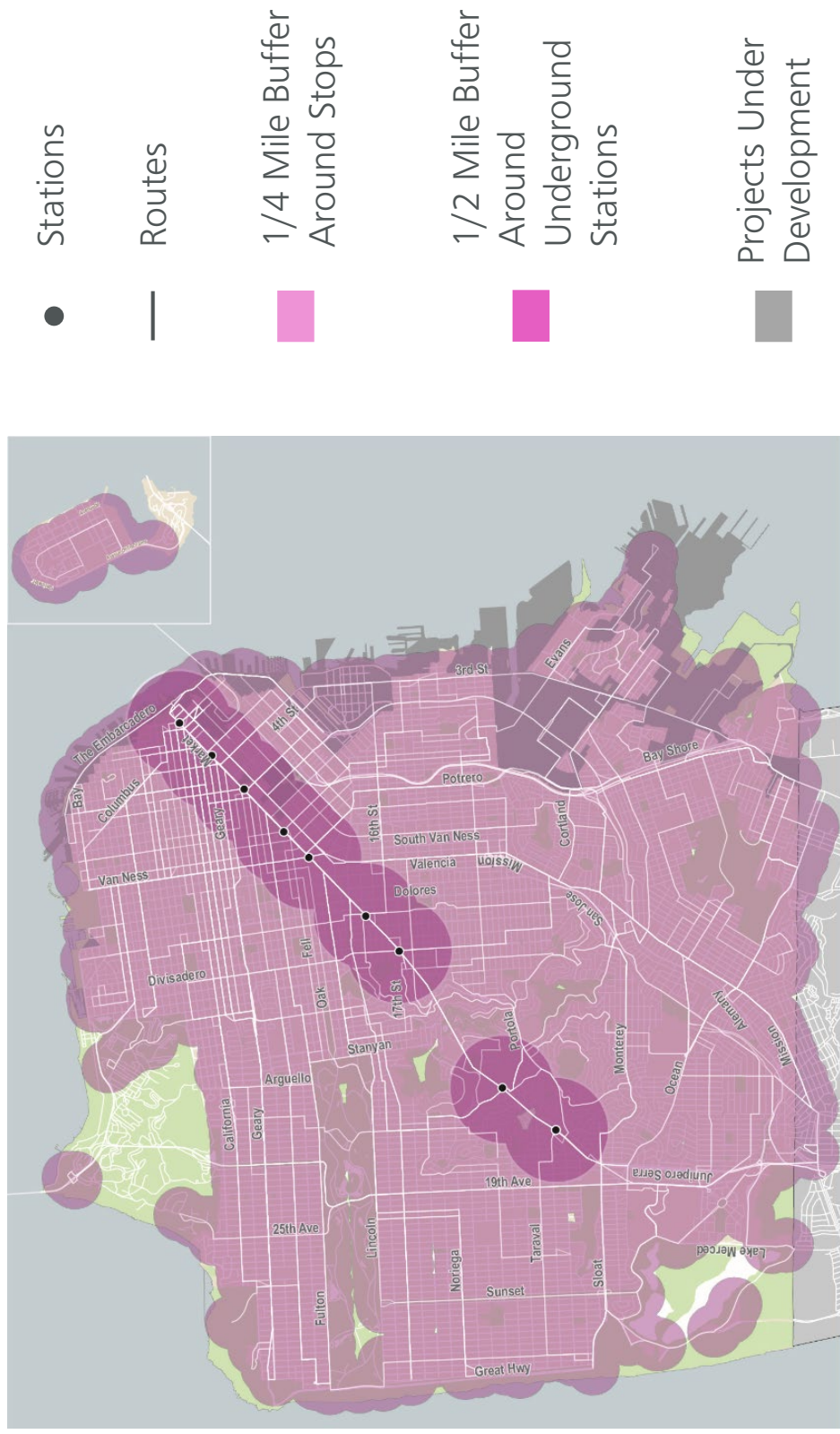


- 24-hour network
- Five unique vehicle types
- 3.6M hours of revenue service
- 260 route miles



Muni: Serving ALL of San Francisco

In San Francisco you are never more than 1/4 of a mile from a public transit stop





Muni's Challenges

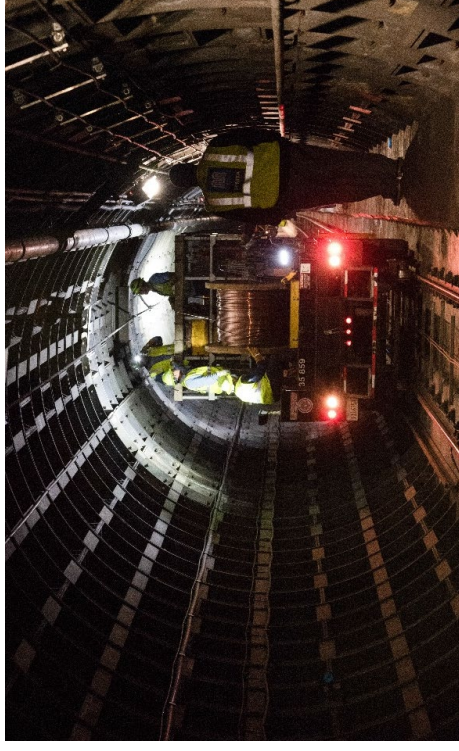
Common Customer Frustrations

- Long/ unpredictable wait times
- Major subway delays
- Crowding
- Inaccurate predictions
- Lack of customer information updates



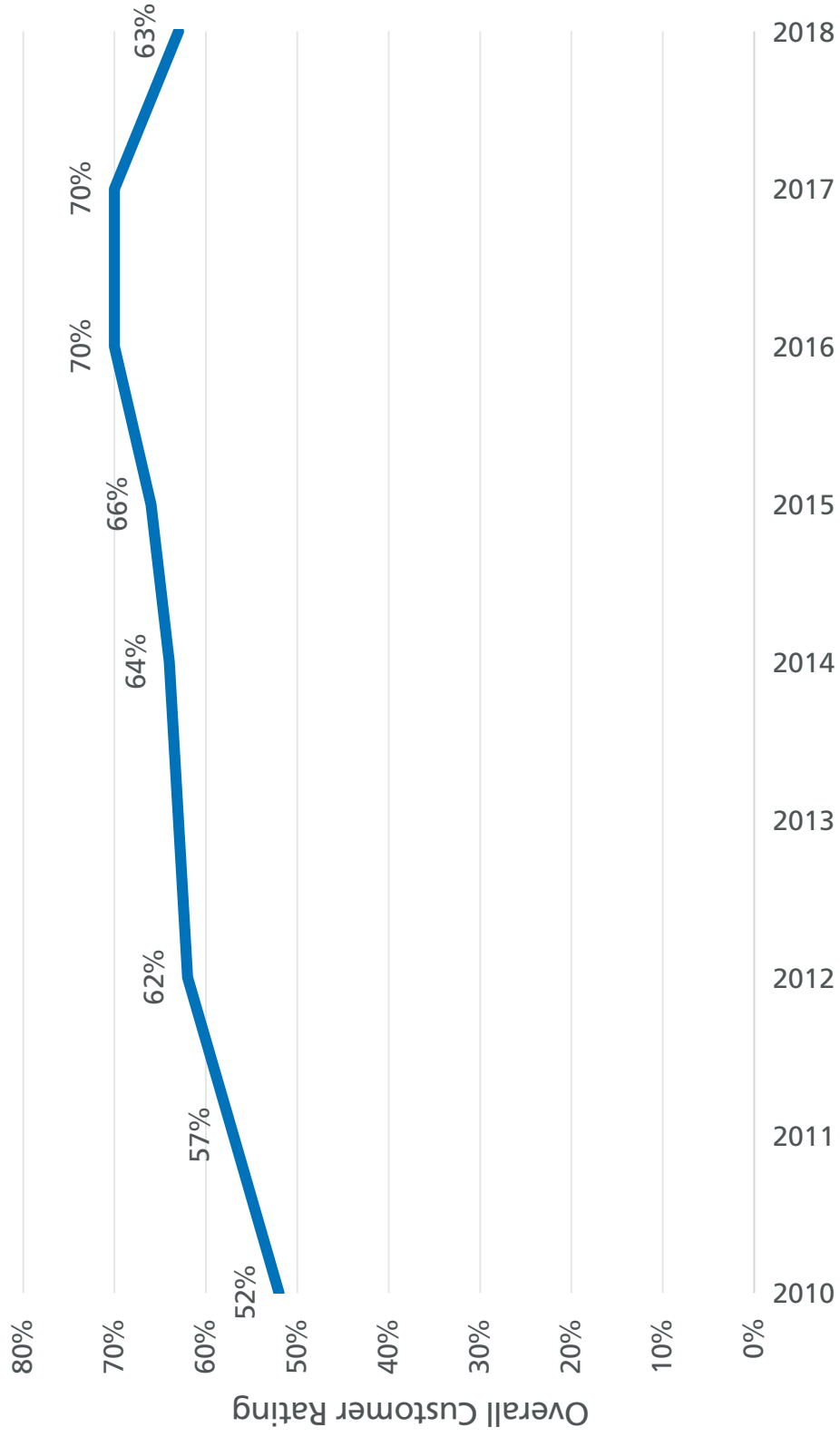
Service Challenges

- Operator shortage, as well as specialized maintenance trades
- Aging infrastructure, especially train control system
- Growing traffic congestion and citywide construction
- Staffing and training to maximize service management technology investments
- Growing service demands and equity needs
- Accurate real time customer information



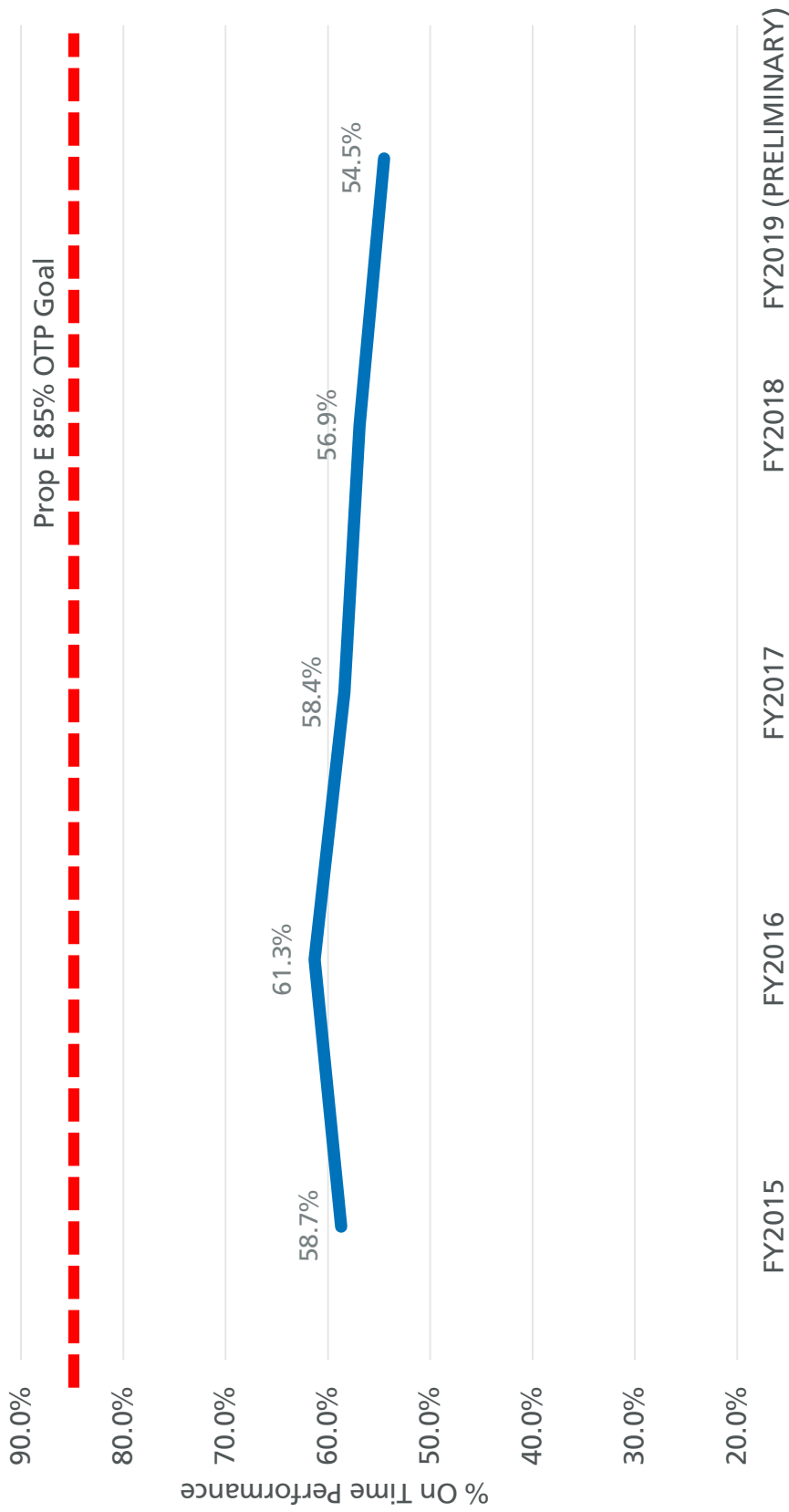
Customer Feedback

Rating of Muni Service



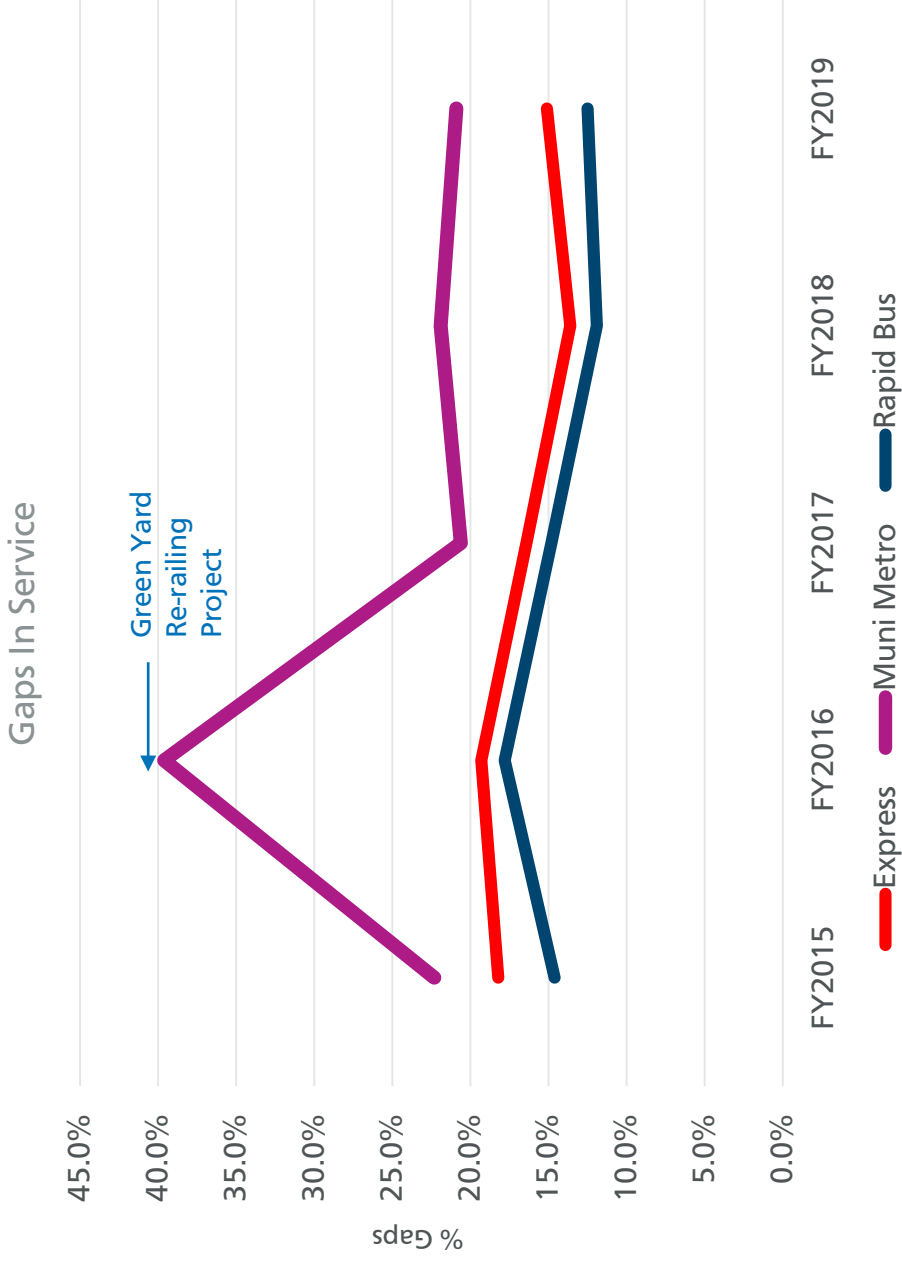
Systemwide On-Time Performance

On Time Performance



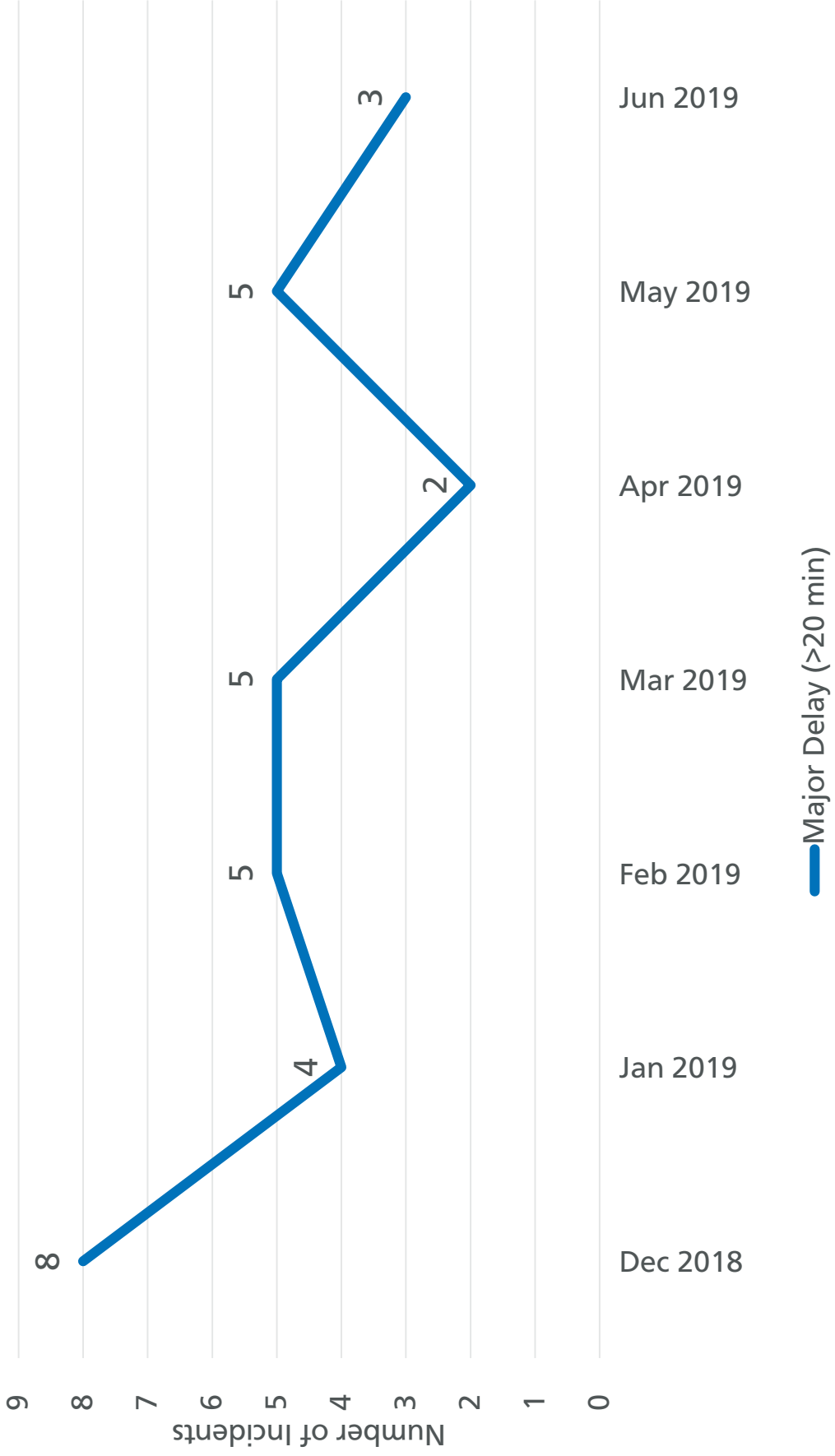
Service Gaps

To better meet customer expectations and reduce gaps and long wait times, we are moving toward managing service on headways especially on Rapid bus, Express and LRV routes



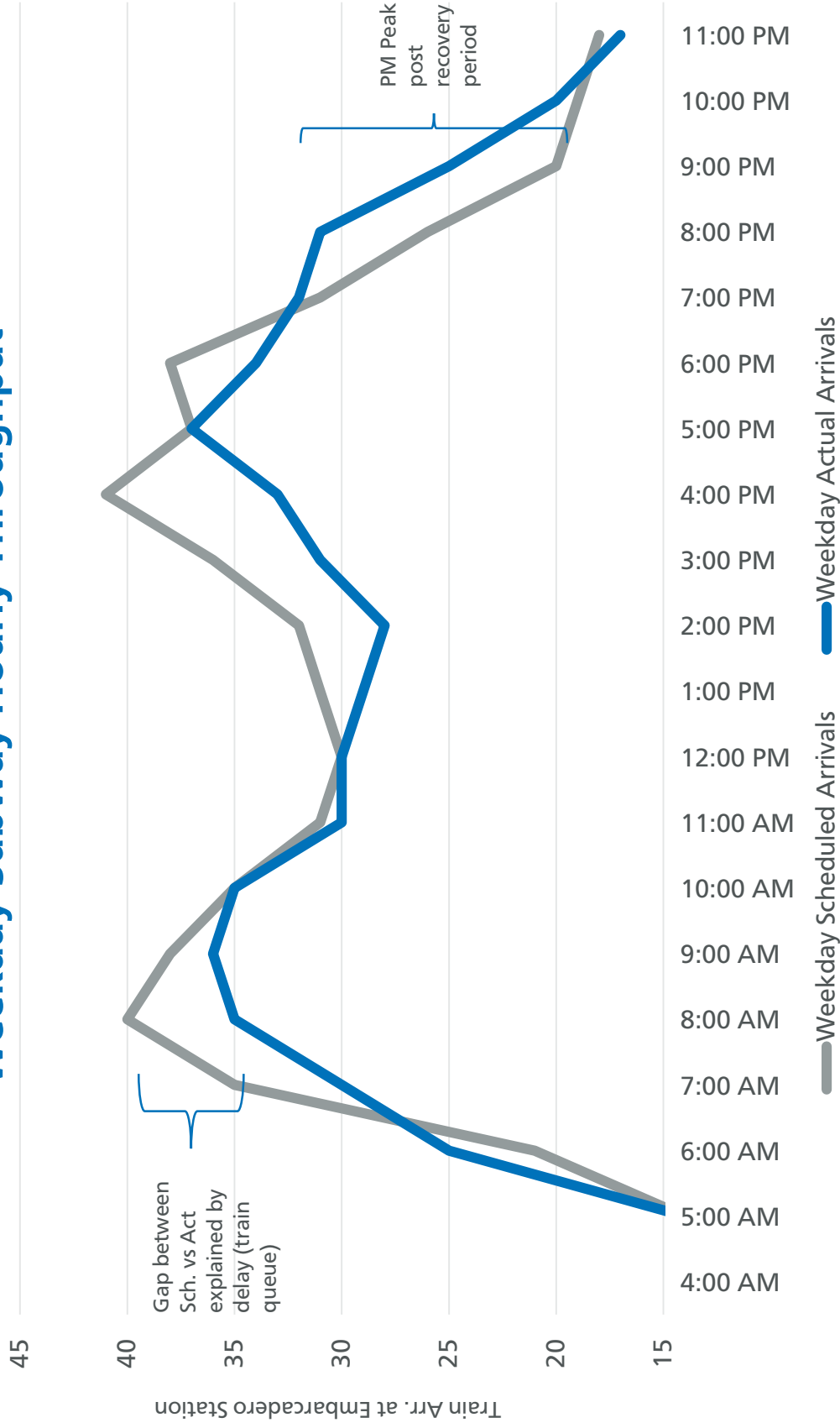
* Gap defined as the scheduled headway plus five minutes

Major Subway Delays



Daily Subway Congestion

Weekday Subway Hourly Throughput



Increasing Downtown Congestion

2010



2018



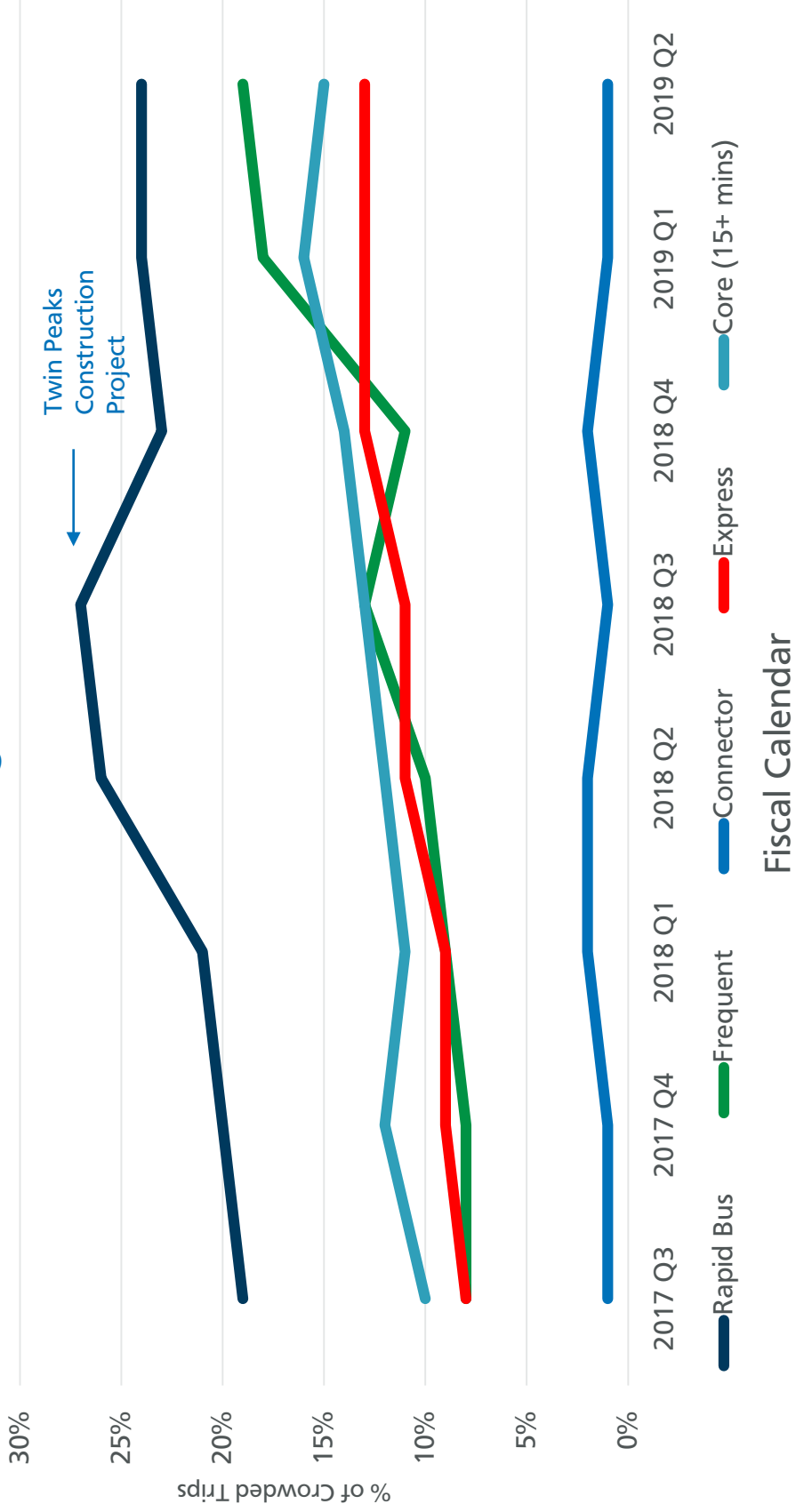
Average Auto Speed (mph)

5.0

55.0

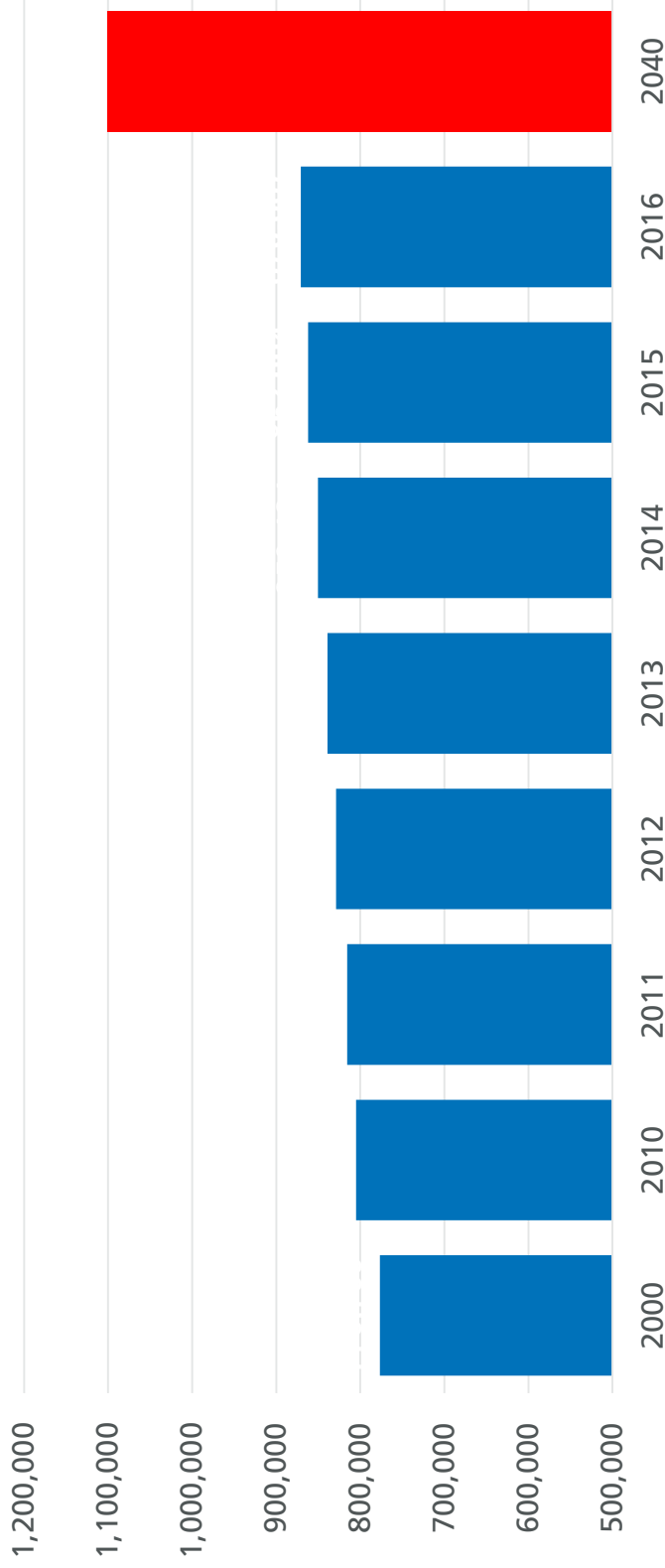
Crowding Snapshot

Service Category
Crowding Statistics



San Francisco Continues to Grow

One of 20 Fastest-Growing Cities in the United States



- Population expected to reach 1.1 million by 2040 (~26% increase over current conditions)
- 80% of growth expected to occur in 20% of the City
- Transit alone accounts for 26% of all trips in SF, and that we are going to have to raise that number to meet the new sustainable mode share strategic goal of 80% by 2035.

We're Listening...

dhbearguy @dhbearguy Follow

@sfmta_muni what the heck. Disappearing buses at 4:45 in the am. Showing on prediction then not showing up.

5:09 AM - 9 Jul 2019 from San Francisco, CA

🔍 🔄 ❤️ 📧

🗣️ Tweet your reply



Chema Hernández Gil @elsanfranciscan · 19 Aug 2016

Making transit impractical is a guaranteed way to get people in the Bayview to drive @sfmta_muni. #TrainSlowTrain

🔍 🔄 5 ❤️ 9

Route: KTingleside/Third Street
 Stop: 3rd St & Van Dyke Ave (No 17345)
 Direction: Outbound to Balboa Park Station via City College
 Arrival: 34*, 43*, 57*
*Arrival times are estimates and are subject to change. Vehicle has not yet departed terminal.

AntiAntergy @downpitchfork Follow

Replying to @sfmta_muni

Does NextBus accurately display this? I'm sitting at sunset with nextbus saying 3 and 4 mins, but saw train leave 2 mins ago when Nextbus said 3 mins ago then.

7:28 AM - 15 Jul 2019

🔍 1 🔄 ❤️ 📧



Current Initiatives

Current Initiatives

- Muni Forward
- Service Increase
- Fleet Enhancements
- Equity Strategy
- Accessibility
- Transportation Mgmt. Center (TMC)
- Customer Information Systems



Delivering Muni Forward



- **Improved reliability:** Over 50 miles of reliability improvements, including transit-only lanes, bus bulbs and traffic signals that stay green for transit
- **Rapid Network:** More Rapid lines and expanded frequency
- **More service:** 10% service increase since 2015; 20% since 2010
- **Equity:** A focus on improving service in Equity Strategy neighborhoods
- **New fleet:** All-new bus and rail vehicles

Muni Forward Targeted Successes



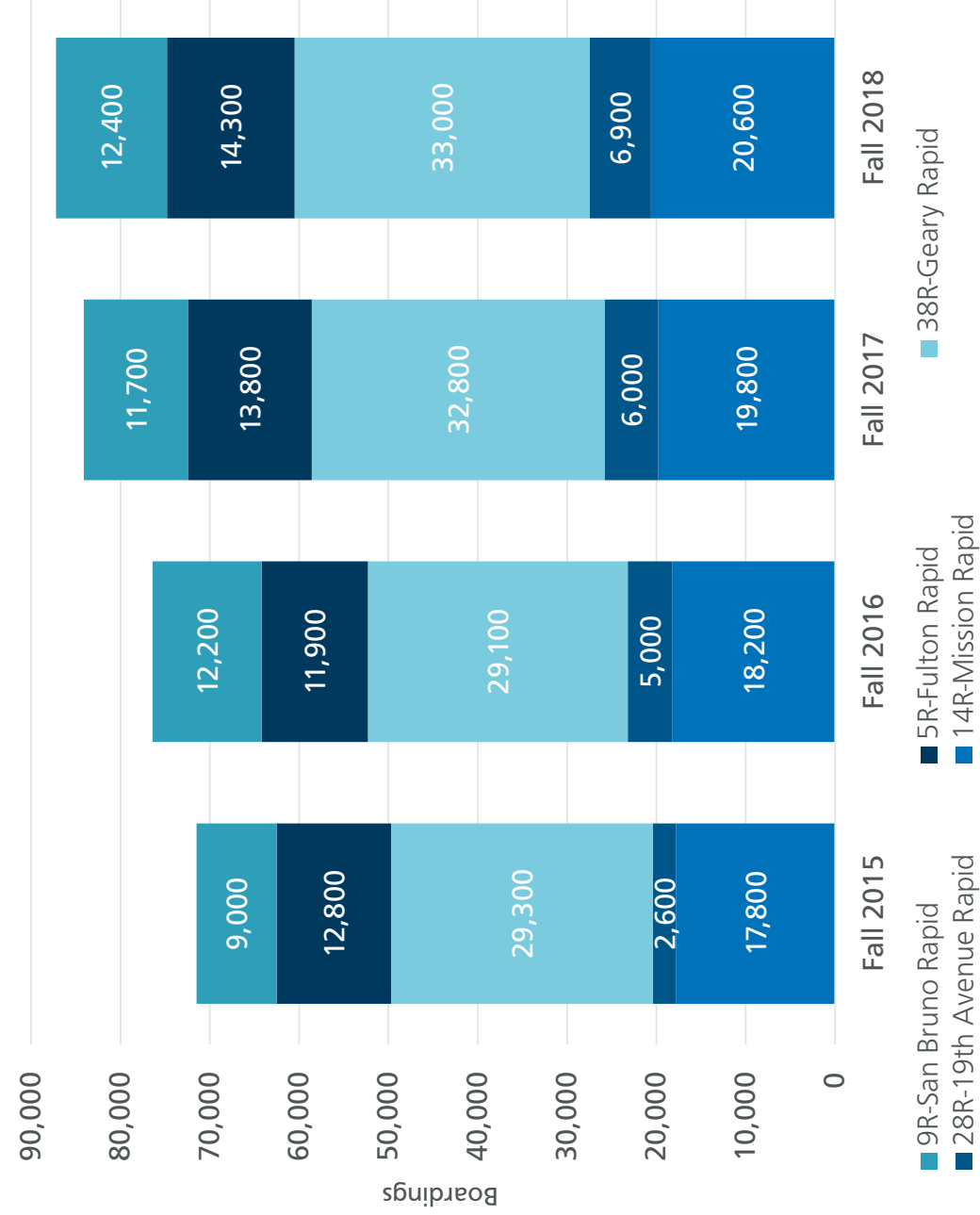
9 Rapid Improvements

- Transit priority on nearly the entire route
- Expanded Rapid service
- Larger, more spacious vehicles
- Pedestrian safety features and accessibility enhancements

Highlights

- Ridership increased 8% over two years on Rapid bus
 - 8 Bayshore: 11% ridership increase
 - Mission/Van Ness corridor: 11% ridership increase
 - Geary corridor: 6% ridership increase
- Route changes made connections more direct
 - 35 Eureka to Glen Park BART: ridership increased 38%
 - 29 Sunset realignment: saved 4,000 riders 3-4 minutes
 - 18 48th Ave. and 57 Parkmerced realignment: ridership increased 14%
 - 28/28R: ridership increased 28%

Rapid Ridership Growing



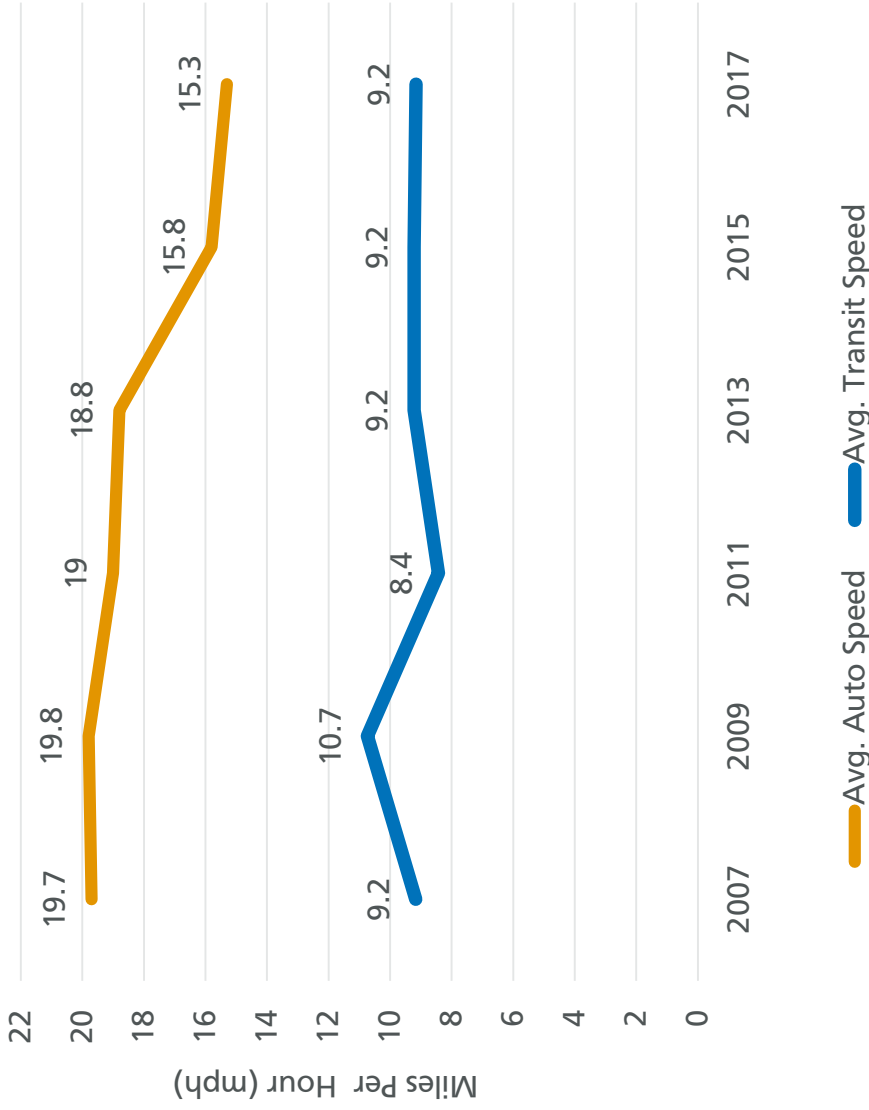
Since 2015, ridership on the Rapid Network has increased **22%.**

We've added capacity and increased frequencies on rapid routes which has not only brought new riders but also shifted demand from Local to Rapid service.

BUT: Growing Congestion Dilutes Success

- Average Auto speeds have declined by more than 20% across the City
- While Transit has observed a slight downward trend, we remained relatively flat since 2013
- Expanded route level efforts should be complemented with systemwide approaches
- Interventions are often costly, politically challenged, and may conflict with other policy initiatives

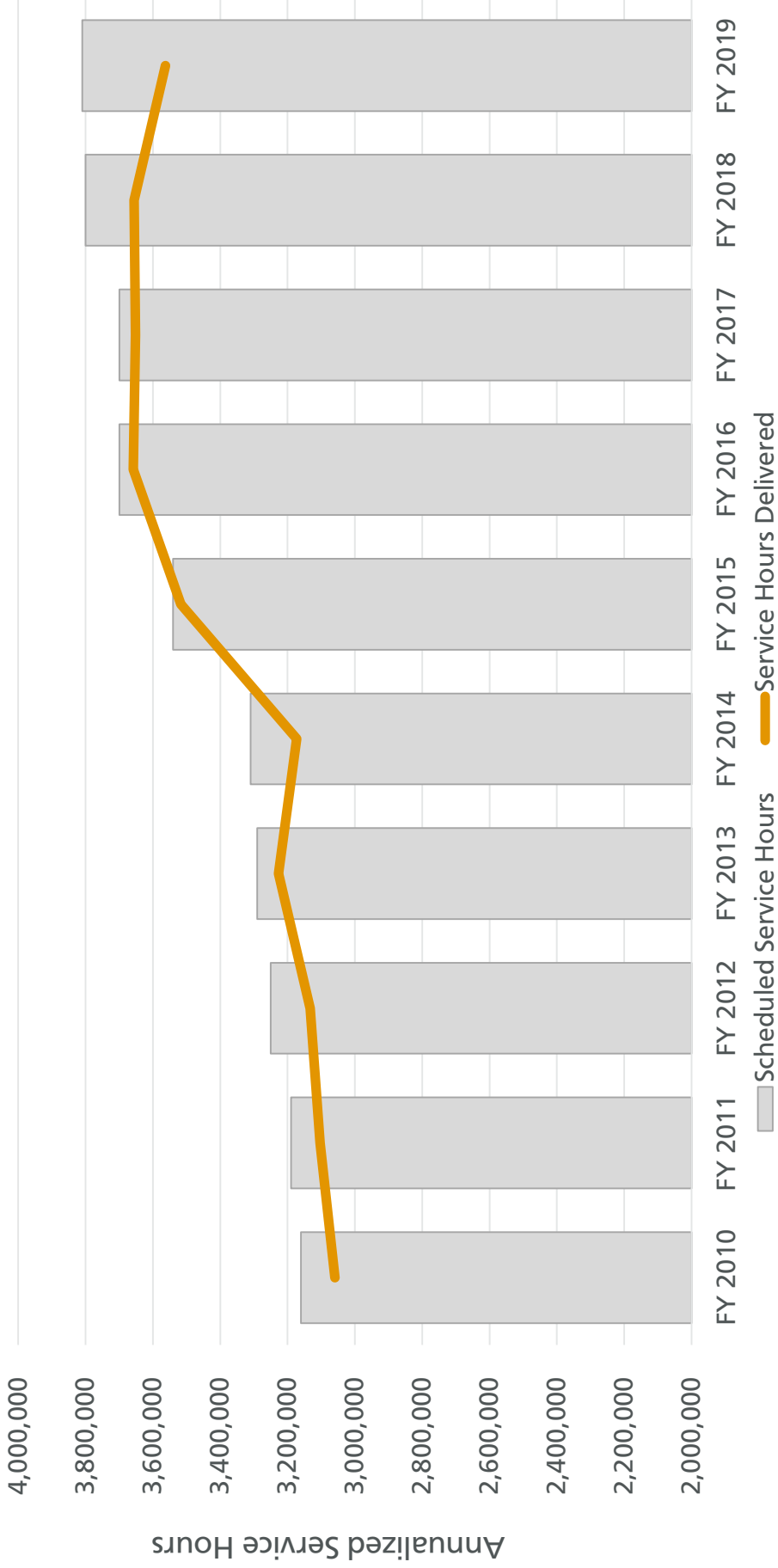
Avg. Auto vs Transit Speed



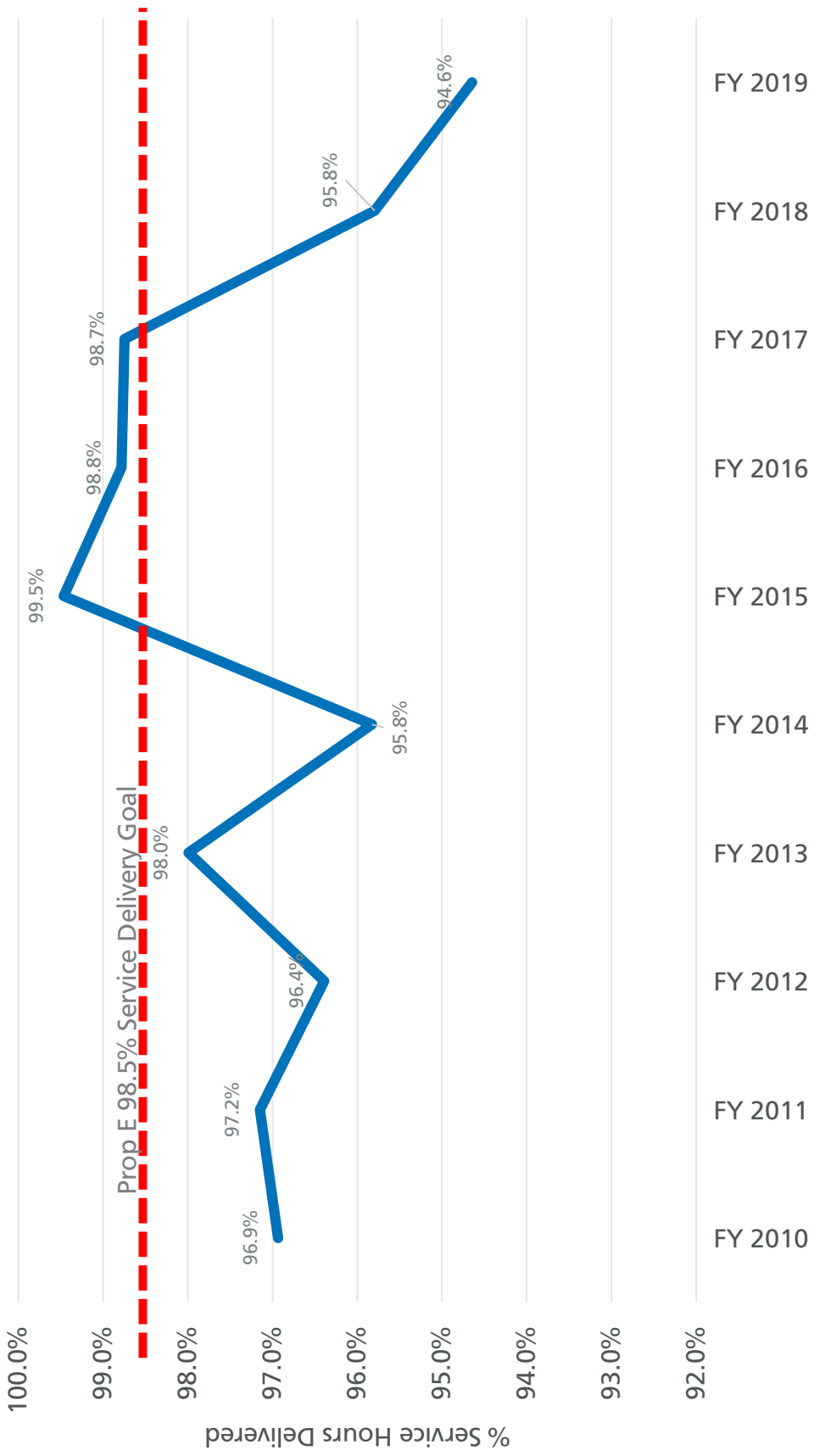
Invested In More Transit Service

Muni Increased Service by More Than 20% from 2010 Levels

Service Hours Delivered



BUT: Impacted by Operator Shortage



Muni Equity: Affordability and Access

- Identified lines that are most critical to connecting neighborhoods with high percentage of low-income residents and residents of color to economic, educational, and recreational opportunities.
- Under the Equity Strategy, identified neighborhood lines are monitored to make sure those lines perform as good or better than the average line in their service category.
- All San Francisco residents within 1/4 mile of a transit stop
- Muni Equity Strategy informs planning and budget process
- Affordable service
 - 123,000 using Free Muni for Youth, Seniors and People with Disabilities
 - 17,000 using discounted Lifeline monthly pass



MUNI SERVICE EQUITY STRATEGY REPORT

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

April 2016



Expanding Access for People with Disabilities

Through community collaboration, we've created an accessible system that is designed to be user friendly and innovative. Our efforts have:

Created a Fully Accessible Fleet

- Procured low floor buses for easy boarding with ramps & kneelers
- Installed stroller seating along the rear of the bus
- Added priority seating with pictorial decals on seats
- Automated audible and digital announcements including accessible stop indicators on LRV fleet
- Mounted yellow stanchions - easy to see

Adding and Retrofitting Stops

- All new stops/stations designed to be universally accessible
- Many existing stops are being retrofitted

Introduced Real Time Elevator Status

- Passengers can access the Agency website or 311 to get current information on all elevators

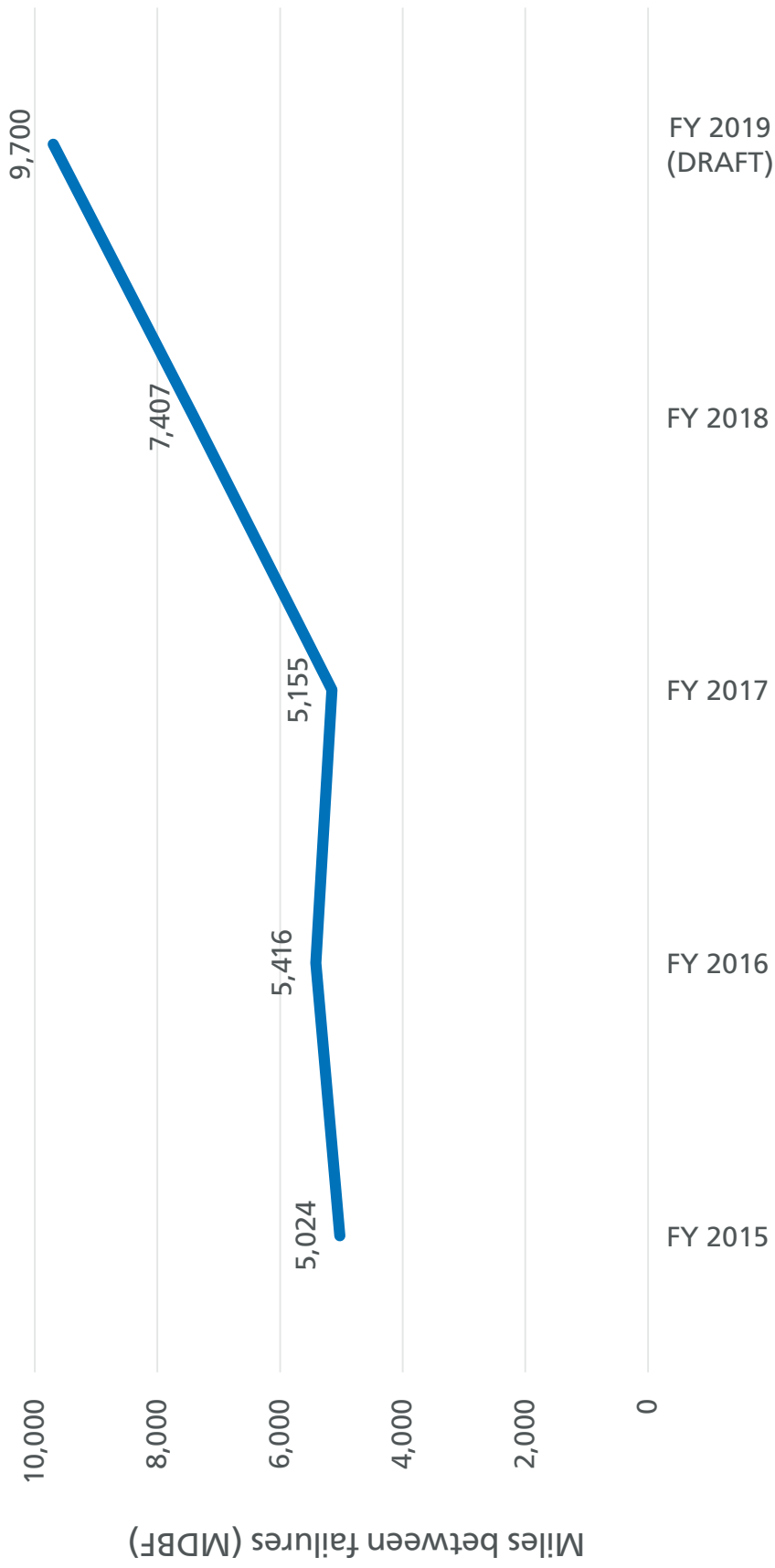


Bus Performance Trending Up

- Overhauled the motor and trolley coach fleet!
- Rubber tire fleet is the greenest in North America
- Compared to FY 2015, mileage between bus failures has nearly doubled in FY 2019.
- Our buses are having fewer breakdowns in service

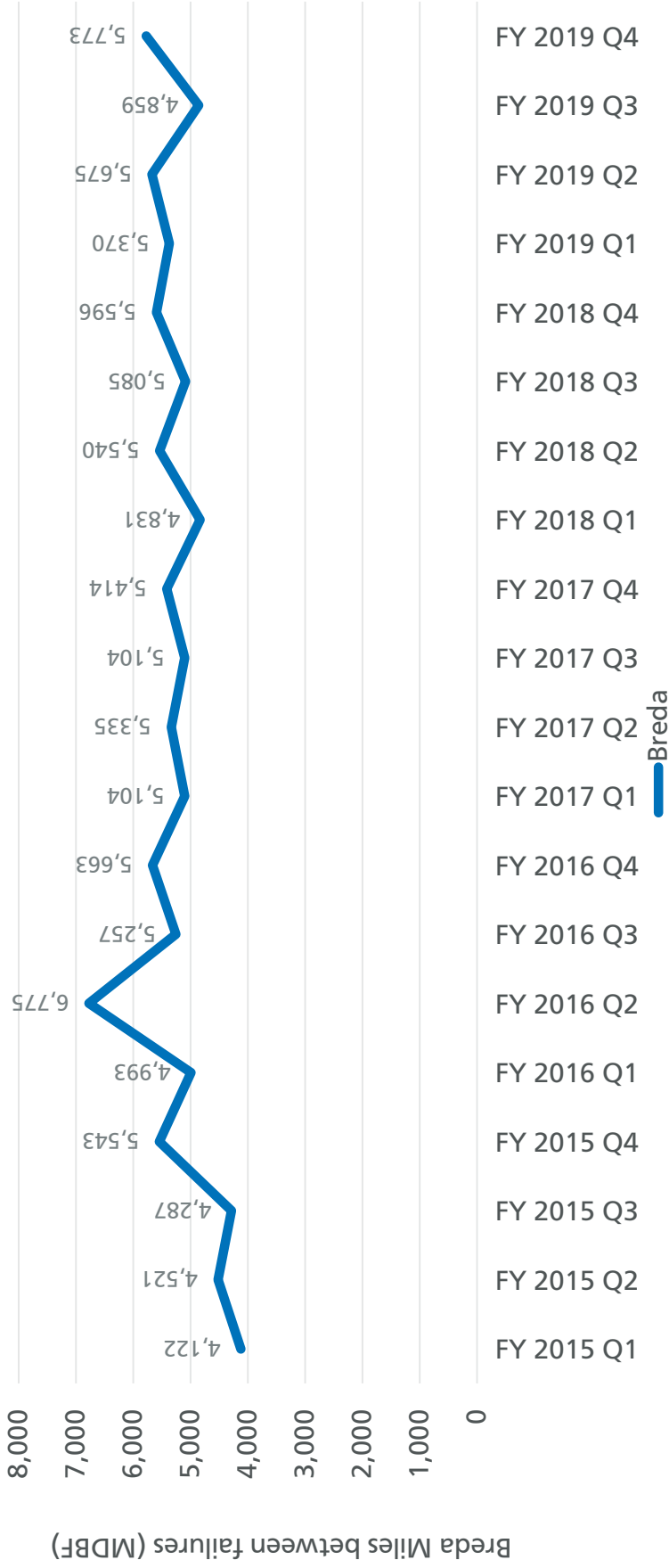


Fewer In-Service Bus Breakdowns





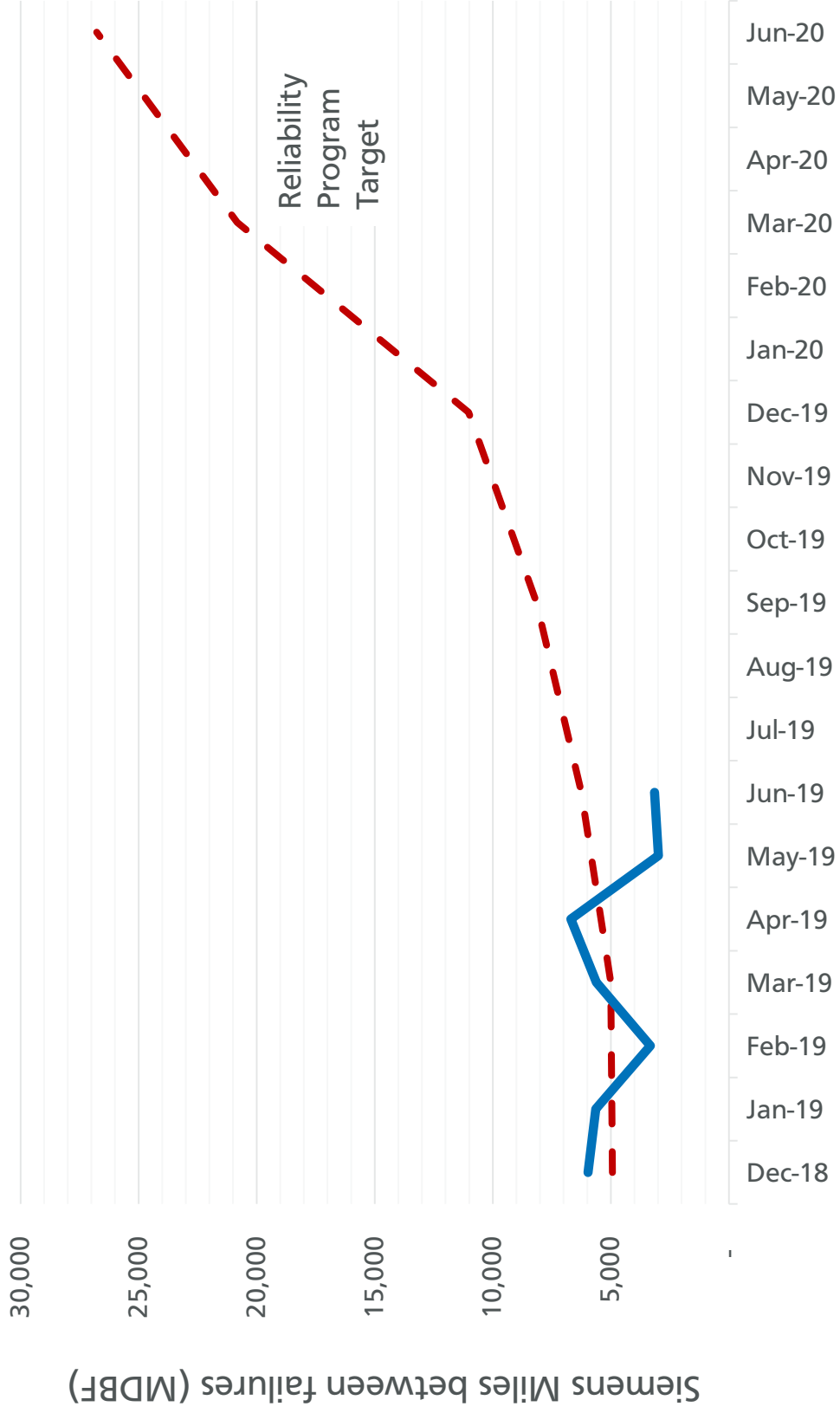
Breda Trains Approaching End of Lifecycle



Reliability Issues

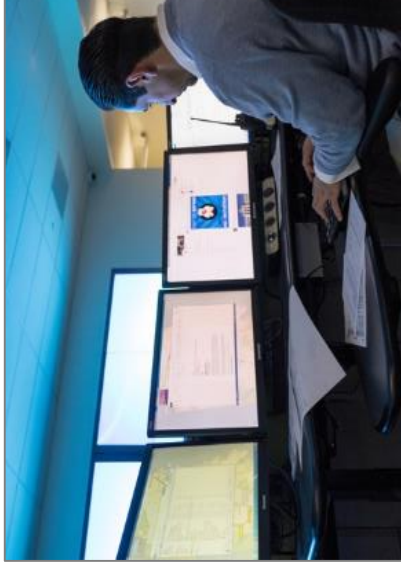
To keep up with growing demand we need to expand rail service. Increasing the rail car count is an integral piece. We are currently working through the following issues on the rail fleet: flat wheels, propulsions, steps, doors, couplers, and track brakes

New Trains Still Unproven, But Hold Promise

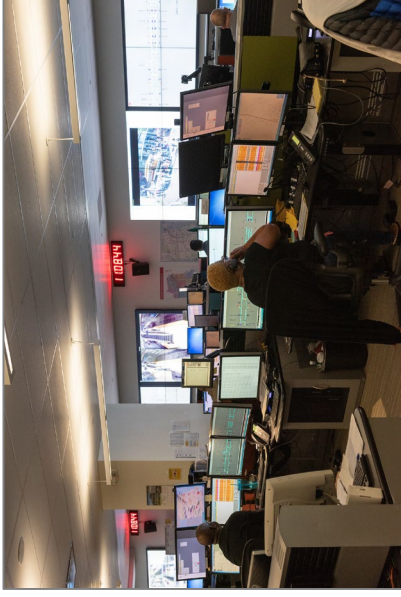


Investing in Service Management

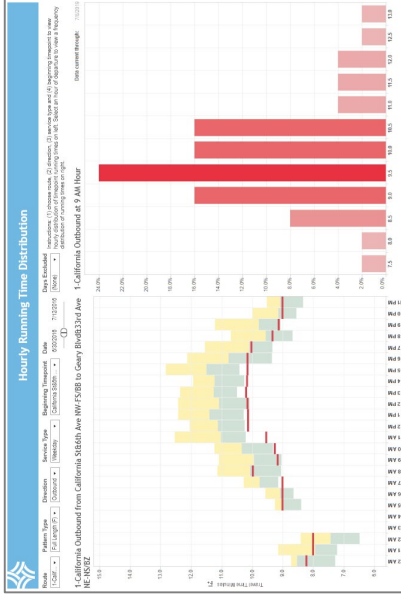
Technology has great potential to enhance service management, but more staff resources, training and practical experience are needed to fully realize potential



Dedicated
Customer Information
Officers



New Transportation
Management Center (TMC)
and Radio System

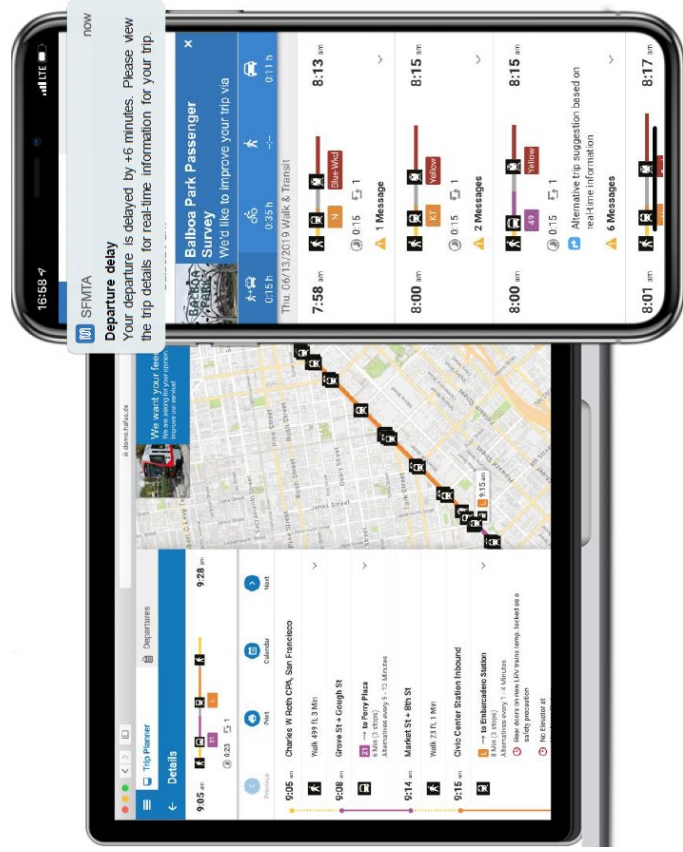


Data driven schedules to
right-size service and keep
up with congestion

Improving Customer Information

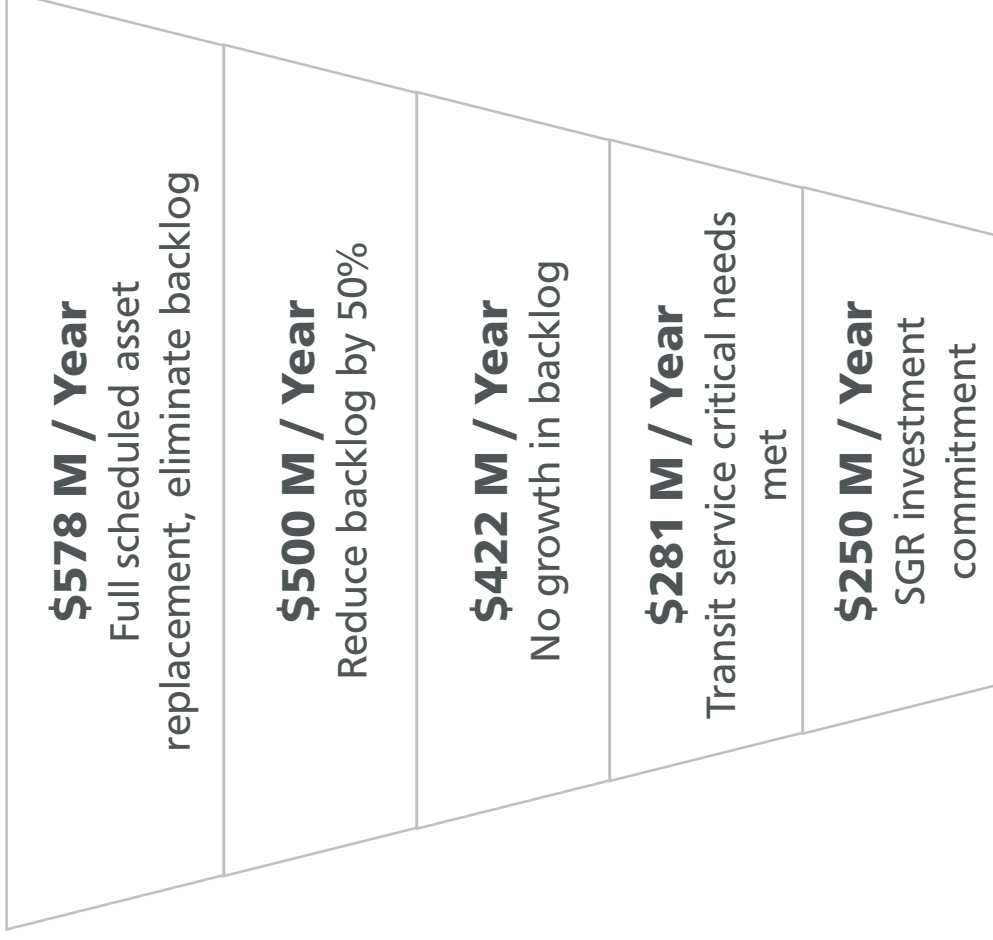
Next Generation Customer Information System Procurement Underway

- Delivering more accurate predictions
- More signs in more locations
- Improved capability to display messages on signs



Investing in Assets Backlog

Annual State of Good Repair Need (\$2018)



Tactical Actions: 90-Day Plan

Continue Breaking Strategic Plan goals Into Quarterly “Bite-Sized Pieces” with Concrete Actions and Interim Goals



Safety

Reduce preventable collisions and enhance passenger and operator security



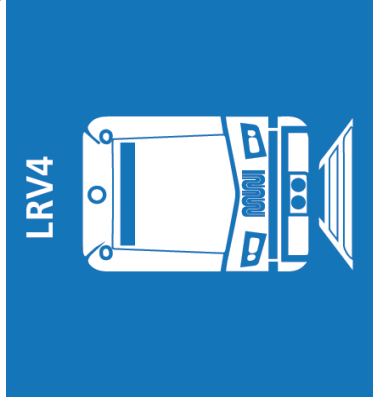
Service Reliability

Improve reliability of transit service to ensure passengers are provided with the service they expect



Subway Performance

Reduce delays in the subway and improve the customer experience during delays



LRV4

Ensure that benefits of the new fleet are realized, and project delivery is on track



Chase Center

Operationalize service plan and implement for Chase Center opening



Thank you

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Memorandum

AGENDA ITEM 8

DATE: September 18, 2019
TO: Citizens Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 09/25/19 Citizens Advisory Committee Meeting: Update on the Caltrain Modernization Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As required by the Funding Partners Oversight Protocol for Caltrain's Modernization Program, known as CalMod, the Director of Caltrain will attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program and answer questions regarding its status. With the concurrence of President Yee and Transportation Authority Chair Peskin, the first of these updates was provided at the March 12 Transportation Authority Board meeting and the second update will take place at the September 24 Board meeting. At the September 25 CAC meeting, Caltrain staff will provide an update on CalMod and answer any questions the CAC may have. Caltrain Electrification on of the key elements of CalMod is one of the signature projects of the Prop K sales tax program.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input checked="" type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

Caltrain Modernization Program (CalMod). CalMod is a \$2.26 billion suite of projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality. The Electrification Project, which is scheduled to be operational by 2022, has two components: electrification of the Caltrain line between San Jose and San Francisco, and purchase of electric multiple-unit vehicles to operate on the electrified railroad. CalMod also includes the Positive Train Control (PTC) Project, which is scheduled to be operational by 2020.



The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued notices to proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners such as the three Joint Powers Board member counties (San Francisco, San Mateo, and Santa Clara), the Transportation Authority, the Metropolitan Transportation Commission and the California High Speed Rail Authority. Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three Joint Powers Board counties have a local contribution of \$80 million each to the \$2.26 billion CalMod program. The Transportation Authority has committed about \$41 million primarily from the Prop K and One Bay Area Grant programs, and all but \$4.9 million in Prop K funds have been allocated. The remaining Prop K funds will be brought to the CAC at its September 25 meeting (see Prop K allocation item on this agenda) and to the Board in October for allocation. The SFMTA has committed the remaining \$39 million of San Francisco's local contribution from the Prop AA General Obligation Bond. Of this amount, SFMTA \$14,661,000 remains to be allocated, with timing dependent on the next bond issuance and considering the project's cash flow needs.

DISCUSSION

The paragraphs below provide a brief status update on the CalMod program, including Positive Train Control and the Peninsula Corridor Electrification Project.

Positive Train Control (PTC): On March 1, 2018, Caltrain awarded a \$49.5 million contract to Wabtec Corporation for the completion of the PTC project, finalizing the transition from the contract with Parsons Transportation Group for Communications Based Overlay Signal System (CBOSS)/PTC, which was terminated on February 22, 2017 for non-performance. Caltrain staff determined that approximately 80% of the work product for CBOSS already performed would be able to be repurposed for the PTC. In December 2018, Caltrain completed FRA's required statutory substitute criteria and submitted an Alternative Schedule request for FRA approval, which was received in early January 2019. The Alternative Schedule calls for full system certification by December 2020.

The project is on track to meet the schedule. On September 7, 2019, Caltrain began operating PTC in revenue service on the mainline, and full interoperability to Gilroy is anticipated by December 2019. Caltrain anticipates submitting the final safety plan to FRA for final approval in the summer 2020.

As of July 31, 2019, expenditures and accruals reached \$238.52 million on the \$329.29 million project, with work estimated at 72.43% complete. Installations of onboard equipment



on Caltrain locomotives and cab cars is complete, except for three locomotives that are off-property for overhauls. Acceptance Testing on all PTC-installed locomotives and cab have been completed on all the vehicles on-property. Only the three that are away for overhauls remain. Interoperability coordination with tenant railroads have begun, together with the implementation of the Key Exchange Server with hosted solution from ARINC. Wabtec also completed Test Procedure for Interoperability Lab and Field Testing with UPRR and commenced Interoperability Laboratory Testing with UPRR on August 12, 2019. The goal is to achieve Interoperability with UPRR by December of 2019. Subsequently, Caltrain will commence Interoperability Testing with all other tenants on Caltrain property to achieve interoperability requirements and commence PTC-governed operation by May 2020.

Peninsula Corridor Electrification Project (PCEP):

Electrification design-build contract: In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. As of July 31, 2019, expenditures on the PCEP reached \$743,894,528, 37.57% of the \$1.98 billion budget. Work is progressing on foundations, poles and cantilever arm installation for the overhead contact system. Work is also ongoing on the traction power substations and paralleling stations. The contractor for tunnel modifications is making good progress on the 100-year old San Francisco tunnels.

Overhead Contact System potholing, foundation, poles, and cantilever arm installation is underway. Because of encountering multiple underground utilities, work is not proceeding linearly, causing production inefficiencies. Production over the previous month improved, indicating that the mitigation measures had been effective, but production was back down this month. We will continue to monitor this work closely. Work continues on the Traction Power Substations, Paralleling Stations and Signal System, as does fabrication and testing of signal houses. Design for Scott, Linden, 16th and Mission Bay grade crossings continues, together with coordination w/ Union Pacific Railroad (UPRR) for systemwide signal system design and utility relocations. The CPUC has approved the crossing designs for Auzeais, Virginia and two pedestrian crossings in Sunnyvale representing a good forward progress in advancing the consistent warning design. Design review coordination with local jurisdictions also continues.

Balfour Beatty Infrastructure is now forecasting substantial completion on April 16, 2022, a twenty-month delay, due to various reasons, but mainly delays in the design of the Consistent Warning Time aspect of the signals system at the at-grade crossings. However, the PCEP schedule shows a substantial completion date of December 31, 2021, four months earlier. This discrepancy between forecasts is a source of concern for the funding partners. The FTA will be hosting several schedule workshops between late September and October 2019 to review project status and to provide comments on the forecasted program schedule. We will be participating in those workshops.

Vehicles: On September 6, 2016 Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million Electric Multiple Units (EMUs) contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full NTP on



June 1, 2017. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured in Salt Lake City. The EMUs are being manufactured by Stadler US at its new facility in Salt Lake City, Utah. Major systems designs have been completed except for passenger information systems, train monitoring and diagnostic systems, and passenger counting, which are scheduled for completion by fourth quarter of 2019. Final Design Review and First Article Inspection close-out continues. Prototype testing and series production is underway. Subsystem components (HVAC, propulsion, brakes, passenger seats, doors) manufacturing continues. Carshell fabrication continues, with 21 of 133 shipped to date. Truck frame and passenger-side door systems are undergoing endurance testing. PTC onboard equipment is progressing on schedule.

Stadler has been slow in establishing its supply chain in the U.S. and the resulting shortage of parts has slowed car assembly. In particular, Seidenbacher, the supplier of numerous weldments and mounting frames that are on the critical path, has been overwhelmed with orders. Stadler is securing alternative suppliers to pick up shortfall.

Revenue service demonstration for the electrified railway is scheduled from January 2022 to May 2022.

Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available:

Peninsula Corridor Electrification Project reports:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Positive Train Control reports (part of the JPB monthly agenda packet):

http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html

Challenges and Opportunities: There are some challenges that may impact Caltrain's ability to deliver CalMod on time and on budget. The primary risk items that we are monitoring include:

- 1) Design and construction of grade crossing modifications that meets stakeholder and regulatory requirements, which may cost more than was budgeted and delay the revenue service date;
- 2) the extent of encountering multiple underground utilities and delays in resolving them may result in delays to the completion of the electrification contract and increases in program costs; and
- 3) track access for both the PCEP and PTC, which is also a factor for many other capital projects that Caltrain is advancing.

The funding partners held a workshop with Caltrain to address these and other issues. A follow-up meeting is scheduled for September 25.

FINANCIAL IMPACT



None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 -Caltrain Modernization update (presentation)

CalMod

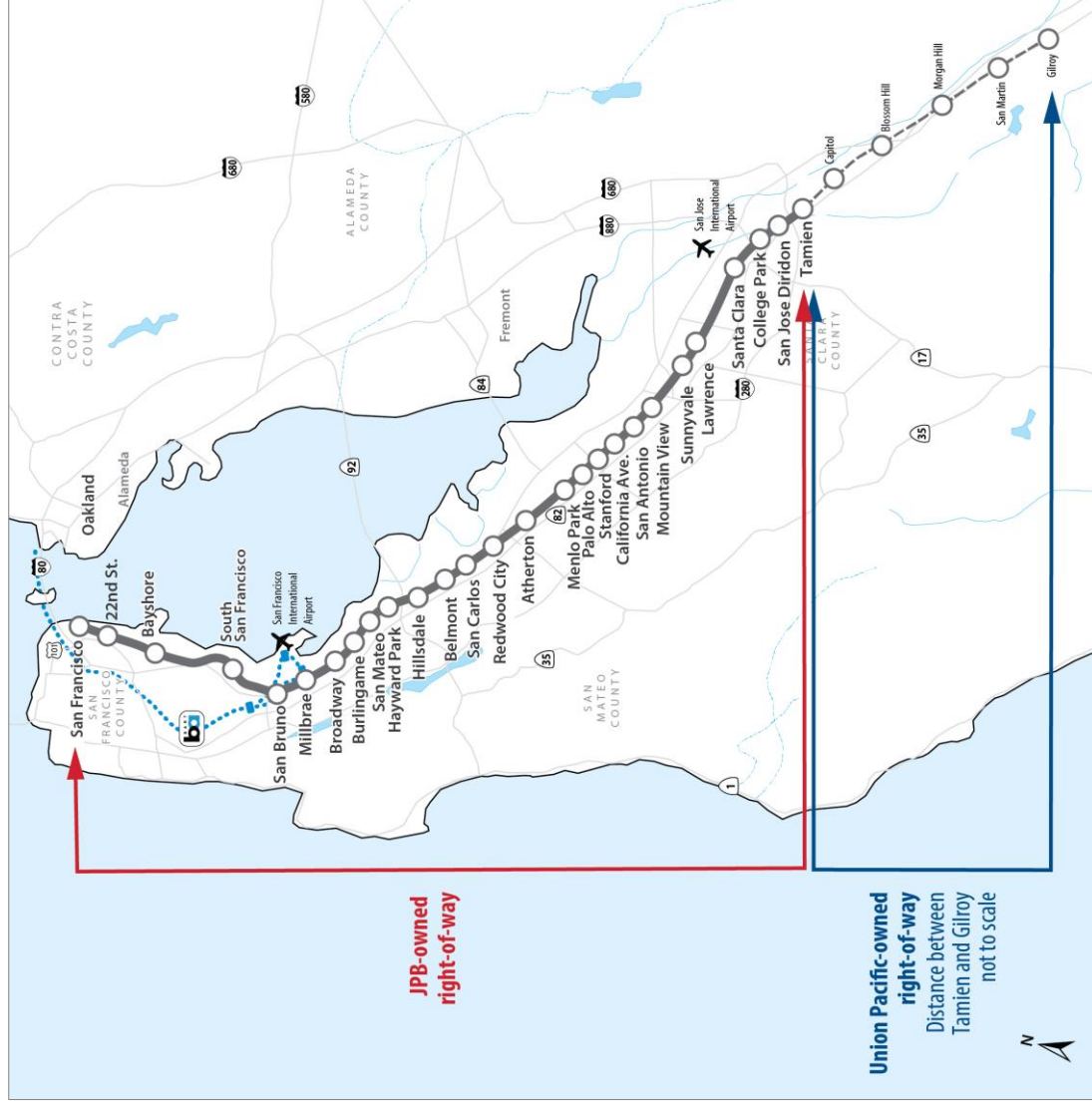


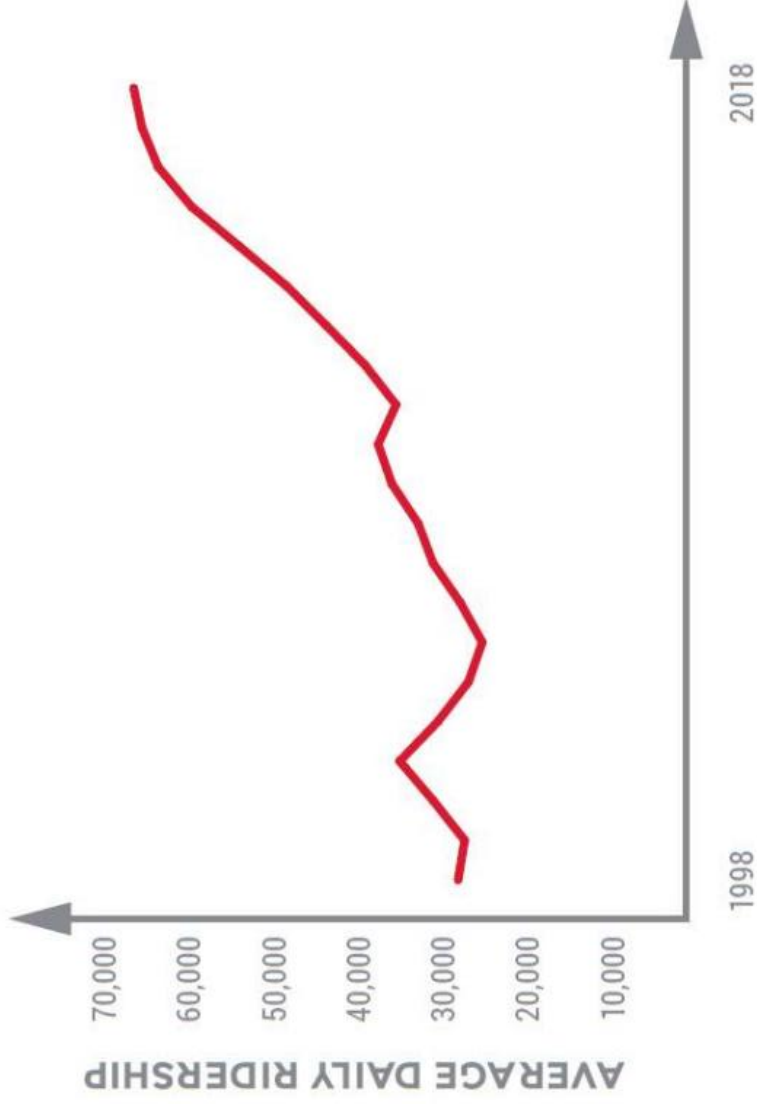
SFCTA

September 2019

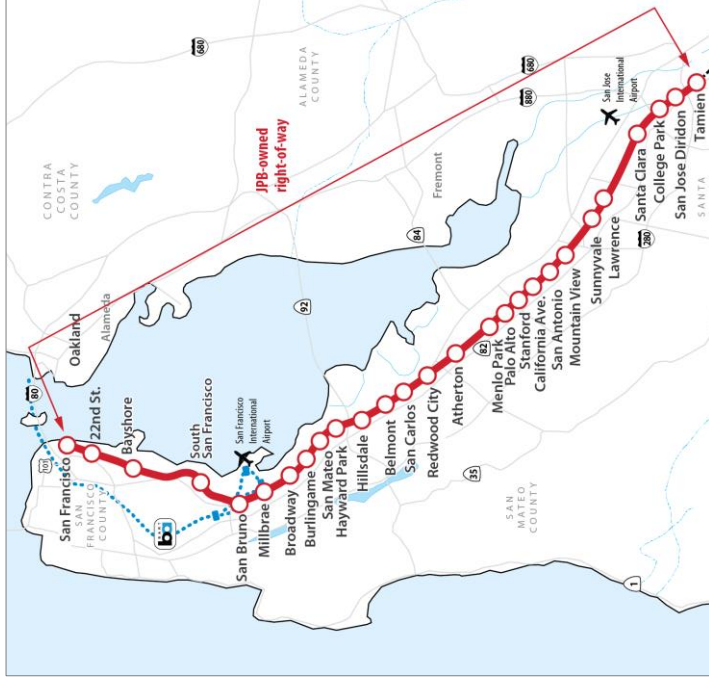


- 32 Stations Gilroy to San Francisco
- 92 Weekday Trains
- At-Grade Crossings, Viaducts, and Bridges
- Intermodal Connections
- Bike Commuters



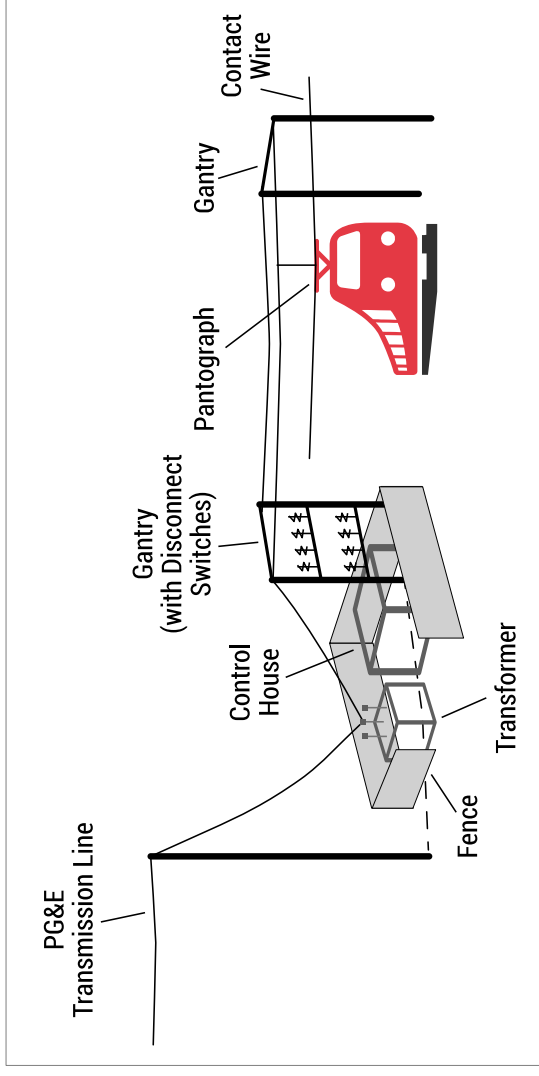


Project Area



- 51 miles
- San Francisco to San Jose (Tamien Station)

Project Elements

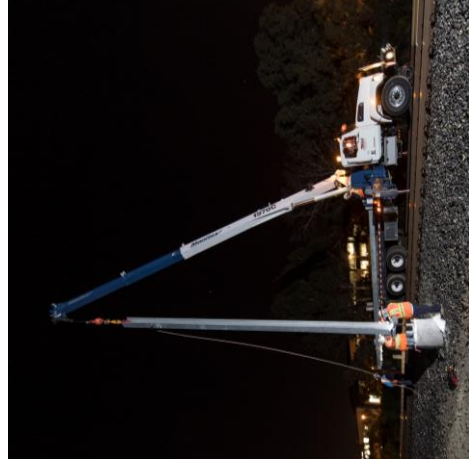
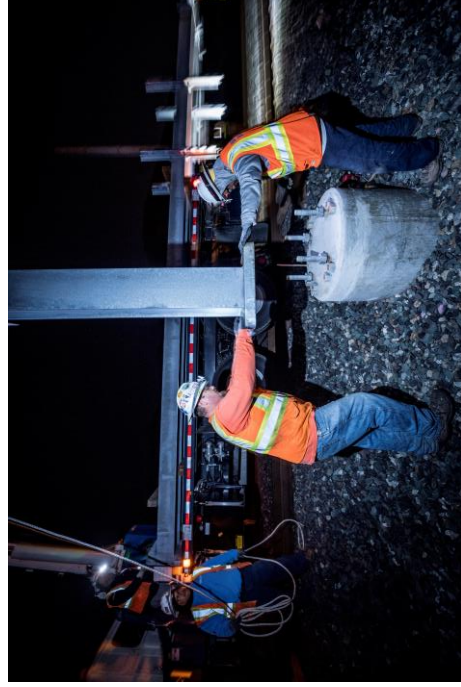


Electrification

- Overhead Contact System (OCS)
- Traction Power Facilities

Electric Trains*

- 19 7-car train sets
 - 133 electric cars
- *Includes 2018 State TIRCP Funding



- Potholing
- Foundations
- Poles
- Wires
- Tunnel work
- Traction
- Power
- Facilities





BENEFITS**CONVENIENCE**

Increased frequency and reduced travel time

**COMFORT**

Amenities like destination signs and electrical plugs, more room, and reduced engine noise

**CAPACITY**

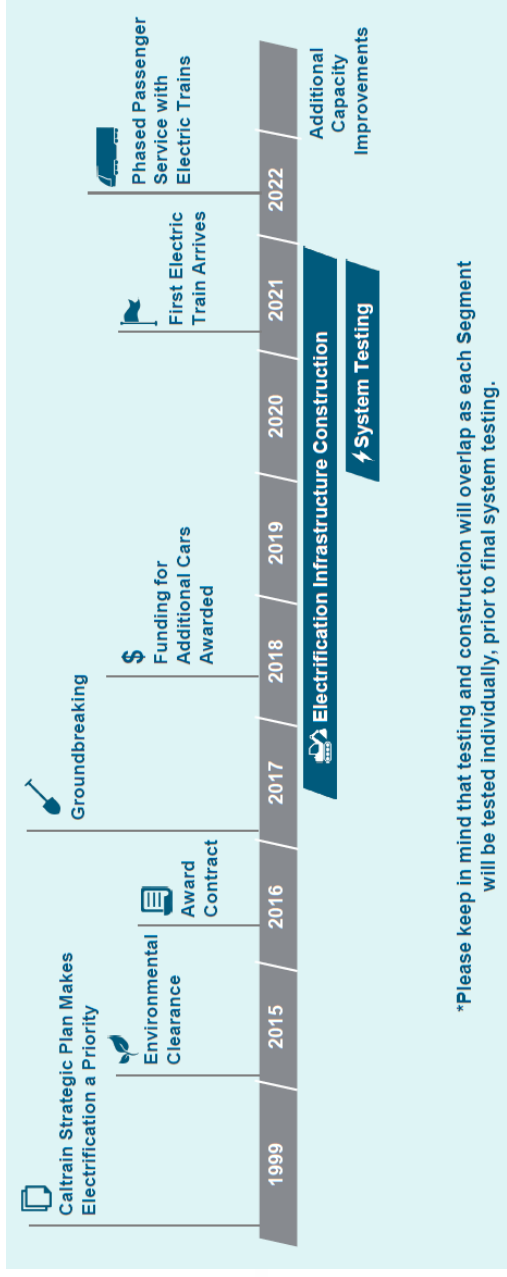
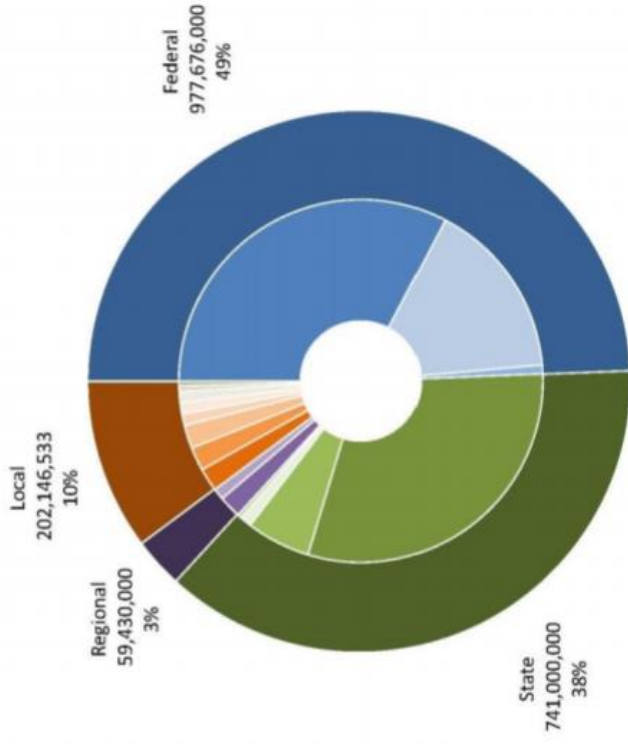
Short and long-term capacity growth potential, without degrading service

**SUSTAINABILITY**

Replacing old diesel trains with new electric trains will reduce GHG and improve air quality



- Public involved in design process
- Virtual Reality 360 Tour planned early 2020



*Please keep in mind that testing and construction will overlap as each Segment will be tested individually, prior to final system testing.

- SF Contribution, ~\$60M
- Joint Caltrain / FTA schedule workshops schedule late September - October

PROJECT OVERVIEW

- PTC is a complex signaling and communications technology that is designed to make commuter rail even safer.
- It is a federal mandate for railroads across the country to adopt PTC by December 2020
- Caltrain’s PTC system:
 - September 7, 2019: Revenue Service mainline
 - December 2019: Full Interoperability
 - Summer 2020: Safety Plan to be submitted for final approval
 - December 2020: Full System Certification



KEY BENEFITS: IMPROVING SAFETY

- Eliminates risk of train-to-train collisions
- Reduces risk of over-speed derailments
- Provides additional safety for railroad workers

BUDGET



Prop 1A - State	\$105,445
Prop 1B - State	\$28,753
Federal	\$90,446
Local	\$55,609
Total	\$280,253



CALMOD CONTACT INFORMATION

WEBSITE  CalMod.org

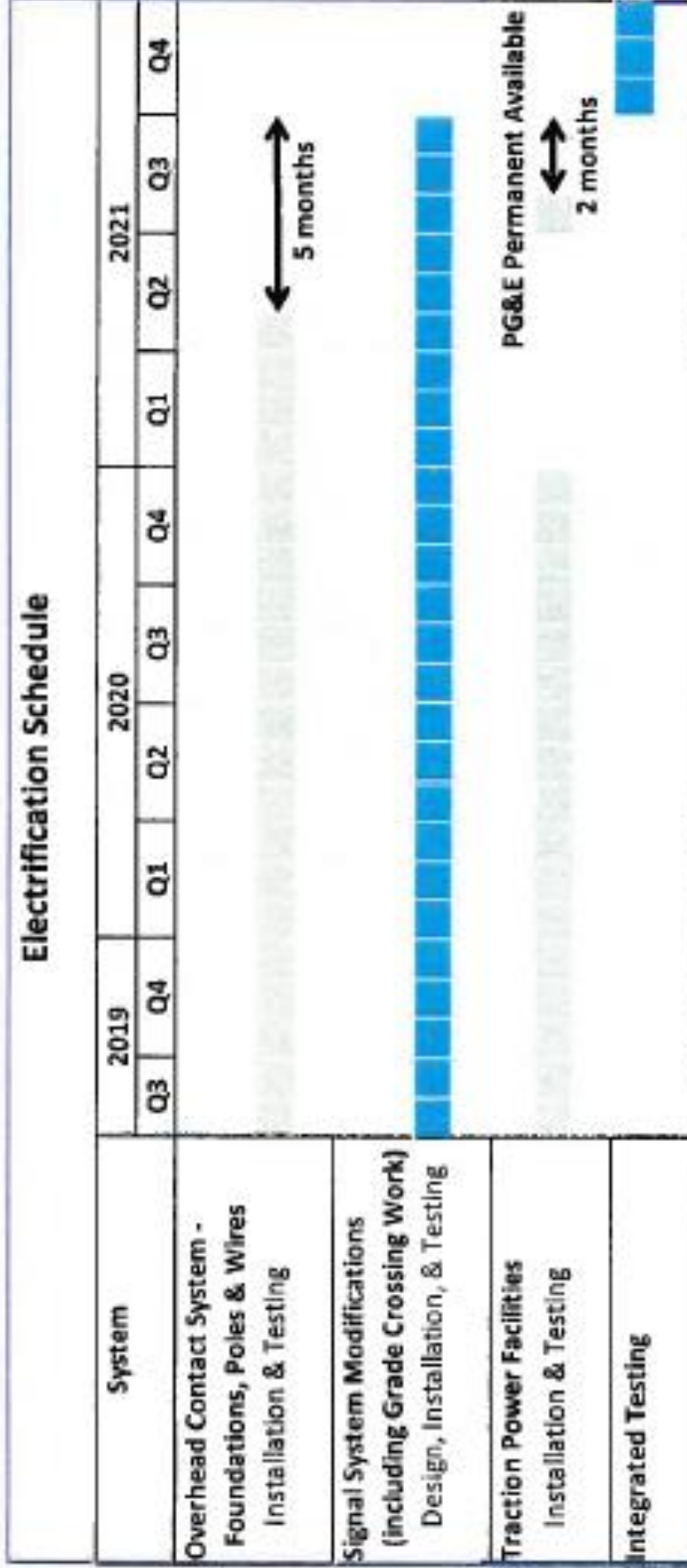
EMAIL  CalMod@caltrain.com

PHONE  650-399-9659
 800-660-4287 (Toll Free)

OFFICE  2121 S. El Camino, Suite A-100
San Mateo, CA 94403
9 a.m. - 5 p.m. Monday - Friday

FACEBOOK  www.facebook.com/caltrain
TWITTER  @caltrain







**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

Memorandum

AGENDA ITEM 9

DATE: September 19, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 Board Meeting: Allocate \$24,253,024, with Conditions, and Appropriate \$749,724 in Prop K Sales Tax Funds for 23 Requests

RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action	
<p>Allocate \$12,510,518 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) for 14 requests:</p> <ul style="list-style-type: none"> 1-5. Caltrain Capital Improvement Program: 5 requests (\$2,918,012) 6-7. Vehicles -State of Good Repair: 2 requests (\$2,250,000) 8. Facilities - State of Good Repair: 1 request (\$430,506) 9-13. Guideways - State of Good Repair: 5 requests (\$2,000,000) 14. Peninsula Corridor Electrification Project: 1 request (\$4,912,000) <p>Allocate \$11,692,230 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for 7 requests:</p> <ul style="list-style-type: none"> 15. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,500,472) 16. Great Highway Signal Upgrade (\$220,000) 17. Bayview Community Based Transportation Plan - Additional Funds (\$50,000) 18. District 11 Traffic Calming [NTIP Capital] (\$600,000) 19. Bike to Work Day 2020 (\$41,758) 20. Bicycle Safety Education and Outreach (\$80,000) 21. Safe Routes to Schools Program Administration (\$200,000) <p>Allocate \$50,276 to SFMTA and appropriate \$49,724 in Prop K funds for one request:</p> <ul style="list-style-type: none"> 22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] <p>Appropriate \$700,000 in Prop K funds for one request:</p> <ul style="list-style-type: none"> 23. Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] 	<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: _____
<p>SUMMARY</p> <p>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. At the CAC and Board meetings, SFMTA staff will give a presentation on the Participatory Budgeting process for</p>	



the Bayview Community Based Transportation Plan (Attachment 5) in support of the additional funding requested for that project.	
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan.

Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

We are recommending a total of \$7,598,012 for 13 requests from the four Caltrain state of good repair categories (i.e., Capital Improvement Program category and Caltrain's share of the Vehicles, Facilities, and Guideways categories) in Fiscal Year 2019/20. This funding would provide the annual San Francisco member share contribution to Caltrain's capital budget of \$7,500,000 as negotiated among the three member agencies which fund and govern Caltrain - the City and County of San Francisco, San Mateo County Transit District (SamTrans) and Santa Clara Valley Transportation Authority (VTA). It would also allocate funds de-obligated from projects completed under budget to new priorities. Next month we anticipate presenting three additional requests from Caltrain for the 22nd Street ADA Study, Major Initiatives - Stations and Terminals Planning and Development, and Major Initiatives - Corridor-wide Grade Separation Study.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$25,002,748 in Prop K funds. The allocations and appropriation 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.

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

CAC POSITION

The CAC will consider this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations



- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - SFMTA Presentation, Bayview Community Based Transportation Plan Participatory Budgeting Report
- Enclosure 1 - Allocation Request Forms (23)

Attachment 1: Summary of Requests 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	7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$ 400,000	\$ 400,000	69%	0%	Construction	6
Prop K	7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$ 500,000	\$ 500,000	69%	0%	Design, Construction	6, 10
Prop K	7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$ 500,000	\$ 500,000	69%	0%	Design	6, 10
Prop K	7	PCJPB	Caltrain Station Infrastructure Refresh/ Upgrade	\$ 464,506	\$ 807,000	69%	42%	Construction	6, 10
Prop K	7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$ 1,053,506	\$ 2,300,000	75%	54%	Design, Construction	10
Prop K	17P	PCJPB	Bombardier Cars State of Good Repair	\$ 2,100,000	\$ 2,100,000	84%	0%	Construction	6, 10
Prop K	17P	PCJPB	F40 Locomotive State of Good Repair	\$ 150,000	\$ 1,576,881	84%	90%	Construction	6, 10
Prop K	20P	PCJPB	Station Enhancements and Improvements	\$ 430,506	\$ 700,000	90%	38%	Construction	6, 10
Prop K	22P	PCJPB	Systemwide Track Rehabilitation	\$ 180,000	\$ 5,500,000	78%	97%	Construction	6, 10
Prop K	22P	PCJPB	Structure Maintenance - State of Good Repair	\$ 160,000	\$ 800,000	78%	80%	Construction	6, 10
Prop K	22P	PCJPB	San Francisco Creek Bridge Replacement	\$ 120,000	\$ 600,000	78%	80%	Design	6, 10
Prop K	22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$ 540,000	\$ 13,118,145	78%	96%	Construction	10
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,000,000	\$ 8,000,000	78%	88%	Design	6, 10
Prop K	22U	PCJPB	Peninsula Corridor Electrification Project	\$ 4,912,000	\$ 1,980,225,000	78%	100%	Construction	6, 10
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,500,472	\$ 30,466,781	27%	66%	Operations	Citywide
Prop K	31, 33	SFMTA	Great Highway Signal Upgrade	\$ 220,000	\$ 320,000	37%	31%	Design	4
Prop K	38	SFMTA	Bayview Community Based Transportation Plan - Additional Funds	\$ 50,000	\$ 400,000	51%	88%	Planning	10
Prop K	38	SFMTA	District 11 Traffic Calming [NTIP Capital]	\$ 600,000	\$ 600,000	51%	0%	Planning, Design, Construction	11
Prop K	39	SFMTA	Bike to Work Day 2020	\$ 41,758	\$ 43,458	28%	4%	Construction	Citywide
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 80,000	\$ 80,000	41%	0%	Construction	Citywide
Prop K	43	SFMTA	Safe Routes to Schools Program Administration	\$ 200,000	\$ 200,000	54%	0%	Construction	Citywide
Prop K	43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]	\$ 700,000	\$ 1,714,100	52%	59%	Planning, Construction	2
Prop K	44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$ 100,000	\$ 300,000	40%	67%	Planning	5
TOTAL				\$ 25,002,748	\$ 2,051,251,365	77%	99%		

Attachment 1: Summary of Requests 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: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$400,000	Install automatic passenger counters at the platform doors at Caltrain's 4th and King Station. The counters will provide Caltrain with more accurate passenger counts to enable better long-range planning and forecasting.
7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$500,000	Develop and implement a solution to resolve potential conflicts on Caltrain's railroad signal displays between its speed signaling protocols and its route signaling protocols. The Federal Railroad Administration has required Caltrain to resolve any conflict to prevent possible confusion for train engineers.
7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$500,000	Conceptual design of the next generation visual message signs and a predictive arrival/ departure system for Caltrain stations.
7	PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	\$464,506	This project will refresh network equipment at the end of its useful life to improve Caltrain's wayside data network system reliability. Project includes internet router replacements at an estimated 27 stations, including Fourth and King and 22nd Street.
7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$1,053,506	Correct the structural issues and repaint the pedestrian bridge to bring it into a state of good repair.
17P	PCJPB	Bombardier Cars State of Good Repair	\$2,100,000	Perform capital maintenance on Caltrain's Bombardier Cars to address Caltrain's increasing rate of fleet failures. The current fleet of passenger cars must be maintained in operational condition until the transition to all-electrical service has been finalized.
17P	PCJPB	F40 Locomotive State of Good Repair	\$150,000	Perform capital maintenance on Caltrain's F40 diesel locomotives to address Caltrain's increasing rate of fleet failures. The locomotive fleet has outlived its 30-year expected useful life but must be maintained in operational condition until the transition to all-electrical service has been finalized.
20P	PCJPB	Station Enhancements and Improvements	\$430,506	Conduct a study of the reasons for corrosion at the San Francisco Station (4th and King) and suggest and implement corrective actions, and potentially install emergency transfer switches at Caltrain stations for emergency power during power outages.
22P	PCJPB	Systemwide Track Rehabilitation	\$180,000	Ongoing annual project to keep the Caltrain railroad track and structures in a state of good repair.
22P	PCJPB	Structure Maintenance - State of Good Repair	\$160,000	Perform minor repairs to Caltrain bridges and other civil structures to maintain assets in a state of good repair.
22P	PCJPB	San Francisco Creek Bridge Replacement	\$120,000	Planning and detailed design to replace the 118-year-old San Francisco Creek Bridge in Palo Alto.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$540,000	Address structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$1,000,000	Replace the Guadalupe River Bridge in San Jose, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22U	PCJPB	Peninsula Corridor Electrification Project	\$4,912,000	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; and support Caltrain's long-term financial sustainability. The multi-agency funding agreement for the project, signed by the SFCFTA and CCSF, includes \$80 million local contributions to the project by the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The SFCFTA has committed about \$41 million primarily from the Prop K and One Bay Area Grant programs, and all but \$4.9 million in Prop K funds have been allocated. This request would fulfill the Prop K contribution to the project.
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$10,500,472	The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for SFMTA's Shop-a-Round and Van Gogh shuttles, which provide transportation to grocery stores and recreational destinations, respectively, for senior and disabled passengers. This request also includes funds for SFMTA's Ramp Taxi Incentive Program that provides financial incentives to drivers/companies to increase the supply of wheelchair-accessible ramp taxis available through the paratransit program. This request will support these programs provided through the paratransit broker service contract through June 30, 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
31, 33	SFMTA	Great Highway Signal Upgrade	\$220,000	Design replacement traffic signal hardware at up to eight intersections along the Great Highway, including Lincoln Way as well as Judah, Lawton, Noriega, Pacheco, Rivera, Taraval and Vicente Streets. Project will replace all existing signal infrastructure including poles, signal heads, controllers and subsurface conduits. The project will also install new accessible (audible) pedestrian-activated signals to improve safety for vision-impaired pedestrians. SFMTA expects the signals to be activated by June 2022.
38	SFMTA	Bayview Community Based Transportation Plan – Additional Funds	\$50,000	Funds will supplement the original \$57,851 Prop K allocation for a planning and engagement effort to identify transportation priorities that reflect the desires of the Bayview community. Requested funds will cover a \$50,000 shortfall from an expanded scope of work that was required to deliver the Participatory Budgeting (PB) process. Conducting the PB process, part of a Metropolitan Transportation Commission (MTC) pilot, enables SFMTA to receive \$600,000 from MTC to implement recommendations from the PB process. MTC requires the Transportation Authority to adopt the final recommendations, which are anticipated to be presented to the Board in November 2019.
38	SFMTA	District 11 Traffic Calming [NTIP Capital]	\$600,000	At the request of Commissioner Safai, SFMTA has requested Prop K funds for proactive traffic calming measures in various District 11 locations, focused on the Oceanview and Ingleside neighborhoods. SFMTA and Commissioner Safai's office will conduct targeted outreach where traffic calming is proposed and to finalize locations for 25 to 30 speed humps, speed cushions, speed tables, or raised (asphalt) crosswalks. Project will be open for use by December 2020.
39	SFMTA	Bike to Work Day 2020	\$41,758	Bike to Work Day (BTWD) is an annual event promoting cycling as a viable commuting option. Prop K funds will cover the sponsorship costs for BTWD 2020 (date to be determined). This includes event promotion as well as event-day services such as energizer stations with educational materials and activities.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Bicycle Safety Education and Outreach	\$80,000	Provide 10 months of Bicycle Safety Education and Outreach, building on successful past programming. The program provides learn-to-ride and bicycle safety classes to more than 1,000 people, and includes broad outreach to San Francisco residents and visitors via in-person presence at fairs, festivals, farmer's markets, and open streets events. See page 173 of the Enclosure for the most recent summary report (April 2017 - March 2018) for details on class attendance and demographic information.
43	SFMTA	Safe Routes to Schools Program Administration	\$200,000	Administration of the SF Safe Routes to School program for a 10-month period, from November 2019 to August 2020. This request will fund SFMTA staff time following the program's transition from the Department of Public Health that occurred in July 2019, and during the first year of the One Bay Area Grant funding cycle. The SFMTA will oversee and coordinate San Francisco's school transportation programs and increase its focus on the core goals of school transportation: safety and mode shift.
43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]	\$700,000	At the request of Commissioner Stefani, the Transportation Authority will conduct continued planning and pending approval of required state and local legislation, implementation of a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street, especially during peak hours, by requiring visitors who drive down the street to have a reservation. Requested funds will support continued planning, preparation and adoption of business rules for a reservation system, environmental approval, procurement of a vendor for operations, and design and testing of the reservation system through an estimated first year of operations. The reservation system is intended to be self-sustaining Funds from reservations would pay for the system's administration and traffic management. We expect the project to be operational by Spring 2020.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFCTA, SEMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$100,000	At the request of Commissioner Brown, the Transportation Authority will conduct a Study to evaluate the accessibility, safety, and circulation at Octavia Boulevard, leading to the Central Freeway. Currently, significant traffic congestion on the approaches to Octavia Boulevard causes queuing and conflicts in the area. This Study will evaluate the overall travel demand pattern to/from Octavia Boulevard and identify local, crosstown, and long-distance trip markets. The Study will assess and recommend local area improvements, upstream traffic metering and routing concepts, strategies to shift mode or vehicle occupancy, and will prioritize improvement strategies to be funded in part by revenues from land sales of Central Freeway parcels. The Study will be completed by March 2021.
TOTAL			\$25,002,748	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
7	PCJPB	Automatic Passenger Counters at 4th and King Station	\$ 400,000	
7	PCJPB	Resolve Speed and Route Signaling Conflicts	\$ 500,000	Recommendation for a multiphase allocation is appropriate given the need to support San Francisco's member share contribution to Caltrain's Fiscal Year 2019/20 capital budget.
7	PCJPB	Next Generation Visual Message Signs and Predictive Arrival and Departure System	\$ 500,000	
7	PCJPB	Caltrain Station Infrastructure Refresh/Upgrade	\$ 464,506	
7, 20P	PCJPB	Bayshore Station Overpass Pedestrian Bridge Rehabilitation	\$ 1,053,506	Recommendation for a multiphase allocation is appropriate given the need to support San Francisco's member share contribution to Caltrain's Fiscal Year 2019/20 capital budget.
17P	PCJPB	Bombardier Cars State of Good Repair	\$ 2,100,000	
17P	PCJPB	F40 Locomotive State of Good Repair	\$ 150,000	
20P	PCJPB	Station Enhancements and Improvements	\$ 430,506	
22P	PCJPB	Systemwide Track Rehabilitation	\$ 180,000	
22P	PCJPB	Structure Maintenance - State of Good Repair	\$ 160,000	
22P	PCJPB	San Francisco Creek Bridge Replacement	\$ 120,000	
22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$ 540,000	
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,000,000	
22U	PCJPB	Peninsula Corridor Electrification Project	\$ 4,912,000	
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,500,472	Deliverable: Quarterly progress reports will provide service performance information including the number of trips and complaints, ontime percentage per mode (for paratransit program), average trip time for group van services, and shuttle and ramp taxi service performance including the number of trips originating in Communities of Concern.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
31, 33	SFMTA	Great Highway Signal Upgrade	\$ 220,000	
38	SFMTA	Bayview Community Based Transportation Plan – Additional Funds	\$ 50,000	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent on a concurrent amendment of the Prop K Traffic Calming 5YPP to program \$50,000 in deobligated funds from projects completed under budget.</p> <p>Deliverable: Upon completion of the Participatory Budgeting process, SFMTA will present recommendations to the Citizens Advisory Committee and Board for approval (anticipated October 23 and November 5, 2019, respectively).</p>
38	SFMTA	District 11 Traffic Calming [NTP Capital]	\$ 600,000	<p>Multiphase Allocation: Given the strong interest by the sponsoring commissioner in delivering the projects as quickly as possible, the short duration of the planning phase, and the relatively straightforward design of similar improvements at multiple locations, we are recommending concurrent allocation of planning, design and construction funds.</p> <p>Special Condition: SFMTA may not incur expenses for the construction phase until Transportation Authority staff releases the funds (\$429,000) pending receipt of locations and measures as confirmed by the district supervisor.</p>
39	SFMTA	Bike to Work Day 2020	\$ 41,758	

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
39	SFMTA	Bicycle Safety Education and Outreach	\$ 80,000	
43	SFMTA	Safe Routes to Schools Program Administration	\$ 200,000	Deliverable: By June 2020, SFMTA staff will provide a report on how the Safe Routes to Schools program is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the One Bay Area Grant.
43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]	\$ 700,000	5YPP Amendment: The recommendation is contingent on a cost-neutral 5YPP amendment to the Transportation Demand Management (TDM)/ Parking Management category to reprogram \$200,000 in Mobility as a Service Pilot - Placeholder funds from FY2019/20 to FY2020/21, and to reprogram an equal amount in Demand & Pricing - Placeholder funds from FY2020/21 to FY2019/20. See attached 5YPP amendment for details. Multi-phase Allocation: At the request of the District 2 supervisor, we are targeting implementation in spring 2020 before the next peak tourist season to provide some congestion relief to the community. The very short timeline to complete planning and begin implementation necessitates the multi-phase approval (planning and construction).
44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning]	\$ 100,000	Prior to Board adoption (anticipated March 2021), staff will present a draft final report, including key findings, recommendations, next steps, implementation, and funding strategy to the Citizens Advisory Committee and Board. Upon project completion, the Board will accept or approve the final report.
TOTAL			\$25,002,748	

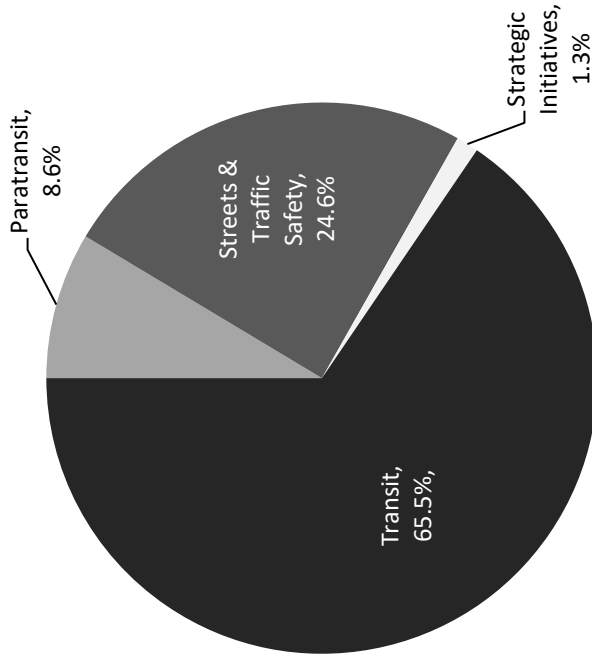
¹ See Attachment 1 for footnotes.

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

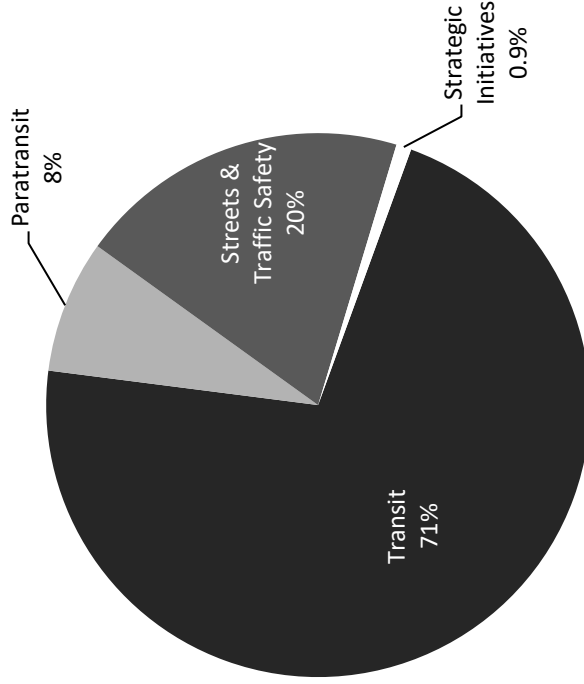
PROP K SALES TAX										
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26			
Total	\$ 43,910,961	\$ 15,884,238	\$ 14,740,485	\$ 4,496,872	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622			
Prior Allocations	\$ 43,910,961	\$ 15,884,238	\$ 14,740,485	\$ 4,496,872	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622			
Current Request(s)	\$ 25,002,748	\$ 13,210,192	\$ 10,256,454	\$ 1,536,102	\$ -	\$ -	\$ -			
New Total Allocations	\$ 68,913,709	\$ 29,094,430	\$ 24,996,939	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622			

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



BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

Participatory Budgeting Report
Wednesday, September 25th, 2019



SFMTA



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COMMISSION



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PARTICIPATORY BUDGETING REPORT

- **General Overview**
 - Bayview CBTP & PB Pilot

- **Inclusion in PB Process**
 - Steering Committee
 - Outreach approaches
 - Setting the final ballot

- **Public Voting**
 - Voting period
 - Voting results

- **Next Steps**
 - Schedule & reports

What is the

Bayview CBTP?

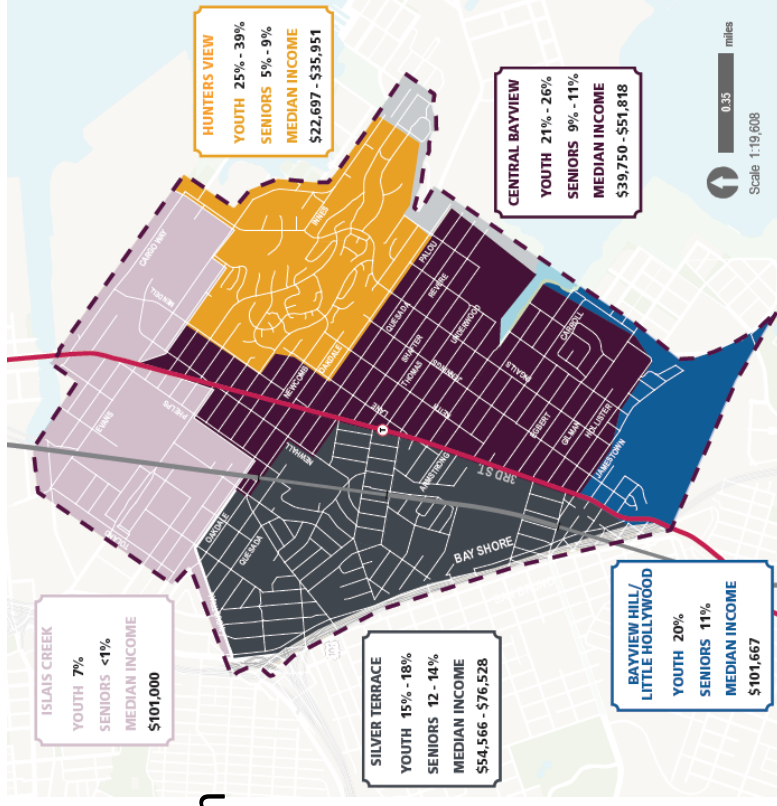
\$3.8 MILLION FOR

Immediate fixes for small projects in the Bayview (\$600k)

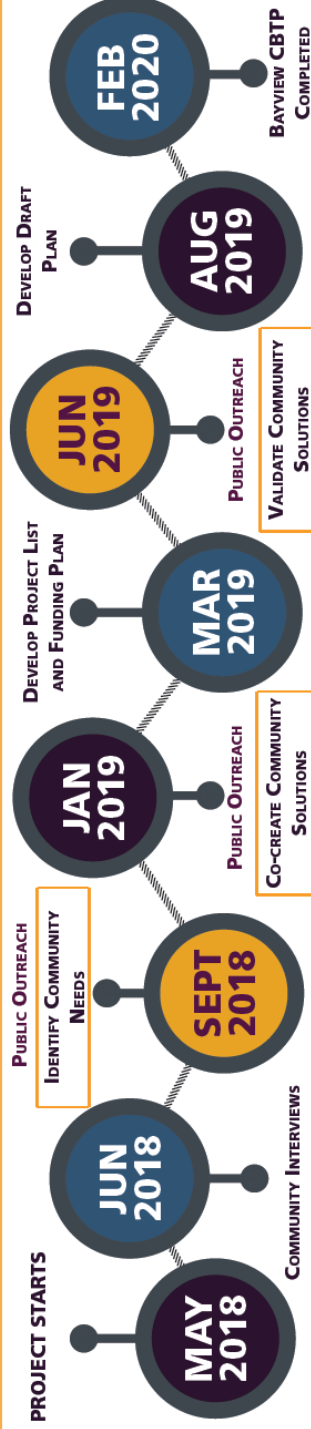
5 year investment plan for community priorities (\$2.5M)

Fund **3 years of Lifeline transportation** services (\$750K)
\$2.545 million from Prop K

GENERAL OVERVIEW



HOW LONG WILL THE BAYVIEW CBTP TAKE?



Public Outreach

GENERAL OVERVIEW

From June 2018 to August 2019...

Partnership with 5 Community Based Organizations

30+ meetings with local committees & neighborhood groups

25+ community events

500+ staff hours in the community

OVER 4,000 RESIDENTS REACHED



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Participatory Budgeting

GENERAL OVERVIEW

MTC developed **\$1 million pilot program for PB** using Lifeline Transportation Grant funds

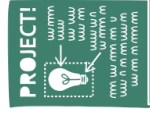
Contracted **BMAGIC** to administer & manage PB process in the Bayview

Bayview CBTP **1 of 2 eligible recipients** for funding (\$600k received)

Required **including PB** in CBTP plan process

Design the
Process

Brainstorm
Ideas



Develop
Proposals



Cast a
Vote

Fund Winning
Projects



Projects must meet Lifeline requirements (including Community Steering Committee)

Winning projects must get **SFCTA & MTC approval**

Image Credit: ParticipatoryBudgeting.org

Community Steering

INCLUSION IN PB PROCESSES

Committee

- Recruited 14-member committee through mailing list, community partners, and Supervisor's Office **during summer 2018**
 - Developed PB Rulebook
 - Approved final ballot & all eligible proposals
- Additional **targeted recruitment** to better match community demographics
- Committee members **paid for participation**
- **Granted more powers** than required in PB pilot guidelines
- Committee had **strong representation** by community groups & leaders

Outreach:

Idea Gathering

- Ideas gathered during **Summer/Fall 2018** outreach phase
- Idea worksheets in paper and online, in Spanish, English, and Chinese
- Collected 269 ideas from the public
- SFCTA & MTC screened all ideas for eligibility
- Eligibility results reviewed by Steering Committee
- Eligible ideas grouped into **11 project type categories**



參與式預算編制工作表

參與式預算 (PB) 是您指導新的公交項目和運輸服務的機會，以便他們解決您每天看到的問題。Bayview居民將與市政府工作人員合作制定項目提案，對項目進行投票，獲得最多選票的項目將獲得600,000美元的交通補助金獲得資助。

符合條件的項目必須改善Bayview居民的過境或過境通道，包括：

 過境服務 這可能包括增加MUNI服務，更多深夜巴士，社區班車或新的BART或Caltrain等區域交通服務	 過境基礎設施 這可能包括新的或改進的公共汽車候車亭，運輸路線上的新人行道，更安全的十字路口以及運輸站周圍的新照明	 教育與計劃 這可以包括免費過境通行證計劃，社區主題的班車，過境安全大使或改善交通進入的教育計劃
---	--	---

您將如何改善Bayview的運輸？

想法一：
想法二：
想法三：



在線查找我們的工作表：<https://bit.ly/BayviewPB>

Outreach:

INCLUSION IN PB PROCES

Proposal Development



- 50 Project Champions recruited for 11 project types in Winter/Spring 2019

- Project Champions organized through Google Groups: each assigned an SFMTA liaison, provided materials & key decision space for each project type

- Engagement was low for proposal development stage
- SFMTA staff engaged in substantially more work than anticipated, including detailed proposal for Community Shuttle service

Presupuesto Participativo: Registro Campeón de Proyectos

El Presupuesto Participativo (PB) es su oportunidad de dirigir nuevos proyectos de transporte y servicios de transporte para solucionar los problemas que ve todos los días. Los residentes de Bayview desarrollarán propuestas de proyectos en colaboración con el personal de la Ciudad, votarán sobre los proyectos y la lista de proyectos que reciban la mayoría de los votos se financiará a través de una subvención de transporte de \$ 600,000.

En el otoño de 2018, reunimos 275 ideas de los residentes para mejorar el transporte y el acceso al transporte en Bayview. Concentrados en 11 tipos de proyectos, estamos buscando a los campeones de proyectos para convertir estas ideas en propuestas reales.

¿Qué es un campeón de proyectos?

Los campeones de proyectos son grupos de trabajo de residentes y / u organizaciones comunitarias en Bayview. Trabajarán con el personal de la Ciudad para convertir ideas en propuestas de proyectos reales con cronogramas, presupuestos y planes de financiamiento.

Las propuestas serán examinadas por nuestro Comité Directivo de la Comunidad en Mayo de 2019 antes de pasar a la boleta pública. La votación comunitaria tendrá lugar en Junio de 2019.

TIPOS DE PROYECTOS DE PRESUPUESTO PARTICIPATIVO

<input type="checkbox"/>	Aumentar el Servicio de Muni (Mayor frecuencia o mejor servicio nocturno / fin de semana)	<input type="checkbox"/>	Embajadores de Tránsito (Personal de seguridad en tránsito)	<input type="checkbox"/>	Encuestas de la Comunidad (Entendiendo las necesidades de tránsito)
<input type="checkbox"/>	Nuevo Servicio Muni (Una nueva ruta de autobús en Bayview)	<input type="checkbox"/>	Paratransit/Taxi (Subvenciones para residentes de Bayview)	<input type="checkbox"/>	Paradas de Autobuses (Nuevos refugios, iluminación, boques de basura, carteles de NextBus signs, etc)
<input type="checkbox"/>	Transporte Comunitario (Se conecta al transporte donde Muni no puede)	<input type="checkbox"/>	Programa de Pase Muni (Pases gratuitos para residentes de Bayview)	<input type="checkbox"/>	Rutas hacia el Tránsito (Mejor azeras, rutas en bicicleta, cruces de peatones e intersecciones)
<input type="checkbox"/>	Guardias de Cruce (Cerca de paradas de bus o el T-Third) (Por favor escija 2-3 tipos de proyectos como máximo)	<input type="checkbox"/>	Plan de Estudios de Tránsito (K-12 education en Bayview)	<input type="checkbox"/>	

¿Quieres ser un campeón de proyectos? (Fecha límite 31 de marzo de 2019.)

Los residentes de Bayview y las organizaciones sin fines de lucro basadas en Bayview son elegibles para servir. Nombre y / u organización (por favor imprima claramente):

 Email or Phone: _____

Sign up online at: <https://bit.ly/BayviewProjectChampions>



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Outreach:

Proposals & Ballot

- **19 eligible ballot proposals** brought to Community Steering Committee, with **5 transit proposals rejected**
 - Objections to cost for small increases in transit service
 - Objections to outside non-profits acting as pass-throughs for transit safety education programming
- **Multiple high-priority community issues did not meet Rulebook criteria for ballot**
 - Community Shuttle
 - T-Third service increase
 - T-Rapid bus line
 - More frequent shelter/platform cleaning

INCLUSION IN PB PROCESS

BAYVIEW
COMMUNITY-BASED
TRANSPORTATION

Participatory Budgeting Ballot

How do I vote?

Please answer the questions to the right of this box. Then rank the Transit Service Proposals by circling your choices. At the bottom, rank the Street Improvement Proposals and fill out the optional demographic questions so we can get a better sense of who voted. Questions about each project? Refer to our voter guide at any ballot box in the Bayview.

Are you a
Bayview
resident?
 Yes No

Are you at
least 14 years
old?
 Yes No



WHAT IS PARTICIPATORY BUDGETING?

Your ideas, Your projects, Your vote! In this process, you come up with ideas, turn them into real proposals, and vote on what gets funded. The SFMTA has worked over the past year with residents, organizations, and a Community Steering Committee to create proposals that improve transit and access for residents. Now you get to vote on which proposals to fund.

Transit Service Proposals (\$576,000 Total Available)

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
440'Shaughnessy Mornings	Increase morning commute frequency from 10 min to 9 min	\$370,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit Assistants (TAs)	2 new TAs for 3 years, ride on 29 & 44 buses	\$405,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transit Assistants (TAs)	2 new TAs for 2 years, ride on 29 & 44 buses	\$275,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Street Improvement Proposals (\$144,000 Total Available)

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
New crosswalk: 3rd St at Lane St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$100,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New crosswalk: 3rd St at Newhall St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$125,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelter	2 new shelters at Oakland Ave & Keith St	\$20,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelter	1 new shelter at Oakland Ave & Phelps St	\$10,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelter	2 new shelters at Ingalls St & Harbor Rd	\$20,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelter	1 new shelter at Hudson Ave & Ingalls St	\$10,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus Shelter	1 new shelter at Oakland Ave & Baldwin	\$10,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crosswalk	Improve crosswalk on Williams Ave at Foodco	\$75,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crosswalk	Improve crosswalk on 3rd St at Van Dyle Ave	\$25,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crosswalk	New crosswalk at Doner Ave at Bayshore Blvd	\$25,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Crosswalk	Improve crosswalk on Silver Ave at Bayshore	\$10,000	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please tell us about yourself! We want to ensure the input we get from residents is representative of the Bayview's rich diversity. SURVEY IS OPTIONAL AND ALL RESPONSES ARE CONFIDENTIAL

Race/Ethnicity
Circle all that apply

African American
 Asian
 Pacific Islander
 Latino
 Native American
 Other
 White
 Prefer not to state

Gender

Male
 Female
 Other
 Prefer not to state

Age

Under 18
 18 - 45
 45 - 65
 65+
 Prefer not to state

Income

\$15,000 or less
 \$15,000 - \$40,000
 \$40,000 - \$75,000
 \$75,000 - \$100,000
 \$100,000+
 Prefer not to state

Voting Period

PUBLIC VOTING

- Voting took place **July 1st to August 17th** in parallel with final outreach phase for Bayview CBTP
- Ballots **available online and at 19 ballot box locations**
- Ballots & voter guides available in **English, Spanish, Chinese**
- Overall vote demographic matched community profile
- Participation (375 votes) comparable to previous D10 PB ballots

YOUR IDEAS TUS IDEAS 你的想法
\$720,000 to improve transit and access to transit in the Bayview

YOUR STREETS TUS CALLES 你的街道

YOUR VOTE TU VOTO 你的投票

JULY 1 - JULY 31
Cast your vote today!

BAYVIEW COMMUNITY BASED PARTICIPATORY BUDGETING

BALLOT LOCATIONS

Willie Maye Boys & Girls Club
155 Kuba Road

Bayview YMCA
1671 Lane Street

Dr. George W. Davis Senior Center
1751 Carroll Avenue

El Centro
1341 Essex Avenue

Community Youth Center
5009 3rd Street

Joseph Lee Rec Center
1835 Chatsdale Ave

Youngblood Coleman Rec
1400 Hudson Avenue

All Good Pizza
1605 Astor Road

Open Door Legal Clinic
483 3rd Street

Radio Africa Kitchen
4800 3rd Street

Salvation Army Impact Center
5048 3rd Street

Mendell Plaza
3rd Street & Chatsdale Avenue

Bayview Library
5075 3rd Street

Young Community Developers
1715 Yosemite Avenue

VOTE ONLINE:
http://bayviewvotes.sfmta.com/bayviewcommunityplan

Use your phone's camera to scan our QR code and vote online!

QR CODE

Galtrans

YOUR IDEAS TUS IDEAS 你的想法
YOUR STREETS TUS CALLES 你的街道
YOUR VOTE TU VOTO 你的投票

You Decide How to Improve Transit & Transportation Access in the Bayview!

Vote on how to spend \$720,000

Starts **JULY 1ST** → **JULY 31ST** Ends

If you live in the Bayview and are at least 14 years old, you can vote!

Since the summer of 2016, the SFMTA has worked closely with residents, Bayview-based community groups, and a Community Steering Committee to gather ideas and turn them into real proposals. Now we need your voice.

Tell your friends & neighbors to vote!

HOW TO VOTE

To vote online visit:
<http://bayviewvotes.sfmta.com/bayviewcommunityplan>

Ballot boxes are located at 15 organizations across the Bayview, including:

Southeast Community Facility
1835 Chatsdale Avenue
Dr. George W. Davis Senior Center
1751 Carroll Avenue

Find a list of additional ballot locations, translated ballots and more information visit:
sfmta.com/bayviewcommunityplan

BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

Participatory Budgeting

Vote Results

Rank	Operating Projects	Total Score	Project Cost
1	44 O'shaughnessy	577	\$555,000
2	TAs 3 years	489	\$405,000
3	TAs 2 years	424	\$275,000
Rank	Capital Projects	Total Score	Project Cost
1	Silver/Bayshore crosswalk	432	\$10,000
2	Williams/Apollo crosswalk	415	\$75,000
3	Lane/3rd Crosswalk	413	\$100,000
4	Newhall/3rd Crosswalk	353	\$125,000
5	Donner/Bayshore crosswalk	340	\$25,000
6	3rd/Van Dyke crosswalk	305	\$25,000
7	Oakdale at Phelps 1 shelter	301	\$10,000
8	Oakdale at Keith 2 shelters	264	\$20,000
9	Hudson at Ingalls 1 shelter	258	\$10,000
10	Oakdale at Baldwin 1 shelter	253	\$10,000
11	Ingalls at Harbor 2 shelters	251	\$20,000

According to PB Rulebook:

- 80% allocated to Operating Projects
- 20% allocated to Capital Projects

Project costs exceed available PB budget

Final proposal for funded projects coming next month

NEXT STEPS

- | | |
|---------------------------|-------------------------------------|
| OCTOBER 23 rd | - PB PROJECT LIST AT SFCTA CAC |
| LATE OCTOBER | - DRAFT PLAN RELEASED |
| NOVEMBER 19 TH | - PB PROJECT LIST AT SFCTA BOARD |
| DECEMBER | - PB PROJECT LIST AT MTC COMMISSION |
| FEBRUARY 2020 | - FINAL PLAN ADOPTED |

Learn More:

<https://www.sfmta.com/BayviewCommunityPlan>

Outreach:

<http://bit.ly/BayviewPhase1>

<http://bit.ly/BayviewPhase2>

<http://bit.ly/BayviewPhase3>

Recommendations:

<http://bit.ly/BayviewStreetscapePlan>

<http://bit.ly/BayviewPrioritization>



Christopher Kidd

Project Manager

Senior Transportation Planner

Sustainable Streets Division

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Phone: 415.646.2852



Memorandum

AGENDA ITEM 10

DATE: September 25, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/08/19 Board Meeting: Adopt the SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning]

RECOMMENDATION Information Action

Adopt the SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning].

SUMMARY

In April 2016, the Transportation Authority allocated \$48,000 in District 6 Neighborhood Transportation Improvement Program (NTIP) planning funds to the San Francisco Municipal Transportation Agency (SFMTA) for the SOMA Youth and Family Zone Community Engagement project, as recommended by former Commissioner Jane Kim. SFMTA used the Prop K NTIP funds to work directly with the South of Market Community Action Network (SOMCAN) and Walk SF to obtain community input, particularly from youth, on street changes proposed in the Folsom and Howard re-designs and how to enhance public spaces in SOMA and along these two corridors with elements that represent Filipino culture. Outreach events included community meetings, design charrettes and a walking tour. The project's draft final report is attached to this memorandum and describes recommendations and next steps.

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



DISCUSSION

BACKGROUND

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Folsom-Howard Streetscape project seeks to redesign Folsom Street between 2nd and 11th and Howard Street between 3rd and 11th streets. The project's goals include improving bicycle and pedestrian safety and comfort, improving transit service, and preparing for future growth in the neighborhood. The purpose of the NTIP study was to create opportunities to gather input from the community, particularly from youth, on the proposed street changes and how to reflect the vibrant local Filipino culture in SOMA through the Folsom-Howard Streetscape project.

COMMUNITY OUTREACH

SFMTA worked with SOMCAN as well as WalkSF to gather community feedback through a variety of forums, including: community meetings; a walking tour for local youth; a SOMA Pilipinas, Filipino Cultural Heritage District Community design charrette; and engaging the Bessie Carmichael Elementary School community to create awareness of the street safety and place-making opportunities in the SOMA Youth and Family Zone and Pilipinas Filipino Cultural Heritage District. The public feedback included repeated calls for more and safer places to cross both Howard and Folsom, feedback that SFMTA and SF Public Works are incorporating into the project design. However, this NTIP project, and the feedback received, was primarily focused on how to reflect Filipino culture in the public realm spaces on the Folsom and Howard corridors, and increasing cultural awareness among all the people who interact in Central SOMA.

RECOMMENDATIONS AND NEXT STEPS

The recommendations generated through the public outreach include:

- Murals and art featuring Filipino icons and cultural motifs to enhance Filipino culture on SOMA streets;
- Use of Filipino cultural icons and images in street installations such as bike racks;
- Banners and gateways, which are a common Filipino cultural expression, at SOMA alley entrances and public spaces;
- Banig patterns crosswalks;
- Manila-style jitneys; and



- Wrapping sidewalk utility boxes with art elements.

As the Folsom-Howard Streetscape project moves into the detailed design phase, SFMTA and SF Public Works will continue working with SOMCAN and its community partners to incorporate Filipino cultural expressions in available public realm spaces to enrich and identify the SOMA Pilipino Filipino Cultural Heritage District and the SOMA Youth and Family Zone. The SFMTA anticipates that construction of Folsom-Howard Streetscape will start in winter 2022 and be completed by spring 2024. The SFMTA will request \$900,963 in Prop K construction funds to help fund the project.

FINANCIAL IMPACT

None. The recommended action would not have an impact on the adopted Fiscal Year 2019/20 budget.

CAC POSITION

The CAC will consider this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 - SOMA Youth and Family Special Use District Community Engagement Final Report

Final Report SOMA Youth & Family Special Use District Community Engagement

SPECIAL THANKS to former Commissioner Jane Kim, current Commissioner Matt Haney, and the Commission and staff of the San Francisco County Transportation Authority. This project was funded by a Neighborhood Transportation Improvement Program allocation of Proposition K Sales Tax funding.



San Francisco
County Transportation
Authority

THANKS for the great community work to SOMCAN leads Angelica Cabande and Lian Ladia and their staff, and WalkSF Staff, Cathy DeLuca, Josie Ahrens, Natasha Opfell, and Vernon Haney.

Thanks to Fehr & Peers' Andy Kozinski

Thanks also to Public Works' Kelli Rudnick, Fiona Cundy, and Jennifer Brooks, and to Paul Stanis and Bradley Dunn, Folsom-Howard Streetscape Project (SFMTA Livable Streets).

Nick E. Carr
Nick.Carr@SFMTA.com
415.701.4468

September 10, 2019



SFMTA



Introduction and Background

The Folsom-Howard Streetscape project is a collaborative community-based planning design and construction project that will remake Folsom (between 2nd and 11th streets) and Howard Streets (between 3rd Street and 11th Street), in San Francisco’s South Of Market (SOMA) neighborhood. These two streets, designed when SOMA streets served much different purposes, will be brought up to community standards and will reflect the vibrant local Filipino community in SOMA. This outreach contract was primarily for SOMCAN to reach out to SOMA residents and get their input on street changes and how to represent the local culture in the public realm of central SOMA. The Folsom Howard project held numerous open houses that focused on the street configuration. Many of SOMCAN’s community groups attended these open houses and provided input on the lane and sidewalk configurations.

The **SOMA Youth and Family Special Use District (SUD)** and the **Filipino Cultural Heritage District** are central to the local community south of Market Street. Long a light industrial area with single occupant hotels and streets designed primarily to move motor vehicle traffic, SOMA is home to a thriving Filipino community.

With business and housing development and street changes in the area, the streets, sidewalks and public spaces must be brought up to neighborhood standards for those who currently live, work and go to school in the area, and for those to come.

Further, the rich cultural fabric of the Filipino-American community must not only be preserved, but must be enhanced to reflect the culture of the area.

The community engagement conducted by SOMCAN, and the education done by WalkSF, will inform the construction of the Folsom-Howard Streetscape Project, and street changes in larger SOMA, providing recommendations for the enrichment of public spaces and a raising of cultural awareness among all the people who interact in Central SOMA.

The “Street Safety Explorers” education conducted at Bessie Carmichael Elementary School by WalkSF further ties the function and place-making opportunities in the Youth and Family SUD and Filipino Cultural District, creating awareness among students, families and school staff.

The Project Team

Collaborating with SFMTA Livable Streets and Public Works

The Consultants:

Fehr & Peers is a highly respected and longstanding city partner in transportation projects, transportation planning and community outreach.

The South of Market Community Action Network (SOMCAN) is a multi-racial, community-based organization, serving low-income immigrant youth and families in SOMA, Excelsior, and greater San Francisco since 2000. SOMCAN organizes, supports and informs the SOMA community through leadership development, advocacy, direct services, and referrals. SOMCAN believes in uplifting the voices of immigrant, people-of-color, and low-income communities, so they will be heard in local policy-making decisions and so civic offices are accountable to their needs.

WalkSF, established in 2000, is the citywide pedestrian advocacy organization for San Francisco. A prominent Safe Routes to School partner, WalkSF aims to conduct the *Street Safety Explorers Program* (formerly “City Street Investigators”) at Elementary Schools throughout the City.

Project Scope -and Task Responsibility

SOMCAN was responsible for 5 Tasks and WalkSF was responsible for 2 Tasks:

- Task 2: Kick-Off Meetings and Work Plans – SOMCAN, WalkSF
- Task 3: Introductory Community Group Meetings – SOMCAN
- Task 4: Bessie Carmichael School Parent-Teacher Engagement - SOMCAN
- Task 5: Youth and Family Special Use District Walking Tour – SOMCAN
- Task 6: SOMA Pilipinas, Filipino Cultural Heritage District Community Design Charrette - SOMCAN
- Task 7: Bessie Carmichael “Street Safety Investigators” program delivery and Walking School Bus – WalkSF
 - * Tasks 1 and 8 were SFMTA staff administrative Tasks

Project Budget

SOMCAN Community Engagement	\$38,000
WalkSF Bessie Carmichael School Education and Engagement	<u>\$10,000</u>
Total NTIP Budget	\$48,000

Youth & Family SUD Public Engagement

Task 2: In order to get started, SOMCAN and WalkSF staff attended Kick-Off Meetings with SFMTA Livable Streets staff. Work Plans were submitted, modified, and finalized from MTA staff feedback

Task 3: SOMCAN developed a community group presentation, then scheduled and conducted community meetings with larger groups within the Youth and Family SUD on June 1, 13, 22, and 25, 2018. There were 66 participants.



Task 4: on October 11, 2018 SOMCAN engaged the Bessie Carmichael School community. 80 students staff and parents participated.



Bessie Carmichael School Engagement, October 11, 2018

Task 5: SOMCAN recruited for and conducted a Walking Tour July 27, 2018 for local youth, and followed up with a meeting to discuss the Tour. 20 youth participated in the Walking Tour and meeting with SOMCAN and SFMTA staff.



Youth Walking Tour July 27, 2018

Task 6: SOMA Pilipinas, Filipino Cultural Heritage District Community Design Charrette - SOMCAN advertised, recruited for and held a Design Charrette on August 15, 2018. 85 members of the local community attended, ranging in age from teenagers to seniors.



SOMCAN Design Charrette, August 18, 2018

Task 7: WalkSF conducted Street Safety Explorers for the 2nd and 3rd grade classes of Bessie Carmichael's after-school program on February 23, and 24, 2018; and the 4th and 5th grade classes on April 17, 2018. 75 Bessie Carmichael students participated in total.

WalkSF also worked with **Tenderloin Safe Passage** to develop Walking School Buses for Bessie Carmichael students and families. Continued effort paid off slowly, with as many as 20 people eventually walking with a group. Tenderloin Safe Passage also delivered two safety trainings to Bessie Carmichael

Beacon Staff (April 17, 2018) and the 12 member staff of the SOMA Youth Collaborative on April 22, 2018.



Bessie Carmichael School Walking School bus photos, spring 2019

Community Public Realm Recommendations

The timeliness of this project was in getting feedback on how to reflect Filipino culture in the public realm spaces on the two corridors. The roadway and sidewalk configuration were slightly ahead of this project, and while SOMCAN members and constituents attended numerous open houses on lane and sidewalk configuration, this project did not focus on pedestrian safety measures. In general, SOMCAN and SFMTA did hear repeated calls for more and safer places to cross both Howard and Folsom.

SFMTA and SF Public Works Folsom-Howard Streetscape Project staff worked closely with SOMCAN to plan Tasks and provide background, mapping, and feasibility checks of proposals. Public Works will use community input from this effort to inform the design and construction of culturally appropriate spaces within the public realm that reflect the local Filipino Community and the local culture of family life in SOMA. Other efforts may be privately-funded.

Public Works and SFMTA will use the input from SOMCAN's outreach to inform design on public realm opportunities along the two corridors. Public Works will work with SOMCAN to employ design ideas at places that will engage and enliven the local community.

While the recommendations are lengthy, here are some highlights of the community recommendations:

Murals and art, featuring Filipino Icons and cultural motifs



One of the most common response from the community was the desire to see more art in the community and cultural icons remembered in the streets

Iconic images used in functional daily life



Using Filipino cultural icons in common street installations both identifies and educates

Banners and Gateways



Banners and Gateways are a common Filipino cultural expression, and could liven up SOMA alley entrances or denote celebrated public spaces in the neighborhood

Wrapping Utility Boxes



Wrapping utility boxes can add art to SOMA sidewalks

Banig pattern Crosswalks



While painting an entire intersection on SOMA main streets is not feasible, Banig pattern crosswalk decorations could add a true Filipino flavor to crossing SOMA streets

Manila-style Jitneys!



Very popular in Manila, Mission Street once had less-fancy jitneys...

Other recommendations, like bamboo light poles/gateways were not recommended for safety reasons.

Next Steps

As the Folsom-Howard Streetscape Project moves into the Detailed (Engineering) Design phase, Public Works staff will work with SOMCAN and its community partners to incorporate Filipino cultural expressions in available public realm spaces to enrich and identify the Filipino Cultural Heritage District and the SOMA Youth and Family Special Use District. Not all ideas expressed by the community during this public engagement process are feasible or appropriate for public funding. Some ideas, such as Jitneys and utility box wrapping, will require private funding for implementation. Other ideas, such as gateways and overhead banners require case-by-case evaluation by SFMTA Muni Overhead Wire section. While intersection the murals recommended by the community may be feasible in smaller SOMA intersections, crosswalk decorations similar to those employed on Broadway in Chinatown (shown below) can be used at the larger intersections on Folsom and Howard.



Conclusion

WalkSF provided education and outreach to the Bssiee Carmichael School Community and created walking school buses this spring. This challenging work was conducted in a timely and collaborative manner. SFMTA applauds WalkSF's on-going work in the school district, and throughout the community.

SFMTA, and specifically the staff of the Livable Streets Section and the Folsom-Howard Streetscape Project, wish to thank SOMCAN and WalkSF for their diligent work in the community of the SOMA Youth and Family Special Use District and the Filipino Cultural Heritage District. Their work with the community brought numerous SOMA residents and stakeholders into the public participation process who may not ordinarily have participated, providing a deeper reach into areas of the community that SFMTA staff could not ordinarily gain access to. SOMCAN's unique and inclusive methods brought hard-to-reach parts of the community to the table, and elicited broad and vibrant input on creating a public-facing cultural identity in the Central SOMA and the SOMA Youth and Family Special Use District. The SFMTA and Public Works are deeply indebted to SOMCAN for their hard work and dedication to the community.

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Memorandum

AGENDA ITEM 11

DATE: September 19, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 Board Meeting: Approval of San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program

RECOMMENDATION Information Action

Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP):

- San Francisco Municipal Transportation Agency's (SFMTA's) New Flyer Midlife Overhaul - Phase III (\$7,174,000)
- Planning, Programming, and Monitoring for the Transportation Authority (\$245,000) and the Metropolitan Transportation Commission (MTC) (\$173,000)

SUMMARY

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as highest priority for the next \$40,750,000 in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. For the 2020 RTIP, SFMTA has requested that we program the funds to the New Flyer Midlife Overhaul - Phase III project, which will perform scheduled overhauls on thirteen trolley coaches or motor coaches. This programming is ultimately subject to approval by the MTC and the California Transportation Commission (CTC).

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



DISCUSSION

Background

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money that is updated every two years by the CTC. Regional spending plans - developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California - account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from a bike path to highway redesigns or expansions to rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program. This is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

MTC has initiated development of the 2020 RTIP, providing guidance based on CTC-adopted guidelines and the 2020 Fund Estimate. For the 2020 RTIP, San Francisco has a total of \$7,592,000 to program between Fiscal Years (FYs) 2020/21 and 2024/25. As CMA, the Transportation Authority must submit its 2020 RTIP priorities to MTC for approval in October.

Remaining RTIP Commitments.

In 2005, the Transportation Authority adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the current list of priorities, as subsequently amended, with outstanding commitments to three projects: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

Recommended 2020 RTIP Programming.

Our staff recommendations are shown in Attachment 3. This attachment also shows San Francisco's existing 2018 RTIP commitments, which have already been approved by the CTC but need to be carried forward into the 2020 RTIP.

Planning, Programming and Monitoring (PPM): CTC guidelines allow a portion of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center, and Caltrain Electrification. Per CTC guidelines, \$418,000 in new PPM programming is available and to be split between MTC and the Transportation Authority, leaving \$7,174,000 in RTIP funds to program to San Francisco projects as shown in Attachment 2.

New Flyer Midlife Overhaul – Phase III: We recommend programming all of the remaining \$7,174,000 in new RTIP funds to the SFMTA's New Flyer Midlife Overhaul - Phase III project. The RTIP funded scope of work includes scheduled midlife overhauls on 13 New Flyer trolley coaches or motor coaches, which has shown to significantly improve vehicle reliability, reduce



the incidence of breakdowns, prevent service interruptions, and avoid additional costly repairs. The scope also includes cosmetic improvements like exterior paint, seating configurations, and wheelchair securements. On September 10, 2019 the Board recommended approval on its first read of an allocation of \$17.9 million in Prop K funds for Phase I of the project. Attachment 4 is SFMTA's presentation on the project, which shows that Phase III is anticipated to start in 2025 making it a good fit to when the RTIP funds will be available. To comply with CTC guidelines requiring that projects have fully committed funding plans, we worked with SFMTA to scale Phase III to fit the available RTIP funds. We expect that when SFMTA seeks to allocate the funds in FY 2024/25, it will have secured the necessary funds to overhaul all 218 vehicles planned to be overhauled in Phase III at a total cost of \$133,500,000.

Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is only available in FYs 2023/24 and 2024/25. Further, costs cannot be incurred (e.g. awarding a contract) until after the funds are allocated by CTC in the year of programming, and projects must be ready to award a contract within six months of allocation. These requirements and other eligibility requirements significantly narrowed the list of potential SFMTA projects that were good candidates for the 2020 RTIP. We have therefore worked with SFMTA to identify a project that would seek allocation in the last two years of the STIP cycle and meet other RTIP eligibility requirements, including being fully funded.

Drafts of the Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 5.

Next Steps.

After the Board adopts San Francisco's 2020 RTIP Program of Projects, we will submit it to MTC by its November 1, 2019 deadline. The MTC Commission will vote to approve the Bay Area's 2020 RTIP on December 18, 2019 and then will submit it to the CTC. The CTC will consider needs across the state and may adjust years of programming to match projected fund availability. The CTC is scheduled to adopt the STIP at its March 25, 2020 meeting.

As shown in Attachment 3, as part of the 2018 RTIP, the Transportation Authority Board recommended, and the MTC and CTC approved, \$13,752,000 in FY 2020/21 through the 2018 STIP for the SFMTA's Restoration of Light Rail Lines - Axle Counters project. SFMTA has recently notified Transportation Authority staff that the scope of this project will be incorporated into its automatic train control project. We are currently working with SFMTA to better understand the project details and with MTC and CTC staff to determine what actions are necessary to confirm RTIP funding for this project. If required, we will present an amendment to the CAC and Board to enable CTC approval of this change.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2019/20 budget. Proposed PPM funds would be incorporated into the agency budget in future fiscal years when the funds would be available for allocation to the Transportation Authority.



CAC POSITION

The CAC will consider this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments Table
- Attachment 2 - 2020 RTIP Funds Available
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - SFMTA presentation on New Flyer Midlife Overhaul to the September 10, 2019 Transportation Authority Board
- Attachment 5 - Project Programming Request Forms

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
 Updated September 16, 2019

Project²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New RIP Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$40,750,000	\$7,174,000	\$33,576,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$92,597,000	\$7,174,000	\$85,423,000

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$7,174,000 in available 2020 RIP funds to SFMTA for the New Flyer Midlife Overhaul - Phase III project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

Attachment 2
2020 Regional Transportation Improvement Program (RTIP)
Fiscal Years 2020/21 – 2024/25
New Funds Available for San Francisco

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$245,000	Up to 5% allowable per 4-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$173,000	
Capital Projects	\$7,174,000	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2020 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding. Can fund environmental, design, right of way and construction phases.
Total:	\$7,592,000	

**Attachment 3
San Francisco 2020 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed**

Project Totals by Fiscal Year (\$ 1,000's)								
CTC has advised that new programming is only available in FYs 2023/24 and 2024/25.								
Agency ¹	Project	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Phase
Existing 2018 RTIP Programming Priorities								
SFMTA	Restoration of Light Rail Lines - Axle Counters ²	\$13,752	\$13,752					Construction
SFCTA	Planning, programming, and Monitoring	\$778	\$260	\$259	\$259			n/a
MTC	Planning, Programming, and Monitoring	\$237	\$76	\$79	\$82			n/a
Existing Funds Programmed in 2018 RTIP			\$14,767	\$338	\$341			

New 2020 RTIP Programming Priorities								
SFMTA	New Flyer Midlife Overhaul - Phase III	\$7,174				SFMTA will request 100% federal RTIP funds	\$7,174	Construction
SFCTA	Planning, programming, and Monitoring	\$245				\$46	\$199	n/a
MTC	Planning, Programming, and Monitoring	\$173				\$85	\$88	n/a
Proposed 2020 RTIP Programming			\$7,592			\$131	\$7,461	

Total RTIP Funds Available	\$22,359
Surplus/(Shortfall)	\$0

¹ Acronyms include the Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), and San Francisco Municipal Transportation Agency (SFMTA).

² SFMTA has recently notified Transportation Authority staff that the scope of this project will be incorporated into its automatic train control project. We are currently working with MTC and CTC staff to determine what actions are necessary to confirm RTIP funding for this project. If required, we will present an amendment to the CAC and Board to enable CTC approval of this change.



SFMTA

Rubber Tire Mid-Life Overhaul Program



Transit | Fleet Engineering

SFCTA Board

September 10, 2019

Guiding Principles

- Maintain low average fleet age
- Improve reliability
- Adopt performance-based procurements
- Develop robust maintenance standards
- Align with City's sustainability goals
- Anticipate and accommodate growth
- Maintain 20% spare ratios



SFMTA Bus Fleet Management Plan

2017-2030



March 2017

Fleet Program Overview



Reliable Buses



Major fleet transition

Between 2013-2019 the SFMTA has successfully replaced 800+ motor coach and trolley coaches



- Increased number of articulated buses to relieve crowding on high-ridership lines
- Lowered fleet age to improve reliability
- Deployed new technology to reduce GHG emissions

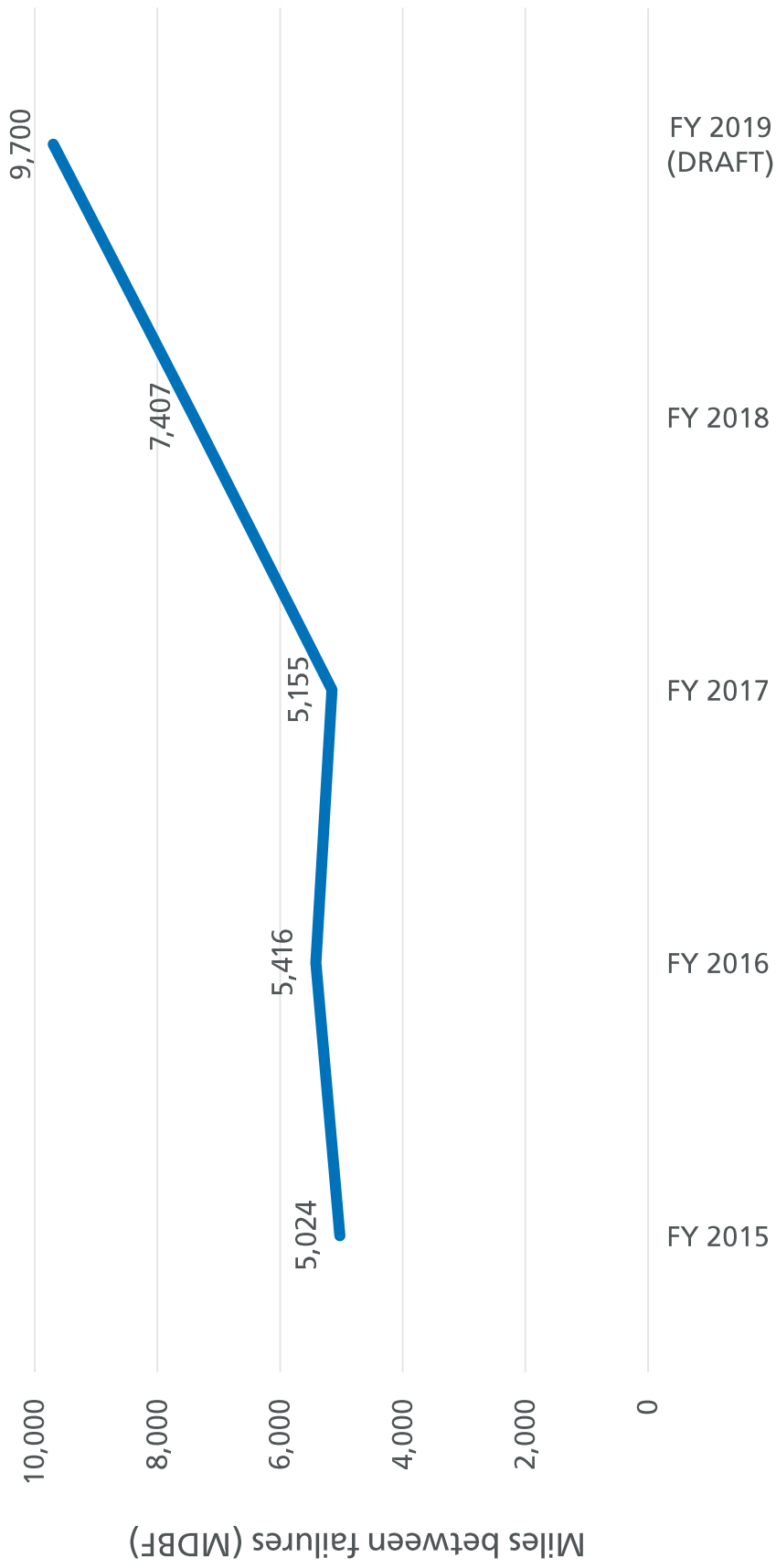
Improved reliability means better service

Over the past 30 years, our expectations of the fleet's reliability have dramatically increased

1980s	2000s	Today
2,000-3,000 miles	4,000-6,000 miles	10,000-12,000 miles

Mean Distance Between Failures (MDBF) is the industry-standard measurement of vehicle reliability. It tracks how long a vehicle travels before a mechanical failure that results in lost service.

Fewer In-Service Bus Breakdowns



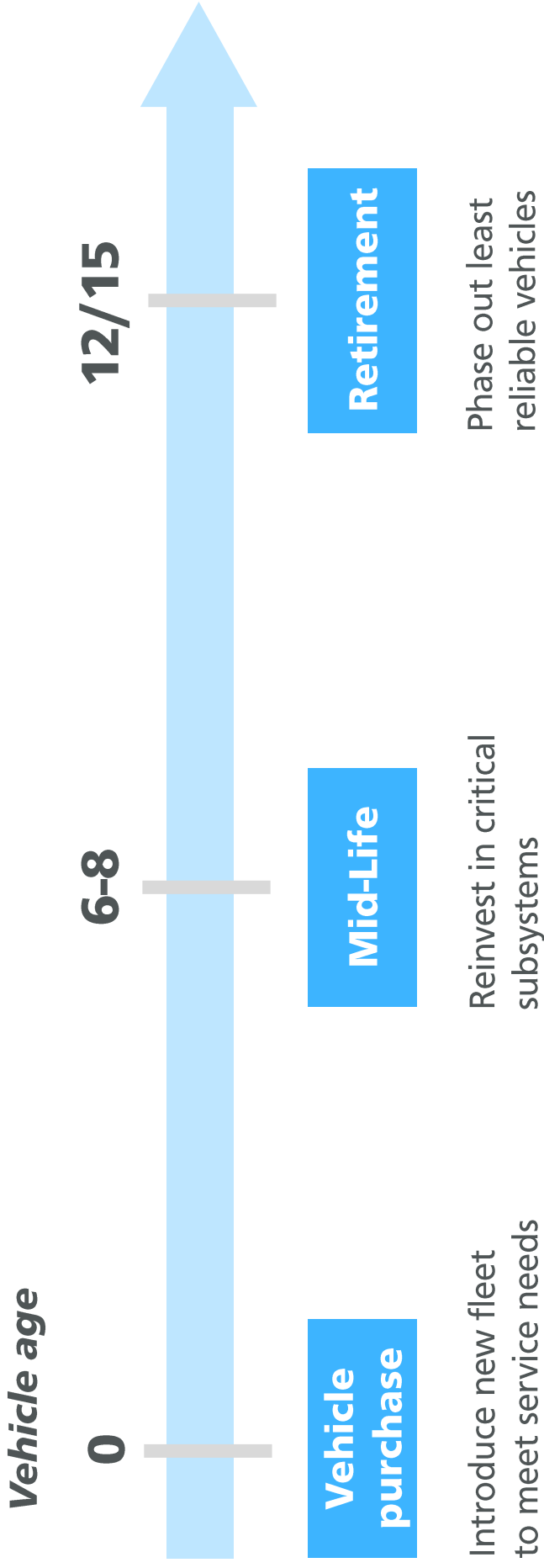
Continuous improvement

Over time we took in feedback from riders and staff to improve the vehicles:

- Added “three-point securements” at request of disability community to improve safety of wheelchair passengers
- Incorporated new rear-view mirror turn signals for safer operations around bicycles
- Increased capacity on bicycle racks from two to three bikes
- Updated interior design to include stroller standing area
- Deployed new digital radios with route and on-time performance data for operators
- Redesigned seating to improve comfort and reduce noise



Rubber Tire Vehicle Lifecycle



Mid Life Overhaul Program

- **Propulsion system overhaul** Increase reliability
- **ADA Equipment** Easy operation for wheelchair passengers, improved visibility for operators
- **Safety** Deploy collision warning indicators to the vehicles
- **Standardization** Update onboard technology to latest Agency standards
- **Technology Upgrade** Take advantage of technological progress
- **Comfort** Reduce noise, add ergonomic seats, improve seating layout

Previous Mid-Life: Neoplans



- Dramatically improved reliability: improved MDBF from 3,500 to 6,000
- Extended the life of the fleet, improve the comfort for passengers

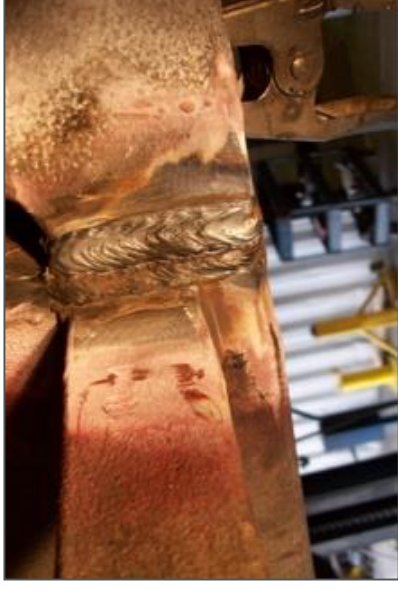
Previous Mid-Life: Neoplans



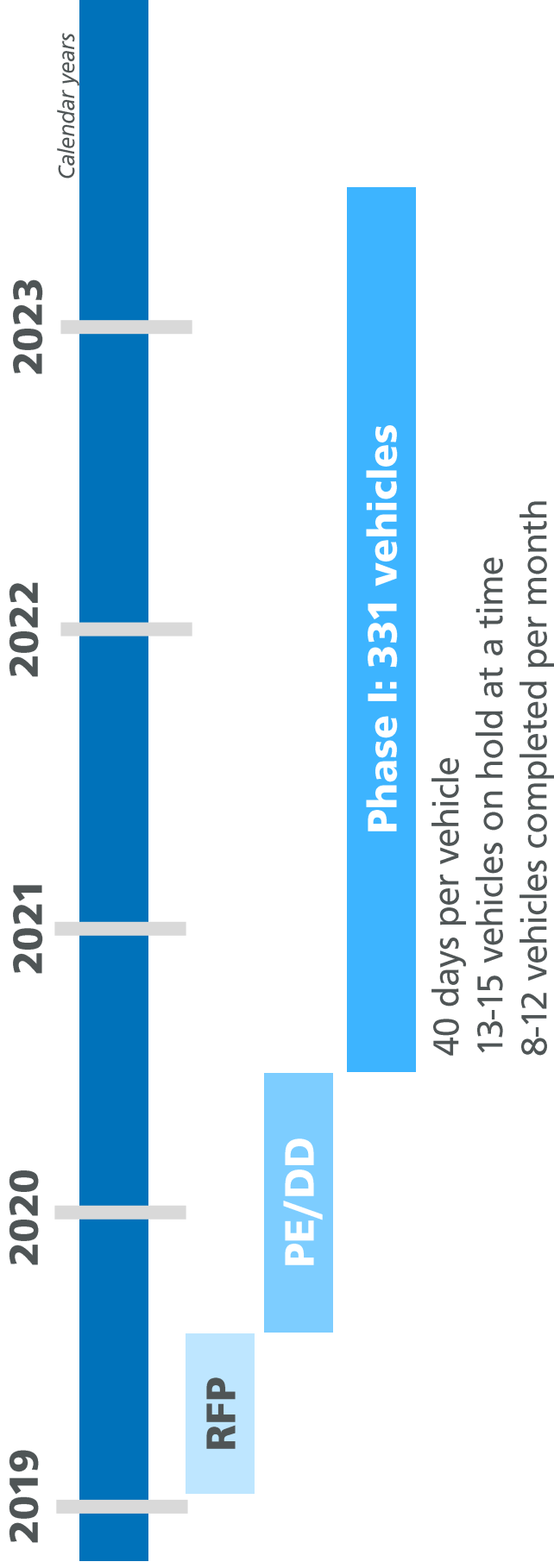
Cosmetic



Repaired structural wear



Program Delivery: New Flyer Mid-Life

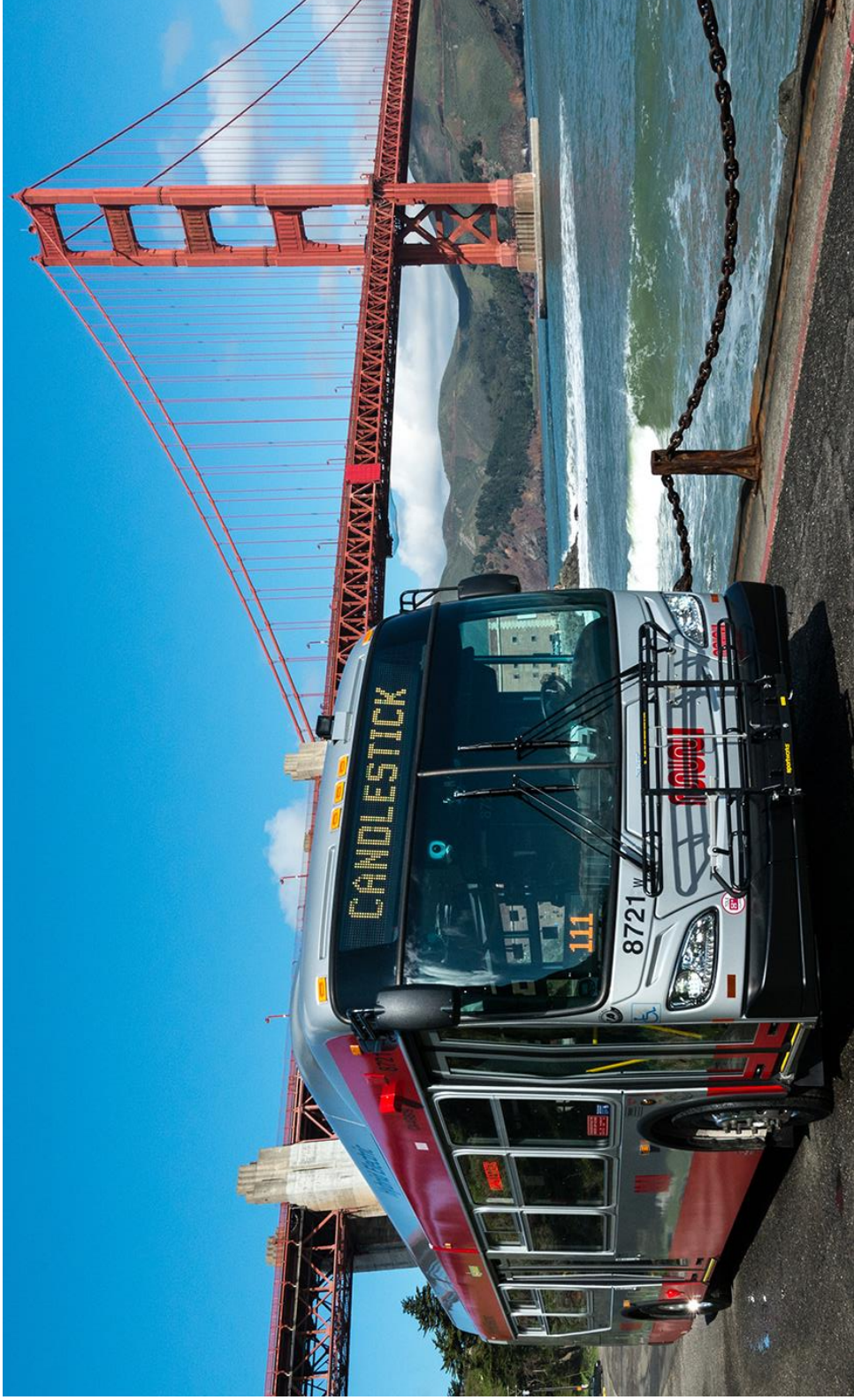


Program Overview

The FTA requires a mid-life program for all federally-funded fleets and they provide funds for this work.

Phase I	Phase II	Phase III
331 vehicles	266 vehicles	218 vehicles
2020-2023	2022-2027	2025-2029
\$182,000,000	\$126,000,000	\$133,500,000

Ensuring fleet reliability, safety and comfort



Amendment (Existing Project) Yes					Date:	08/16/19	
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.		
04		0418000008	2007	SF-010008			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco County Transportation Authority			
				MPO	Element		
				MTC	LA		
Project Manager/Contact		Phone		E-mail Address			
Amber Crabbe		(415)522-4801		amber.crabbe@sfcta.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
		Implementing Agency					
PA&ED		San Francisco County Transportation Authority					
PS&E							
Right of Way							
Construction		San Francisco County Transportation Authority					
Legislative Districts							
Assembly:	17, 19		Senate:	11		Congressional:	12, 14
Project Benefits							
The project supports timely project management and oversight.							
Purpose and Need							
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commission's guidelines.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals Yes				Reduces Greenhouse Gas Emissions No			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento,

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 08/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF, ,	, ,		041800008	2007	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259				5,830	San Francisco County
TOTAL	5,117	260	259	259				5,895	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259				5,830	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259				5,895	\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only

Date: 08/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF			0418000008	2007	

SECTION 1 - All Projects

Project Background

Annual Planning, Programming, and Management funds support timely project management and oversight, such as monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commission's guidelines.

Programming Change Requested

Add \$46,000 of new programming in FY 2023/24 and add \$199,000 of new programming in FY 2024/25

Reason for Proposed Change

New funding available through the 2020 STIP programming cycle.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	9/17/19	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SF	var			SFMTA			
				MPO	Element		
				MTC	Mass Transit		
Project Manager/Contact		Phone		E-mail Address			
Alex Hallowell		(415) 646-4112		Alexandra.Hallowell@sfmta.com			
Project Title							
New Flyer Midlife Overhaul - Phase III							
Location (Project Limits), Description (Scope of Work)							
The New Flyer Midlife Overhaul – Phase III of SFMTA’s overhaul program will perform midlife overhauls on thirteen 40-foot and 60-foot electric trolley or motor coaches. It will outfit the trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system to take advantage of technological advances and permit a hybrid vehicle to operate in full battery-electric mode for a portion of its route. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Phase III will address vehicles reaching the midpoint of their useful lives fleet shortly following the allocation of STIP funds.							
Component		Implementing Agency					
PA&ED		NA					
PS&E		SFMTA					
Right of Way		NA					
Construction		SFMTA					
Legislative Districts							
Assembly:	17, 19		Senate:	11		Congressional:	12, 14
Project Benefits							
This midlife overhaul program ensures that the transit fleet continues to operate reliably, with work performed on a predictable basis rather than addressing component failures on a case-by-case, reactive basis which is costly and disruptive to customers. More productive, effective, and, ultimately, attractive service is likely to increase transit ridership. The project also increases the vehicles’ fuel efficiency.							
Purpose and Need							
Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensure consistency in systems deployed across SFMTA’s 800+ buses. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements.							
Category		Outputs			Unit	Total	
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	13	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	Y/N		
Inc. Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved					11/01/19		
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase						07/01/24	
End Design Phase (Ready to List for Advertisement Milestone)						01/01/25	
Begin Right of Way Phase						NA	
End Right of Way Phase (Right of Way Certification Milestone)						NA	
Begin Construction Phase (Contract Award Milestone)						07/01/25	
End Construction Phase (Construction Contract Acceptance Milestone)						01/04/26	
Begin Closeout Phase						01/04/26	
End Closeout Phase (Closeout Report)						08/01/26	

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 9/17/19

Additional Information**PROJECT BENEFITS (FULL TEXT):**

This midlife overhaul program ensures that the transit fleet continues to operate reliably for its full useful life. Planning for midlife overhauls also reduces the impact on the riding public, as work is performed on a predictable basis. Without a midlife overhaul program, the SFMTA would need to address component failures on a case-by-case, reactive basis, which would diminish the overall availability and reliability of this critical fleet. This is costly and disruptive to customers and would result in higher rates of vehicle failures. Additionally, because the midlife overhaul program will make the fleet more reliable, breakdowns and other unscheduled repairs would decrease and it is likely that ridership will increase based on service being more productive, effective, and, ultimately, attractive. The project also increases the vehicles' fuel efficiency.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 9/17/19

District	County	Route	EA	Project ID	PPNO
04	SF	var			
Project Title: New Flyer Midlife Overhaul - Phase III					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									NA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON									SFMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						9,101		9,101	
TOTAL						9,101		9,101	

Fund No. 1:	STIP-STP	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CTC/Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Federal-only (STP) funds requested as project is not Article XIX-eligible
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,174		7,174	
TOTAL						7,174		7,174	

Fund No. 2:	AB 664 Bridge Tolls	Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									MTC's Transit Capital Priorities Bridge Tolls (AB 664)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,794		1,794	
TOTAL						1,794		1,794	

Fund No. 3:		SFMTA Operating							Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							133	133	
TOTAL							133	133	



SFMTA



Julie Kirschbaum
Director of Transit
September 24, 2019

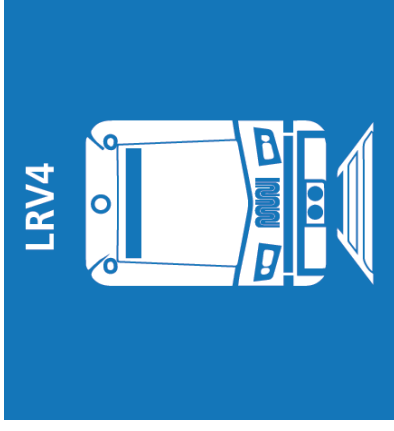
Status Update






- 67 vehicles delivered, 61 in revenue service
 - Deliveries continuing on schedule
 - Final vehicle arriving in October
- Preparing Mod. 6 to begin work on track brakes, seating, and lay groundwork schedule change to permit early Breda retirement
- Performance improved steadily between June and September
 - Continuing work on HPU to address reliability



90-Day Plan

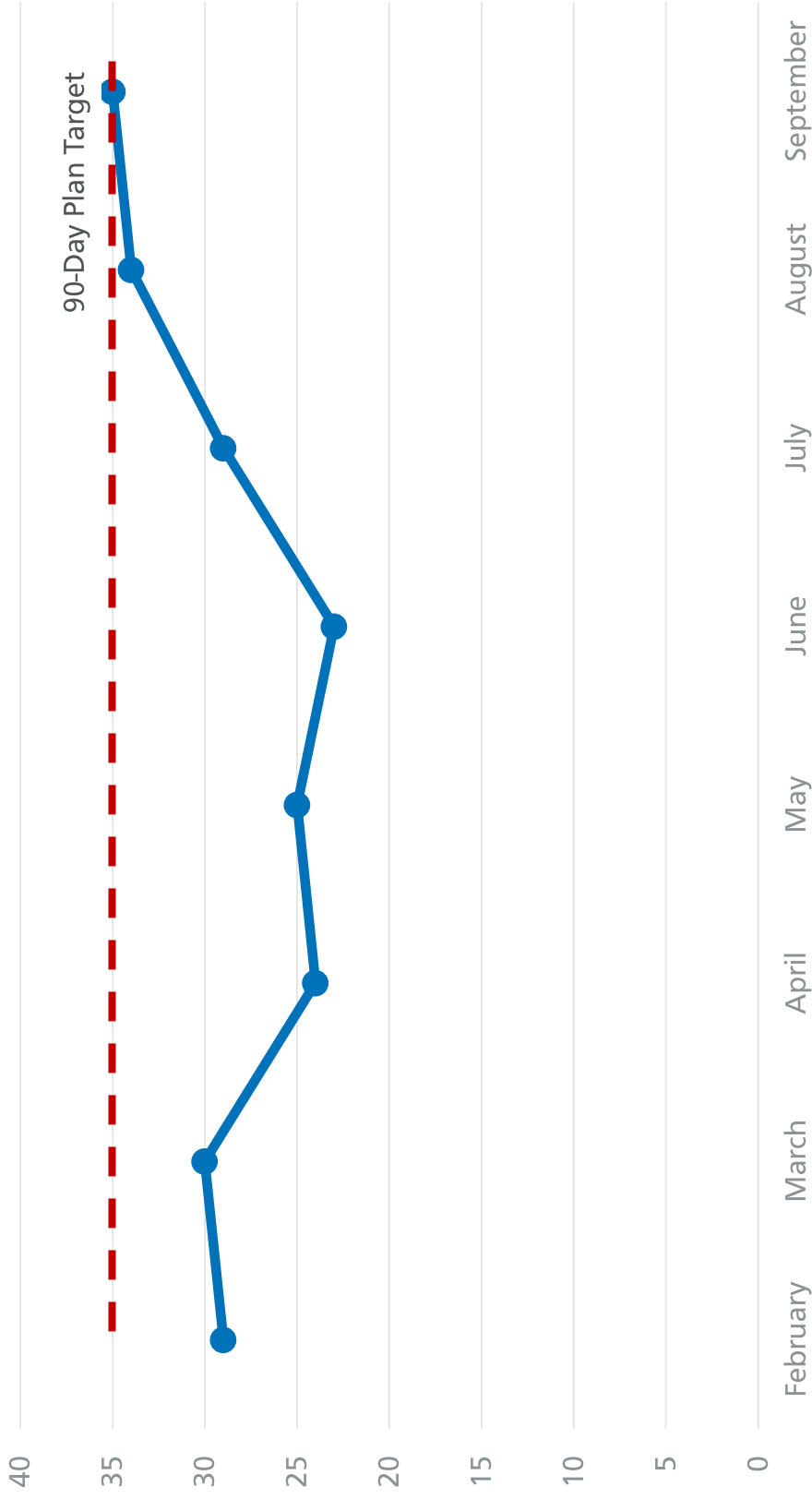
LRV4 initiatives in the current 90-Day Plan include the following targets:



Availability	Delivery	Doors	Reliability	Track Brakes
Increase vehicle availability to 35 vehicles per day  Averaging 35+	Complete delivery of the first phase of 68 vehicles  Arriving first week of Oct.	Correct issues with doors and couplers, remove all restrictions  Completed	Increase reliability to 8,000 miles MDBF or greater  August at 7,793 miles	Submit new design for track brakes to CPUC  Completed

Fleet Availability

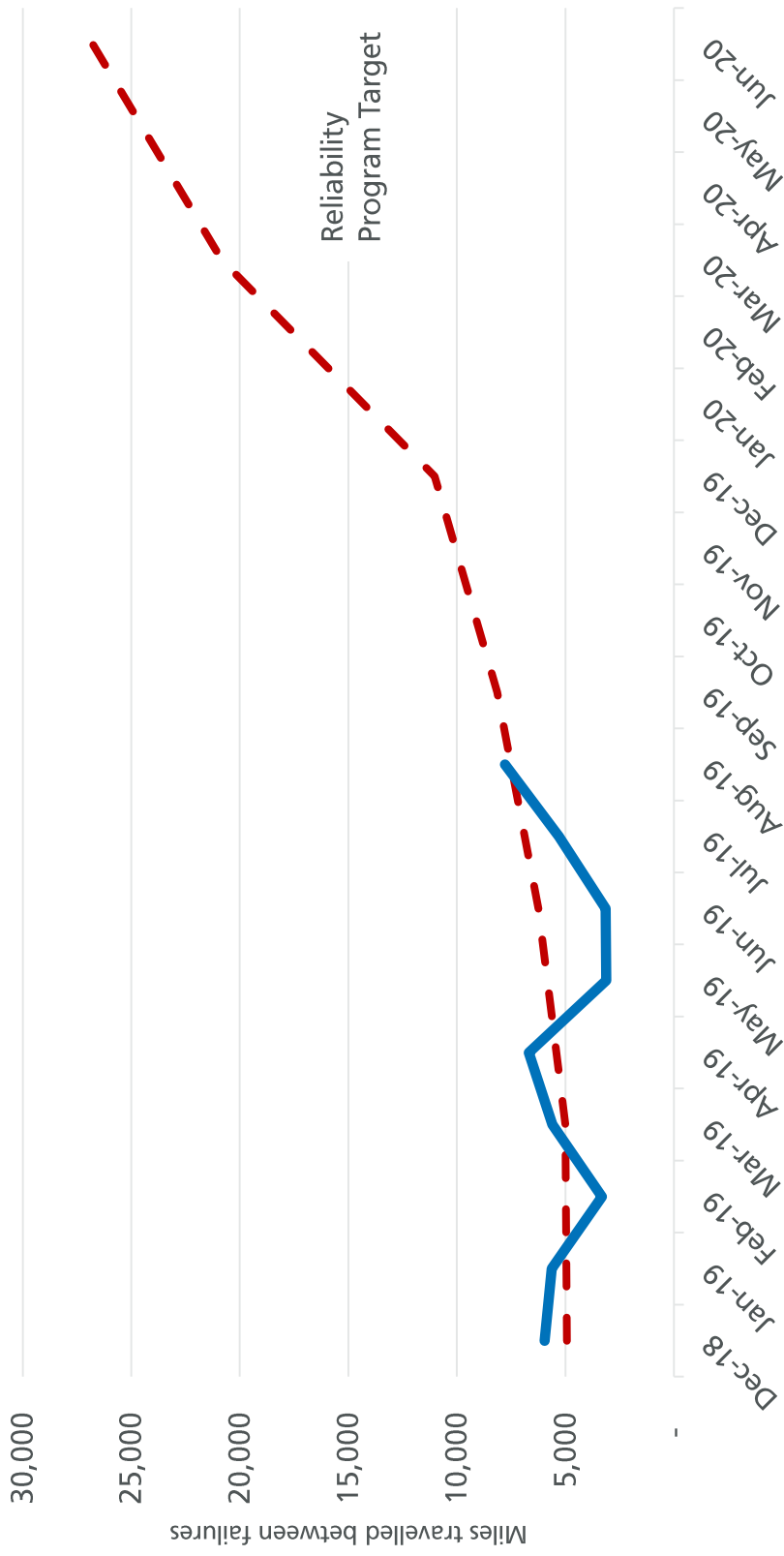
Vehicles Available for Service by Month



September figures are preliminary and subject to change

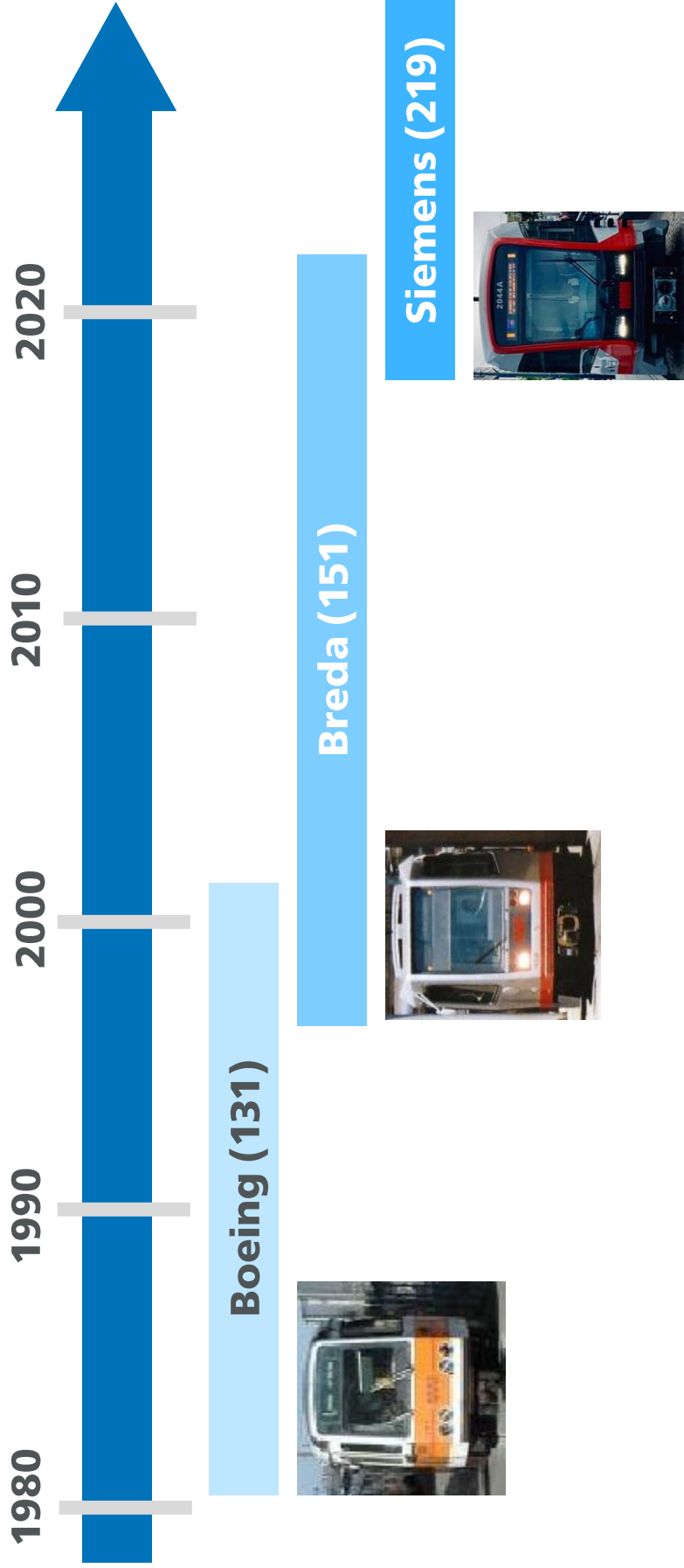
Reliability Program

Reliability



August figures are preliminary and subject to change

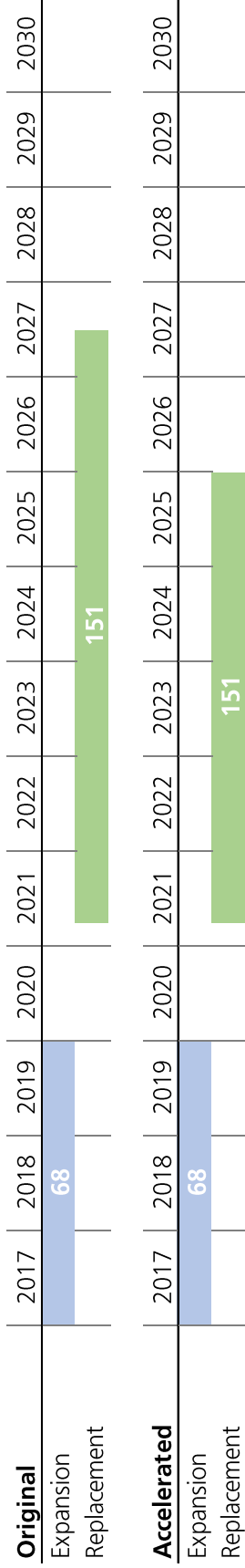
SFMTA Light Rail Fleet



Project schedule

We have the opportunity to compress delivery of vehicles to retire the Breda fleet ahead of schedule:

- Increase production rate with delivery of final LRV 14-16 months early
- Federal Transit Administration has approved early retirement of the Breda fleet



Next Steps

- Continue to resolve outstanding technical issues (e.g. HPU)
- Authorize Siemens to address priority retrofits on Phase I expansion
 - Track brakes
 - Passenger emergency stop button redesign
- Authorize long lead items for Phase II replacement
 - Seating design and engineering
 - Preliminary production acceleration activities
- Anticipate returning to SFCTA Board for full Phase II replacement funding authorization in Spring 2020



Memorandum

AGENDA ITEM 13

DATE: September 12, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/8/2019 Board Meeting: Update on the Geneva-San Jose Intersection Study [NTIP Planning]

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) is providing an update (Attachment 1) and seeking feedback on the project status and anticipated next steps, including near-term improvements, for the Geneva-San Jose Intersection Study [NTIP Planning]. The plan will develop conceptual designs for multimodal transportation safety and transit access improvements in the vicinity of the intersection of Geneva and San Jose avenues.</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"/> Other: _____</p>
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DISCUSSION

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

In June 2016, the Transportation Authority allocated \$150,000 in Prop K sales tax funds, including \$100,000 from the NTIP, to the SFMTA for the Geneva-San Jose Intersection Study, as recommended by former Commissioner John Avalos. SFMTA is using these funds to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M-Ocean View Line. This project was originally proposed by the Balboa Park Community Advisory Committee.

The attached presentation summarizes the current project status and anticipated next steps. The SFMTA anticipates presenting the completed study to the Transportation Authority Board for adoption in Spring 2020.



FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item. The CAC will be briefed on this item at its September 25, 2019 meeting.

SUPPLEMENTAL MATERIALS

Attachment 1 - SFMTA Staff Presentation on Geneva-San Jose Intersection Study



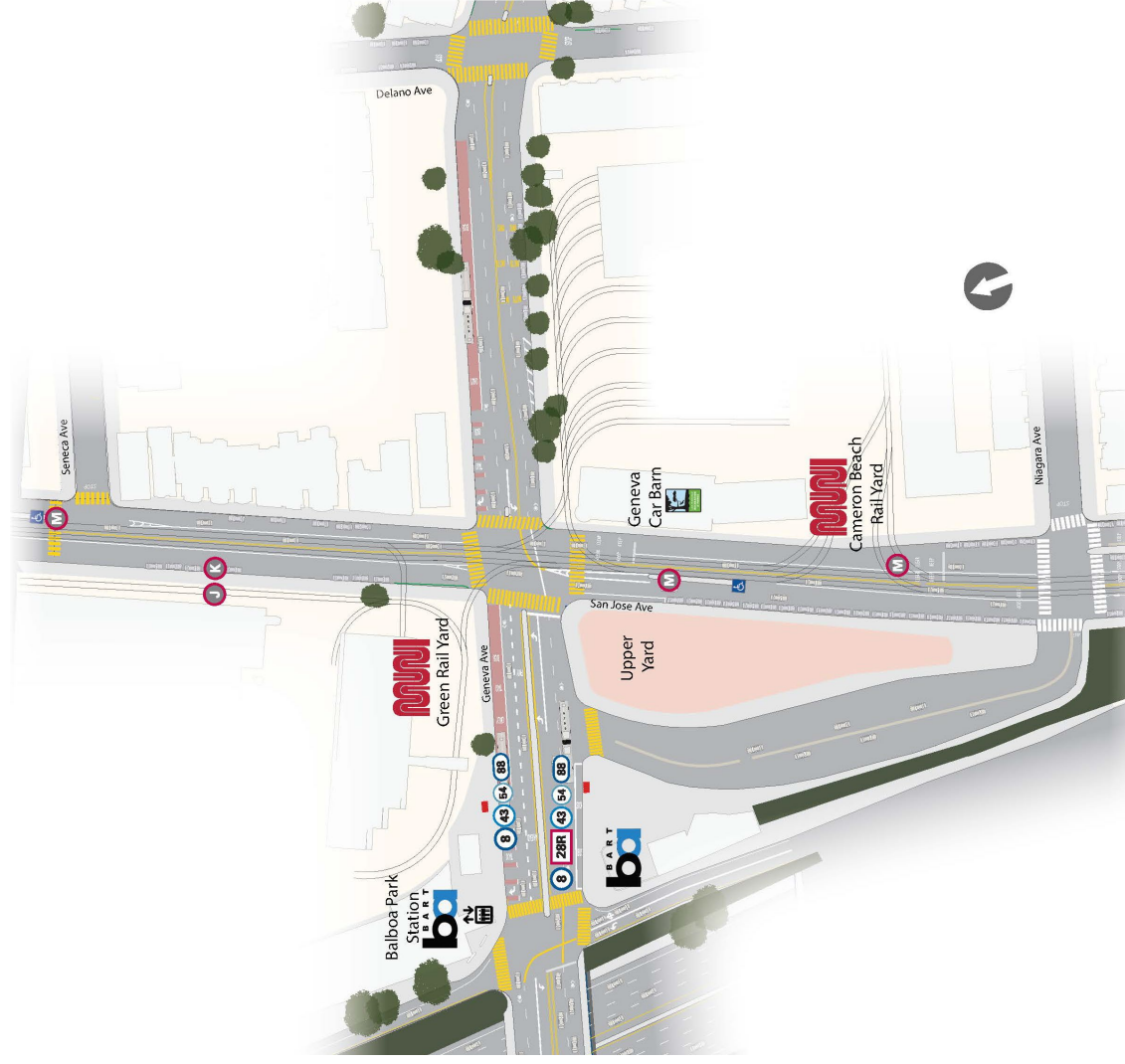
Geneva/San Jose Intersection Study

SFCTA CAC Informational Presentation

September 25, 2019

Background Information

- Initially focused on the Geneva/San Jose intersection, plus adjacent blocks.
- As project progressed, there were little opportunities for changes to the intersection
 - Focus shifted to the M-Line facilities since it has high needs and possible modifications
 - Identified opportunities to move pedestrian activity away from Geneva/San Jose intersection



Adjacent Projects

Upper Yard Housing
Development

- Near-term triage/RV parking

BART Plaza & Station
Modernization

Car Barn and
Powerhouse

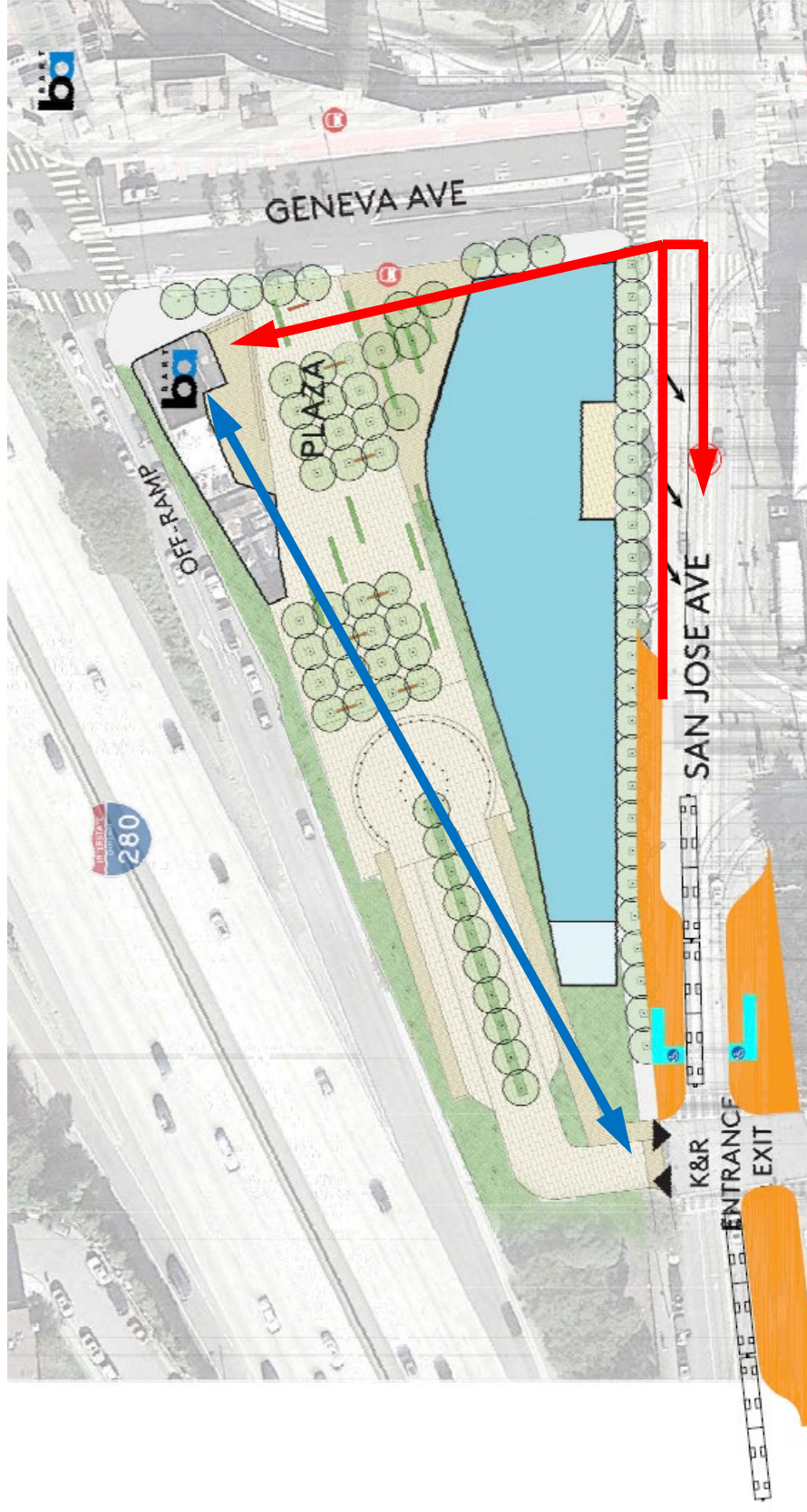


M Line – Boarding Facilities



San Jose/Niagara Proposal

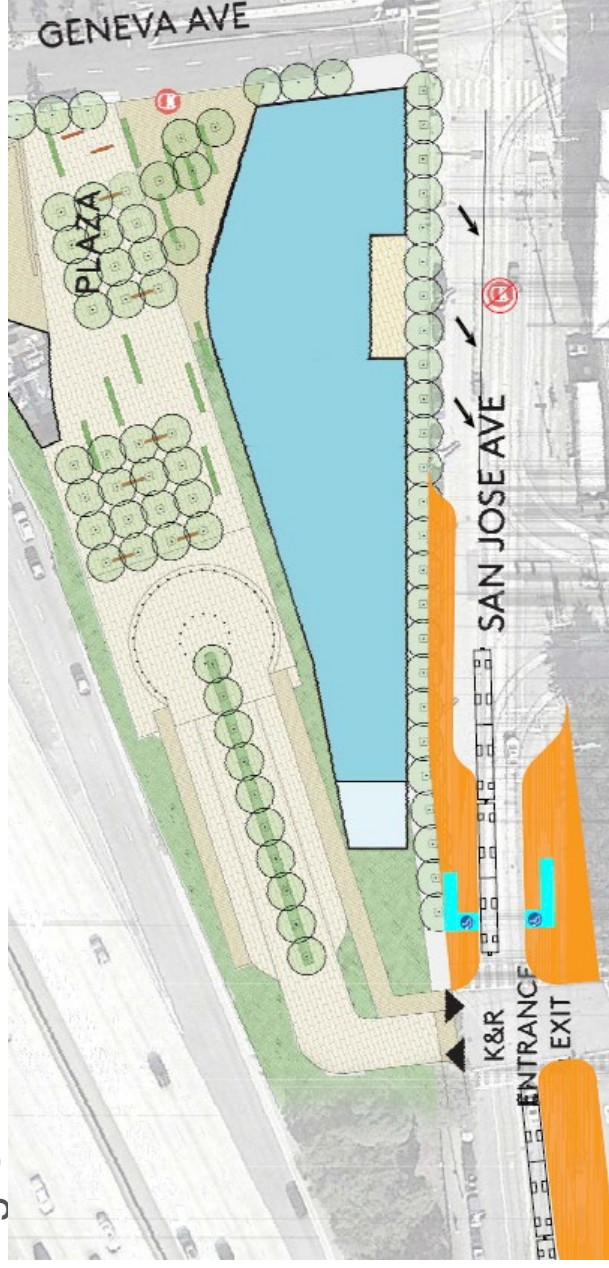
- Consolidate M Line stop at the San Jose/Niagara intersection (BART Droppoff Loop entrance)
- Remove existing boarding island on San Jose at Geneva
- Supported by new pedestrian path created by BART Plaza



San Jose/Niagara Proposal- Benefits

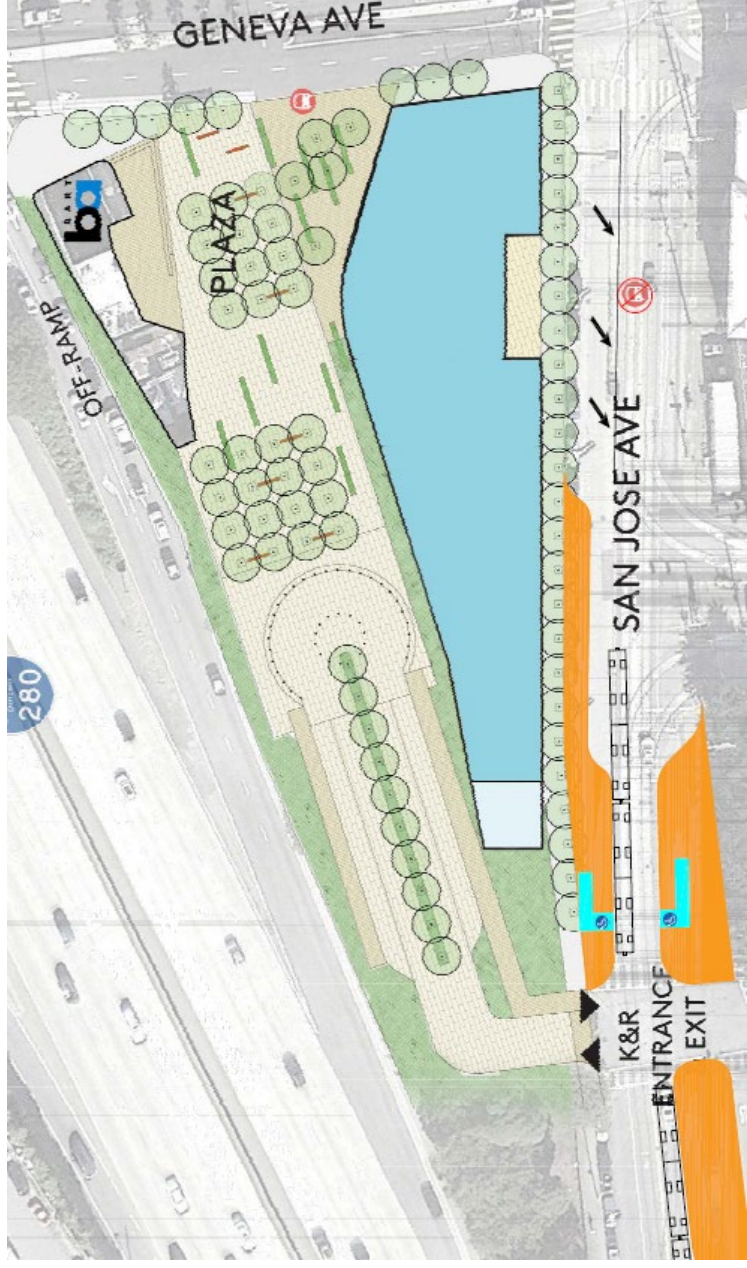
160

- Significantly improves passenger experience for over 2,000 daily passengers
- Potential for streetscaping and placemaking.
- Accessible ramps adjacent to general passenger stops
- Moves boarding away from the congested Geneva/San Jose Intersection and eliminated vehicles passing trains while loading
- Discourages pedestrians from crossing midblock
- BART Plaza provides new pedestrian connection that is less steep compared to walking along Geneva



San Jose/Niagara Proposal– Trade-offs

- Increased walking distance for customers connecting to BART
 - Less steep path of travel
- Outbound trains block SJ/Niagara intersection when serving accessible ramp
- Removes one lane of traffic in each direction approaching Niagara
- Parking impacts– to be finalized during design, around 12-15 spaces impacted



San Jose/Niagara Proposal Unknowns

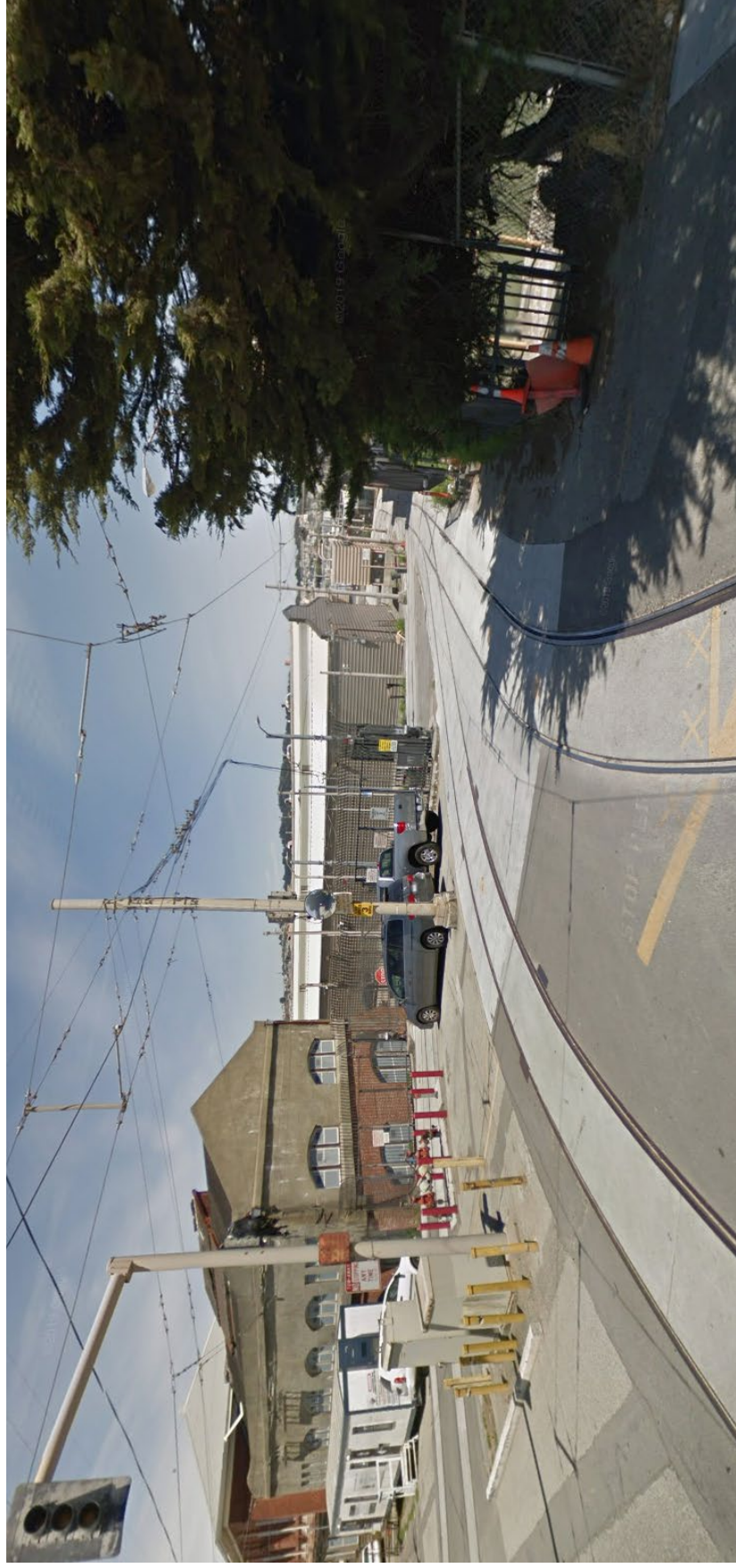
162

- Construction feasibility
 - Larger than typical bulbs can have unique challenges such as drainage.
- Fire Department concurrence
 - Have discussed the concept with the Fire Department and incorporated feedback, but the design needs to be worked out in more detail before Fire Department can formally review.
- Cost & Funding
 - Have developed a high-level cost estimate, but additional design work is needed to determine a realistic cost estimate.
 - Funding is provided only for this study and preliminary design work. Working to identify full design and implementation funding.

Other Improvements

Cameron Beach Yard Rail Entrance

- Upgrade sidewalks and pedestrian crossings
- Opportunities for streetscape improvements



Geneva/San Jose signal

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- Complex signal impacted by multiple train movements, heavy pedestrian and vehicular traffic
- Evaluating opportunities to provide a southbound right-turn arrow to partially separate turning cars from pedestrians
 - Depends on signal equipment feasibility



Outreach

- Kick-off meeting
- Combined outreach with BART and Upper Yard meetings
- Next outreach in Fall (with school in session)
 - On-site pop-up meeting near the station during commute periods
- Ongoing through design as details and alternatives are determined