



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, October 8, 2019; 10:00 a.m.
Location: Legislative Chamber, Room 250, City Hall
Commissioners: Peskin (Chair), Mandelman (Vice Chair), Brown, Fewer, Haney, Mar, Ronen, Safai, Stefani, Walton and Yee
Clerk: Alberto Quintanilla

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Projects: (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 Implementation (NTIP Planning, Capital) (\$700,000)
- | | | |
|------------|---|------------|
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Other Items

11. Introduction of New Items - **INFORMATION**

During this segment of the meeting, Commissioners may make comments on items not specifically listed above, or introduce or request items for future consideration.

12. Public Comment

13. Adjournment

*Additional Materials

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

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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, September 25, 2019

1. Committee Meeting Call to Order

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

CAC members present: Robert Gower, David Klein, John Larson, Jerry Levine, Peter Tannen, Sophia Tupuola and Rachel Zack (7)

CAC Members Absent: Myla Ablog (entered during Item 3), Kian Alavi (entered during Item 3) and Ranyee Chiang (3)

Transportation Authority staff members present were Priyoti Ahmed, Amber Crabbe, Anna LaForte, Maria Lombardo, Mike Pickford, Alberto Quintanilla, Steve Rehn, and Luis Zurinaga (consultant).

2. Chair's Report - INFORMATION

Chair Larson welcomed new Deputy Director of Planning, Hugh Louch and Assistant Deputy Director for Capital Projects, Yana Waldman to the Transportation Authority. He noted that Commissioner Haney nominated Danielle Thoe to the CAC to replace outgoing District 6 representative Becky Hogue at the September 24, 2019 Transportation Authority Board meeting and said representatives from the Downtown Rail Extension Peer Review Study panel would present the panel's final recommendations at the October 8, 2019 Transportation Authority Board meeting.

David Klein requested that next month's Van Ness Bus Rapid Transit (BRT) update provide numerical and statistical details in terms of the effectiveness and impact of the San Francisco Municipal Transportation Agency's (SFMTA) outreach efforts along the Van Ness corridor.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the September 4, 2019 Meeting - ACTION**
- 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 \$640,000, to a Total Amount Not to Exceed \$1,595,000, and Extend the Agreement through June 30, 2021 - ACTION**
- 5. State and Federal Legislation Update - INFORMATION**
- 6. Citizens Advisory Committee Appointment - INFORMATION**
- 7. Muni Transit Performance Working Group Update - INFORMATION**

In regard to Item 7 on the agenda, Jerry Levine asked if the structure and process to



select members for the Muni Transit Performance Working Group could be explained.

In regard to Item 4 on the agenda, Peter Tannen asked what the ridership had been on the weekend/holiday shuttle from Treasure Island to Vista Point.

Dale Dennis, consultant to the Transportation Authority, introduced Richard Rovetti, Deputy Director for the Treasure Island Development Authority (TIDA), and stated that Mr. Rovetti could provide information on the successes of the shuttle program.

Mr. Rovetti said usage of the weekend shuttle was around 100-150 passengers per day and noted that the last weekend of each month saw 200-300 passengers per day because of the Treasure Island flea market.

Peter Tannen asked how many visitors used bicycles when visiting Vista Point or the flea market.

Mr. Rovetti said he did not have that figure but stated that there were a lot of cyclists using the shuttle, as well as hiking groups and walkers.

Chair Larson announced that there was not a presentation ready for Item 7 but that a presentation could be agendaized at a future meeting and/or staff could send a follow up email to CAC members.

During public comment Edward Mason requested an increase in Treasure Island Muni service and reliability, saying the 20-minute headways were not being met and that the irregular service was an area of concern for Treasure Island residents. He gave an example

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

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Gower, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Absent: CAC Member Chiang (1)

After the consent agenda Chair Larson announced that this would be Myla Ablog's last meeting and thanked her for 6 years of outstanding service as a member of the CAC.

Myla Ablog thanked the CAC, Transportation Authority staff, Supervisor Brown's office and said she was starting a master's program at the University of San Francisco.

End of Consent Agenda

8. Update on the Caltrain Modernization Program - INFORMATION

Casey Fromson, Director of Government and Community Affairs at Caltrain, presented the item.

Jerry Levine asked if Caltrain had plans to increase safety measures to prevent fatalities on rail tracks.

Ms. Fromson said Caltrain was providing educational outreach to inform customers about the dangers of being on the tracks and noted that Caltrain was partnering with MythBusters as part of September's rail safety month. She said that on the engineering side Caltrain was working to reduce access points and implementing grade separations. She added that there were currently 20 grade separation projects



in discussion but did note that the estimated cost was \$7 billion.

Chair Larson asked what Caltrain's plan was for train service past the Tamien station, given that the electrification project only extended to Tamien Station, requiring diesel trains to provide service to the south.

Ms. Fromson said that 19 electrified trains, that are expected to be in service in 2022, would not be a complete fleet and Caltrain would still have diesel trains that would be able to go all the way to Gilroy. She said the State of California was attempting to purchase Union Pacific rail past San Jose that would allow Caltrain to fully implement electrification to Gilroy at some point in the future.

During public comment Robin Kropp said Palo Alto residents protested on the train tracks to help prevent students from committing suicide. She asked if the interior and seating arrangement of the new trains could be described.

Casey Fromson referenced calmod.org as a way to view renderings of the interior of the trains and said the seats would face both forward and back with ADA areas in each car. She noted that Caltrain had collected over 10,000 comments from the public as part of their outreach.

After public comment, Jerry Levine said he rode the SMART train and noted the large windows and great visibility. He shared that the only problem he encountered was that the sun at certain times of the day hit people directly in the face and there was no shade to protect riders. He asked if that element had been addressed.

Casey Fromson said she would need to follow up with a response.

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

Anna LaForte, Deputy Director for Policy and Programming, and Christopher Kidd, Senior Transportation Planner at the San Francisco Municipal Transportation Agency (SFMTA) presented the item per the staff memorandum.

Myla Ablog stated that the Port of San Francisco CAC had discussed Muni's practice of turning back T-Third light rail trains before reaching the end of the route after San Francisco Giants games. With the opening of the Chase Center, Myla asked if SFMTA had thought of quick fixes to ensure riders needing to go South past Oracle Park and the Chase Center would be able to reach their final destinations after events.

Sophia Tupuola asked how the Safe Routes to School program served the needs of Communities of Concern (COC).

Ana Vasuedo, Safe Routes to School Coordinator at the SFMTA, said the program served 103 schools and had designated the subset of COC schools for deeper community engagement. She noted that outreach efforts included multilingual printed materials as well as multilingual outreach staff. She added that the SFMTA would be providing community safety training in COCs that consider the unique barriers COCs may face - like do you feel safe - to encourage mode shift. She said factors for consideration when identifying schools for Safe Routes to Schools projects included proximity to pedestrian-involved collisions and the percentage of students who received subsidized lunches.

David Klein asked for additional information about Caltrain's new passenger counter technology, specifically whether it would track passenger movements. He also asked if



any paratransit funding went to Transportation Network Companies (TNCs).

Ms. LaForte said that no paratransit program funds went to TNCs.

Peter Skinner, Manager of Grants and Fund Programming at Caltrain, said data from the automatic passenger counters would provide accurate passenger counts at the 4th and King station, and that it did not track passengers.

David Klein said TNCs had used similar data to target first and last mile services, and could be useful for planning bus services. He asked if the information was solely for Caltrain use or would be released to the public.

Mr. Skinner said the information was for use by Caltrain and specific to the 4th and King station.

Robert Gower asked how the allocation of the \$700,000 in Prop K funds for the Lombard Crooked Street Paid Reservation System could be used prior to Governor Newsom's signing of the enabling legislation allowing the program to go forward or if the legislation didn't become law.

Rachel Hiatt, Assistant Deputy Director, said if Governor Newsom vetoed the legislation, the Prop K funding request would not advance to the second reading by the Transportation Authority Board, or would be deobligated if the Board had already approved the allocation.

Ms. LaForte said that the final status of the legislation would be known no later than October 13, 2019, prior to the Board's second reading of the request on October 22.

Rachel Zack asked about the performance of the Van Gogh Shuttles and how riders booked the shuttles.

Jonathan Cheng, Paratransit Planner at the SFMTA, said organizations that assist individuals with disabilities or people who were 65 years or older would arrange pick-up and drop-off times for group trips with the Van Gough shuttle coordinators.

Peter Tannen asked if an update could be provided on the 15th and Dolores Streets signal upgrade, noting that the poles had been installed a while ago, but there were still no signal heads.

Geraldine De Leon, Signal Projects Manager at the SFMTA, said the signal under construction at 15th and Dolores was one of 9 signals in the New Traffic Signals Contract 64 project, and said the signal was awaiting activation pending necessary work by Pacific Gas and Electric.

Jerry Levine asked where operating funds for the Lombard Crooked Street Paid Reservation System would come from if it was not self-sustaining after the first year of service.

Rachel Hiatt said the projected cost for the first year of service was \$2 million and that the projected fee revenue was slightly more than that. She said the program was intended to be self-sufficient but not intended to raise revenues in excess of what was needed for the program. She said if the service was not self-sufficient or if the revenues were excessive, the governing board would need to work with the vendor to adjust costs or prices or, if there was a large gap, change the approach of the program. She added that the state legislation allowed up to a 7-year pilot period, which was intended to give the administering agency a chance to ensure that cost and demand had stabilized.



Jerry Levine asked if the Transportation Authority would be asked to subsidize operations if revenues were insufficient to sustain the program.

Rachel Hiatt answered that the Transportation Authority would not be asked to subsidize operations.

Kian Alavi said he was concerned that Bike to Work Day 2020 was too heavily dependent on the San Francisco Bicycle Coalition (SFBC). He said in previous years neighborhoods in Districts 10 and 11 had been overlooked as locations for event activities. He asked what steps were being taken by the SFMTA to ensure that energizer stations were equitably stationed in the Bayview and Excelsior neighborhoods.

Crysta Highfield, Transportation Planner at the SFMTA, said the event was an SFBC event and the SFMTA sponsored it but did not set many requirements. She said the SFMTA could follow up with the Bicycle Coalition on their intentions for the 2020 Bike to Work Day event.

Kian Alavi asked what SFMTA did require as the lead sponsor.

Ms. Highfield said that the SFMTA set reporting requirements for the event and SFBC determined the locations.

Kian Alavi said that if \$40,000 was to be allocated, the SFMTA needed to ensure an equitable distribution of energizer stations throughout the city.

Sophia Tupuola expressed her support for amending the item to condition the Bike to Work Day 2020 allocation on an equitable distribution of event activities.

Robert Gower also spoke in favor of the proposed amendment.

Chair Larson asked what motivated the request for the Octavia Boulevard Circulation and Accessibility Study Update.

Priyoti Ahmed, Transportation Planner, said congestion on Octavia Boulevard to and from the freeway led to the study, as well as trip patterns on the street and surrounding areas. She added that the study would update the Transportation Authority's 2012 study on Octavia Boulevard's circulation.

With respect to the Bayview Community Based Transportation Plan, Sophia Tupuola asked how the SFMTA was going to address the high priority community issues that did not meet the participatory budgeting rulebook criteria. She also asked why the 44 O'Shaughnessy bus route was receiving additional investment while the T-Third service continued to be ignored.

Mr. Kidd said all of the proposals needed to have a willing sponsor from the SFMTA, which was the only eligible recipient of Lifeline Transportation Program funding within San Francisco and needed to fit within the budget constraints. He said the \$600,000 budget was not sufficient funding to provide a noticeable service increase on the T-Third line and therefore, the focus was on bus lines where there had been a demand for a service increase that could be met using the allotted \$600,000 budget.

Sophia Tupuola asked what additional steps could be taken to address the service needs on the T-Third line.

Mr. Kidd said the SFMTA was intending to include a policy recommendation section in the plan that would give voice to the concerns and needs expressed by the



community that could not be addressed through the participatory budgeting process. He added that he would continue to engage with Supervisor Walton's office and other divisions within the SFMTA to discuss what could be done to improve service within the community. Mr. Kidd said that the Southeast Muni Expansion project would provide increased transit service on new and modified bus lines within the Bayview.

Rachel Zack asked if the engagement process was viewed as successful and asked what generally happened to a policy recommendation at the SFMTA after a study was completed.

Mr. Kidd said participatory budgeting presented challenges given the funding constraints and needing to work across divisions, agencies and community groups. He said the effort was worthwhile to dedicate funds to the underinvested community and that there was a broad range of opinions from the community on the success of the planning process. He said he could not say precisely what would happen to the policy recommendation section after it was published but hoped it could become a tool for advocacy in the community.

Kian Alavi asked who served on the steering committee for the Bayview Study and whether they set the rulebook criteria for project selection.

Mr. Kidd said the steering committee members were listed on the project website and noted that they all either lived or worked in the Bayview. Mr. Kidd also confirmed that the steering committee established how the participatory budgeting process would work and at the end of the process, reviewed and approved the ballot format, ballot box locations and all the proposals eligible to be on the ballot.

Kian Alavi asked for an additional explanation of the SFMTA sponsorship requirement in order for a project to move forward.

Mr. Kidd said SFMTA divisions sponsored projects based on the type of projects that matched their line of work. An SFMTA division would need to be willing to implement a proposal to meet the rulebook criteria.

Kian Alavi asked how community-requested projects that did not receive internal sponsorship from the SFMTA would ever get completed.

Mr. Kidd said one lesson learned from the participatory budgeting pilot would be to include more SFMTA division representation from the beginning of the process.

Chair Larson recommended that the CAC review the project website to learn more about the participatory budget process.

During public comment Robin Kropp asked if there could be an update on the SFMTA's paratransit program, she noted with the decline in ramp taxis, folks were stranded at home waiting since there was no service. She asked how the ramp taxi incentives worked.

Leora Wineglass spoke about her experience with Muni buses and operators as a wheelchair user. She suggested that operators be provided Americans with Disabilities Act (ADA) sensitivity training. She described the challenges of negotiating narrow ramps with a large wheelchair and getting on/off buses, especially if they are crowded, and the lack of space set aside for wheelchair users.

Evie Pozmentier thanked Kian Alavi for discussing bicycle equity and education. She asked if the SFMTA provided pedestrian and bicycle education trainings at schools.



Mr. Cheng said the ramp study incentives were meant to support the ramp taxi program and required taxi drivers who used the incentives to provide at least 20 monthly paratransit trips.

Chair Larson moved to approve the item with the following amendment: adding a condition to the SFMTA's Bike to Work Day 2020 request that requires energizer stations to be equitably distributed across the city as part of Bike to Work Day 2020. The amendment was seconded by Sophia Tupuola.

The amendment was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Absent: CAC Member Chiang (1)

David Klein moved to approve the item as amended, seconded by Kian Alavi.

The item was approved as amended by the following vote:

Ayes: CAC Members Ablog, Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Absent: CAC Member Chiang (1)

Chair Larson called Item 10 after Item 11.

10. Adopt a Motion of Support for the Adoption of the SoMa Youth and Family Special Use District Community Engagement Final Report - ACTION

Mike Pickford, Senior Transportation Planner, and Nick Carr, Transportation Planner at the SFMTA, presented the item per the staff memorandum.

Myla Ablog gave the SFMTA kudos for the project and said she believed the South of Market Community Action Network (SOMCAN) had been advocating for pedestrian safety measures before the creation of Vision Zero.

There was no public comment.

Myla Ablog moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Absent: CAC Member Chiang (1)

Chair Larson called Item 11 before Item 10.

11. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program - ACTION

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

David Klein asked if the definition of an axle counter could be provided.

Alexandra Hallowell, Transit Capital Planning Manager at the SFMTA, said axle counters were a piece of technology used to track train movement and location through train-controlled areas. She said that the SFMTA was working with Transportation Authority staff on a proposal to shift the axle counter funding to a new



project aiming to perform the same functional tasks using new technology rather than the outdated axle counter technology.

Ms. Crabbe said the Transportation Authority was still determining if the new project (advanced train control system) met the California Transportation Commission's eligibility requirements and noted that there would be an update next month.

Chair Larson asked if staff could clarify what the recommendation action was and when the funds would be available.

Ms. Crabbe said there was about \$7.5 million available but most of it could not be allocated until Fiscal Year 2024/25 as shown in Attachment 3 to the memo. She said that the Transportation Authority worked with the SFMTA on identifying a project that met the eligibility requirements and determined that the recommended New Flyer Midlife Overhaul project was a good fit with the guidelines and the timing of when the funds are available.

During public comment Edward Mason asked what was meant by upgrading battery systems and whether it's because the current ones aren't working well and asked how the changes to bus seating configuration would affect the retrofitted New Flyer buses.

Ms. Hollowell said in regard to the battery systems upgrade, the lifespan of batteries was less than the lifespan of the vehicles. She said that SFMTA was introducing new technology that would allow buses to run further off-wire. With respect to the seats, Ms. Hollowell said the first batch of New Flyer buses had seats that needed to be retrofitted in response to feedback from the disability community and the SFMTA Mobility and Accessibility Advisory Committee (MAAC). She said she would share a seating diagram with the CAC.

Chair Larson asked how members of the public could provide input to the SFMTA MAAC.

Ms. Hollowell said the SFMTA MAAC was an advisory committee of community members and noted that the Mayor's Office on Disability also sat on the committee. She said the SFMTA MAAC met regularly about mobility and accessibility and she would provide that information to the Transportation Authority to distribute to the CAC.

Robin Kropp said she could not access half of the buses because of lack of transverse seats and requested that all buses have transverse seats.

Evie Pozmentier asked if the seating configuration diagrams for Muni buses would include the number of blue seats.

Robert Gower suggested that a portable microphone be made available during public comment.

Jerry Levine moved to approve the item, seconded by Peter Tannen.

The item was approved by the following vote:

Ayes: CAC Members Ablog, Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Tupuola and Zack (9)

Absent: CAC Member Chiang (1)

Chair Larson announced that Items 12 and Items 13 would be continued to next month's meeting given time constraints.



Robert Gower asked if District 11 items like the Geneva/San Jose Intersection Study could be prioritized on the agenda for future meetings given that many District 11 issues were not well vetted or addressed.

Chair Larson stated that the Geneva/San Jose Intersection Study would be the first item on next month's agenda.

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

Chair Larson continued Item 12 to next month's meeting.

There was no public comment.

13. Update on the Geneva/San Jose Intersection Study - INFORMATION

Chair Larson continued Item 13 to next month's meeting.

There was no public comment.

14. Introduction of New Business - INFORMATION

Sophia Tupuola asked how SFMTA was handling the new density at Chase Center and said she had read that Muni buses were being re-routed during Chase Center events. She requested an accountability and equity report from the SFMTA that demonstrated how SFMTA was ensuring all riders were being served as events start at Chase Center.

Chair Larson seconded Sophia Tupuola's request and said he took the 79X Muni line to a Chase Center event and did not have any issues.

Robert Gower thanked Myla Ablog for her 6 years of service and said the issue she raised regarding the Muni T-Third line being re-routed was also occurring on other Muni lines as they reached Districts 10 and 11. He shared his recent experience taking the Muni J Church line and said there were times when the train would need to switchback at the Glen Park, due to the train needing to re-enter more core urban areas. He said the switchbacks at Glen Park were leaving District 11 riders underserved and noted that the Glen Park station did not have a wheel-chair ramp for riders who had to disembark because of a switchback. He requested a report from SFMTA on switchback policies and procedures. He said his calls to 311 had not yielded any clarification as to why the switchbacks were occurring.

Chair Larson seconded Robert Gower's request.

Kian Alavi requested an SFMTA presentation on ADA compliance and accessibility for disabled riders. He asked that the report show how Muni was measuring and implementing ADA requirements and their top 3 measurements of effectiveness. He said he would like to work with the clerk to get the word out about this item when it is agendaized.

Chair Larson requested an SFMTA presentation on Muni driver sensitivity training. He apologized to staff for his earlier frustration.

Jerry Levine said the Market Street and Van Ness Avenue cross was one of the most congested transit thoroughfares in the city and noted that there were 3 major construction developments planned that would lead to rezoning and lifting height limits on 18 properties. He said the new rezoning would allow for 9,710 housing units in the area. He requested a Muni presentation detailing how they would address the new congestion as a result of increased development in the area and the need for



more transit capacity.

Chair Larson seconded Jerry Levine's request.

During public comment Edward Mason said the Valley Transportation Authority (VTA) was reevaluating the structure of their Board of Directors and was trying to determine if land use and planning experience should be a criterion for potential board members. He said that criteria might be pertinent when discussing congestion issues such as just described by Mr. Levine.

15. Public Comment

Evie Pozmentier said she researched that Muni only met the minimum ADA compliance of two blue seats on their light-rail vehicles. She asked the CAC to look into the issue.

Leora Wineglass asked if someone could provide an update on what the city was doing to prevent unmarked commuter buses from idling and interrupting Muni bus service.

Ed Mason provided an update on idling commuter shuttle buses, buses with no license plates or no permits and additional violations.

Jackie Sachs said Muni needed to take into consideration the proximity of University of California San Francisco (UCSF) hospital to Chase Center when scheduling bus routes.

Robin Kropp requested that a diagram of all LRV seating arrangements be made available. She also asked that more transverse seats be made available on the trains, as opposed to longitudinal seats.

16. Adjournment

The meeting was adjourned at 8:30 p.m.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 24, 2019

1. Roll Call

Chair Peskin called the meeting to order at 10:01 a.m.

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

Absent at Roll Call: Commissioners Mandelman (entered during Item 2), Ronen (entered during Item 2), Yee (entered during Item 2) and Safai entered during Item 6) (3)

2. Chair's Report - INFORMATION

Chair Peskin reported on regional transportation and the future of Caltrain, and thanked Caltrain's General Manager and CEO Jim Hartnett and his staff for presenting an update to the Board and for working with the City of San Francisco and its staff on the Caltrain Business Plan. He discussed setting up Caltrain for success in funding and organizational processes, for the benefit of both the City and the region as a whole.

Chair Peskin also thanked Commissioner Walton for serving as the Board of Supervisors representative to the Peninsula Corridor Joint Powers Board (PCJPB), working collaboratively with regional partners and raising concerns about improvement on organizational structure and governance options. He expressed the City's commitment to continue working with the PCJPB and other colleagues to support a stronger Caltrain for the future.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

During public comment, Bob Feinbaum, President of Save Muni, requested that the Downtown Rail Extension Peer Review report for the October 8 meeting be fully available to the public on the agency's website, along with any supporting documents, at least a week in advance.

Consent Agenda

4. Approve the Minutes of the September 10, 2019 Meeting - ACTION

5. [Final Approval] Allocate \$26,147,587 and Appropriate \$100,000 in Prop K Sales Tax Funds for Twelve Requests, with Conditions - INFORMATION

There was no public comment.

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



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

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

Absent: Commissioner Walton (1)

End of Consent Agenda

Chair Peskin called Item 6 after Item 2.

6. Update on the Caltrain Modernization Program and Business Plan - INFORMATION

Jim Hartnett, General Manager and CEO of the San Mateo County Transit District, John Funghi, Chief Officer - Caltrain Modernization Program, Michelle Bouchard, Chief Operating Officer - Rail, and Sebastian Petty, Caltrain Senior Advisor, presented the item.

Chair Peskin asked if the \$7 billion baseline cost on slide 17 was for all 42 grade separations.

Mr. Petty answered that the \$7 billion baseline cost was only for the grade separations being actively planned by cities. He added that the definition of active planning was that the city council had issued a contract for anything between a project study all the way up to environmental clearance or advanced design.

Chair Peskin asked if Mr. Hartnett had any closing remarks.

Mr. Hartnett thanked the Board and Transportation Authority staff for their support of the project.

Commissioner Walton thanked Caltrain staff for their presentation and commented on the ambitious vision of bringing more trains to the corridor and being a premier means of transportation between San Francisco and the South Bay. He reported an update from Peninsula Corridor Joint Powers Board (PCJPB) status of the board's decision and his request of resolution for procurement of independent general counsel and legal advisory services of Caltrain. Commissioner Walton also asked Mr. Funghi about the status of the budget for electrification.

Mr. Funghi answered both elements of the electrification project were on schedule and on budget. He stated that the forecasted completion date for electrification of the corridor was in December of 2021 and that Caltrain was working closely with Stadler USA on the Electric Multiple Unit (EMU) train production.

Commissioner Walton asked if Mr. Funghi could ensure that the current contractors would be able to deliver.

Mr. Funghi answered that like on any large, complex project, issues arise daily but are being addressed appropriately. He stated as an example that Caltrain was assisting Balfour Beatty in identifying older infrastructure in the ground and working with them to redesign components of the Overhead Contact System, as needed. He also commented that Caltrain was working closely with suppliers on EMU production to ensure reliable train components.

Commissioner Walton thanked Caltrain staff again and commented that it would take



the efforts of all parties working together to make the rail system one of the most vibrant in the State of California and that San Francisco would continue to work hard with Caltrain to realize the vision responsibly.

Commissioner Yee asked about the cost-benefit ratio on both the moderate growth and high growth scenarios, asking if it was correct that moderate growth had more benefit relative to the cost of the project. He also asked why the high growth scenario was not selected, since the percentage of operation recovery seemed better for high growth.

Mr. Petty replied that Caltrain wanted to be conservative in its numbers and look at economic benefits specifically to Caltrain riders and costs that were contained within the regional system, as opposed to the extremely expensive route of high growth scenario, for which cost would have to be shared among multiple systems. He further answered that capital costs were much greater than operating costs for high growth.

Commissioner Fewer asked if Caltrain was taking into account the housing and development plans along the corridor, if they had a contingency plan for possible economic recession, and whether Caltrain was working with all the local jurisdictions to ensure Caltrain is accessible to all their residents.

Mr. Petty replied that the land-use forecast was based on Plan Bay Area , as well as actions and plans of individual jurisdictions, anticipating trends for the long term and allowing flexibility in terms of project progression. He answered that Caltrain did not want to triple ridership and triple parking garages and recognized the importance of working on Caltrain access issues with jurisdictions, as well as keeping in mind the equity implications of the growing system.

Commissioner Fewer further asked about the electrification budget and why there was a discrepancy in the contractor's completion timeline compared to Caltrain's, as well as a discrepancy on the method of securing a labor force to build the trains.

Mr. Funghi answered that Balfour Beatty's timeline was delayed due to challenges with permitting by other entities, but that Caltrain was working to keep the project timeline on track by assisting the vendor in getting approvals quicker and would enforce the terms of the contract with Balfour Beatty. He further clarified his earlier comments about the labor force,, stating that there were two different issues at hand: that Stadler USA was the manufacturer contracting with Seisenbacher, which was struggling to meet the supply demands to complete production. He said Stadler USA may need to seek an alternative parts supplier if production cannot be met. Mr. Funghi said the other labor issue he has referred to was Stadler needing to bring in labor from overseas to help train U.S. labor (both train the trainer, and train folks with no experience in the sector), noting given the strong labor market, it was difficult to find labor.

Chair Peskin commented that honesty and transparency with the public and decision makers about the project status was more acceptable than finding out about issues when it was too late. He commended Caltrain staff on the Caltrain Business Plan 2040 and long-range service vision and assessment. Chair Peskin noted that addressing the issues around organizational structure and dynamics was necessary in order to represent the entire region's viewpoint and bring in more federal dollars to projects.

During public, comment Bob Feinbaum, President of Save Muni, addressed the



Board, stating his support for the high growth scenario.

Christopher Peterson commented that he also supported the high growth scenario and that building development around Caltrain stations all along the corridor needed to be considered when moving forward with the project.

7. Appoint One Member to the Citizens Advisory Committee - ACTION

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

Chair Peskin requested that Transportation Authority present to Commissioners only the list of Citizens Advisory Committee (CAC) applicants for currently vacant seats rather than the entire list of applicants for CAC.

Bozhao Yu spoke to his interest and qualifications in being appointed to the CAC.

Danielle Thoe spoke to her interest and qualifications in being appointed to the CAC.

Commissioner Haney nominated Danielle Thoe to fill the vacant CAC seat based on her strong desire in advocating for traffic calming, Transportation Network Company (TNC) regulation, red light cameras, and transportation equity, as well as her background in transportation planning. He also thanked former CAC Member Becky Hogue, a Treasure Island resident, for her leadership and service to the CAC, who unfortunately had to step down.

Commissioner Haney moved to appoint Danielle Thoe to the CAC, seconded by Commissioner Ronen.

The motion to appoint Danielle Thoe was approved without objection by the following vote:

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

Absent: Commissioner Walton (1)

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

Julie Kirshbaum, Director of Transit at the San Francisco Municipal Transportation Agency, presented the item.

Commissioner Mar asked whether the reliability target for June 2020 was realistic and how the project aligned with the workforce issues.

Ms. Kirshbaum answered that both SFMTA and Siemens staff were continuing to learn and were making adjustments as needed to reach the reliability goal, discussing mechanical issues in the subsystems that affected the breakdowns and delays of the light rail vehicles (LRVs), and said it was too soon to know whether Siemens' target timeline would have to be adjusted. She said operator staffing had been an issue for Phase 1, which expanded the light rail fleet, but would not be an issue for Phase 2, which would replace existing vehicles and therefore would not require additional personnel.

Chair Peskin invited representatives of the unions representing Muni workers to speak to the Board about their perspectives on fleet procurement and operations.



Roger Marengo, President of the Transport Workers Union, Local 250-A, concurred with Ms. Kirschbaum that the news was good regarding Muni's workforce issues. He said the union and management were working together to resolve issues concerning installation of track brakes and mirrors on the new vehicles.

Ramon Galdamez, LRV mechanic, emphasized the importance of a track brake system in addition to brakes in the wheels, as they functioned as a fail-safe to give operators more control over the braking distances during emergency situations. Mr. Galdamez further commented that the additional track brakes would reduce the incidence of wheel-flattening, which caused long out-of-service periods for some LRVs. He also commended Siemens for its willingness to retrofit the entire fleet of new LRVs and understanding that the City's hilly and multi-modal operating environment required unique solutions.

During public comment, Bob Feinbaum, President of Save Muni, stated that the number of new LRVs out of service at any one time was excessive, and requested that SFMTA increase the minimum number LRVs in service to 50 vehicles at any given time. He suggested the Board ask Ms. Kirschbaum to present a comparison of maintenance statistics for the old Breda LRVs versus those for the new Siemens vehicles. He also asked Ms. Kirschbaum to address the status of the couplers on the Siemens LRVs.

Edward Mason requested an informational workshop on the procurement process for the new LRVs, along with diagrams and specifications comparing the current and planned seating configurations for the Siemens LRVs.

Eileen Boken commented that LRVs manufactured by Bombardier and Alstom, used in Canada, as well as Siemens LRVs deployed in San Diego, were significantly better in quality of materials, and workmanship than Siemens LRVs procured for San Francisco. She asked the Board to review the specifications of the different manufacturers and consider a consortium between Siemens and another manufacturer to improve the quality of San Francisco's LRVs.

Robin Kropp, of Save Muni, requested that a diagram of all rail car seating arrangements be made available. She also asked that more transverse (front- or rear-facing) seats be made available on the trains, as opposed to lateral-facing seats.

Ivette Fernandez requested that more front-facing seats be made available on the trains.

Francisco Da Costa chided the Board about lack of due diligence on transportation services for the public.

After public comment, Chair Peskin complimented SFMTA for their progress with improving the LRVs performance within the last 90 days. He asked Ms. Kirschbaum to elaborate on the proposed modifications to the internal design of the Siemens LRVs.

Ms. Kirshbaum stated that SFMTA was committed to retrofitting the LRVs procured in Phase 1 with enhanced seating, and would do their best to maximize forward-facing seats as requested by members of the public. She said she would report to the Board on these efforts at a later date.

Chair Peskin asked how the outreach was conducted prior to the procurement on the 68 vehicles.

Ms. Kirshbaum answered that prior outreach included an opt-in survey as well as focus



groups in Chinese and English, which were heavily represented by people with disabilities. She said an additional survey was conducted after the new LRVs were placed in service, the results of which showed over half the riders were satisfied with the new trains.

Chair Peskin encouraged SFMTA staff to involve more community stakeholders in the redesign process.

9. Muni Transit Performance Working Group Update - INFORMATION

Peg Stevenson, City Performance Director at the Controller's Office, and Julie Kirshbaum, SFMTA Director of Transit, presented the item.

Chair Peskin reported that Commissioner Safai expressed his interest in joining the working group. He further invited the public to come to the meeting to listen in on the conversation.

During public comment Robin Kropp requested that transverse seats be made available in the boarding areas of the buses.

Bob Feinbaum, President of Save Muni, expressed a dissatisfaction of Save Muni not being invited to participate in the working group and requested that the organization be allowed to have a voice in the group.

Francisco Da Costa commented the light rail lines were being placed in the wrong areas and certain areas were suffering from the lack of access to transit.

Commissioner Mandelman expressed appreciation for Director Tilly Chang and City Controller Ben Rosenfield, as well as Mayor's Office staff, for their work to pull the group together. He reported that the first and only meeting had gone well, giving him hope about the path moving forward.

Other Items

10. Introduction of New Items - INFORMATION

Commissioner Walton asked Transportation Authority staff to conduct a study on bringing back bus service to Third Street, including the 15 line and extension to Excelsior district and BART station access.

There was no public comment.

11. Public Comment

During public comment, Francisco Da Costa expressed great disappointment over the failure of the city to repaint a crosswalk at San Bruno and Burrows over three months after finishing street work that covered up the crosswalk, putting at risk safety, especially for the neighborhood children. He further stated that he would paint the crosswalk himself if nothing was done in a timely manner.

Edward Mason reported on the corporate commuter buses that travel through and within city limits. He commented on the overcrowding of corporate buses still prevalent in the Mission and Castro neighborhoods, which decreases traffic calming in these areas.

12. Adjournment



The meeting was adjourned at 12:10 p.m.

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RESOLUTION APPOINTING DANIELLE THOE TO THE CITIZENS ADVISORY COMMITTEE OF
THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is one open seat on the CAC resulting from a member's suspension due to excessive absences per the CAC's By-Laws; and

WHEREAS, At its September 24, 2019 meeting, the Board reviewed and considered all applicants' qualifications and experience and appointed Danielle Thoe to serve on the CAC for a period of two years, with final approval to be considered at the October 8, 2019 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints Danielle Thoe to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

AGENDA ITEM 4

DATE: September 16, 2019
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 09/24/19 Board Meeting: Appointment of One Member to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There is one open seat on the CAC requiring Board action. The vacancy is the result of the automatic membership termination of Becky Hogue (District 6 resident) due to four absences over twelve regularly scheduled consecutive meetings, pursuant to the CAC's By-Laws. There are currently 55 applicants to consider for the open seat. Ms. Hogue is not seeking reappointment.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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DISCUSSION

BACKGROUND.

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

PROCEDURES.



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

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

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

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

FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Enclosure 1 - CAC Applications

**Attachment 1 (Updated 9.17.19)
CITIZENS ADVISORY COMMITTEE ¹**

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Becky Hogue	F	C	6	Treasure Island	Disabled, Neighborhood	Dec 19	Dec 21
Kian Alavi	M	NP	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Dec 17	Dec 19
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 20
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 20
Rachel Zack	F	C	3	Union Square/Nob Hill	Environmental, Labor, Neighborhood, Public Policy	June 18	June 20
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Sept 18	Sept 20
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Sept 18	Sept 20
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 20
Myla Ablog	F	Filipina	5	Japantown/Western Addition	Disabled, Environmental, Neighborhood, Public Policy, Senior Citizen	Sep 13	Mar 21
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Ranyee Chiang	F	A	4	Central Sunset	Environment, Neighborhood, Public Policy	Mar 19	Mar 21
A - Asian	AA - African American	NH - Native Hawaiian or Other Pacific Islander	AI - American Indian or Alaska Native	C - Caucasian	H/L - Hispanic or Latino		
					NP - Not Provided (Voluntary Information)		

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

Attachment 2 (Updated 9.17.19)

APPLICANTS

Name Gender Ethnicity District Neighborhood Affiliation/Interest

1	Nancy Arms Simon*	NP	NP	10	Bayview	Disabled, Environmental, Labor, Neighborhood, Public Policy, Senior Citizen
2	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
3	Max Barnes*	M	NH	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
4	Joe Blubaugh*	NP	NP	9	Bernal Heights / Market Street	Environment, Neighborhood, Public Policy
5	Natalie Chyba*	F	C	5	Bernal Heights	NP
6	Chris Coghlan*	M	NP	7	Sunnyside	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
7	Will Conkling*	M	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
8	Leticia Contreras*	F	H/L	4	Sunset District	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
9	Gordon Crespo*	M	NP	7	Midtown Terrace	Environment, Public Policy
10	Nicholas Fohs*	M	C	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy
11	Erin Handsfield*	F	NP	10	Potrero Hill	Business, Public Policy,
12	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
13	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
14	KE Hones*	F	AI	9	Mission / Potrero Hill & Civic Center	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
15	Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
16	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

17	Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
18	John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
19	Stephen Kubick*	M	C	10	Potrero Hill	Business, Neighborhood, Public Policy
20	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
21	Matthew Laroche*	M	C	4	Outer Sunset	NP
22	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
23	John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
24	Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
25	Patrick Mailey*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
26	Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
27	Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
28	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
29	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
30	Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy
31	Laura Milivy*	NP	NP	9	Portola	Labor, Neighborhood
32	Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy
33	Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
34	Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

35	Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
36	Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
37	Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
38	Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
39	John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
40	Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
41	Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
42	Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
43	Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
44	Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
45	Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
46	Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
47	Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
48	Danielle Thoe*	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
49	Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
50	Anne Widera*	F	NP	10	Potrero Hill	Business
51	Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
52	Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy

Name Gender Ethnicity District Neighborhood Affiliation/Interest

53	David Young	NP	NP	6	SOMA	Business, Environment, Neighborhood, Public Policy
54	Bozhao Yu*	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy
55	Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A - Asian AA - African American AI - American Indian or Alaska Native C - Caucasian H/L - Hispanic or Latino
 NH - Native Hawaiian or Other Pacific Islander NP - Not Provided (Voluntary Information)

*Applicant has not appeared before the Board.



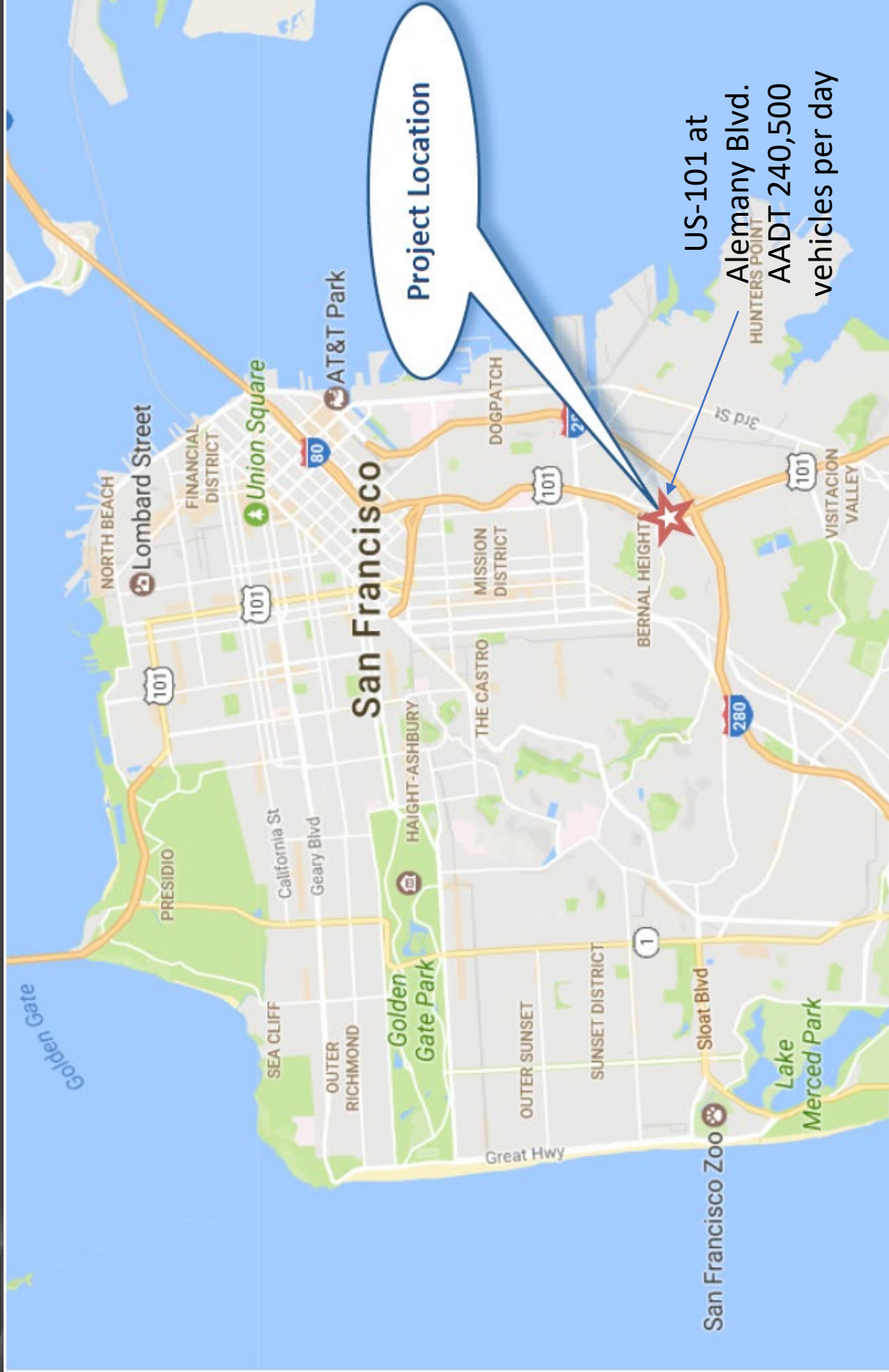
U.S. 101 DECK REPLACEMENT

AT ALEMANY CIRCLE

Tony Tavares
Caltrans Bay Area Director

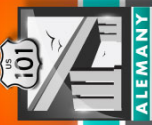
US-101 DECK REPLACEMENT

AT ALEMANY CIRCLE



Project Location

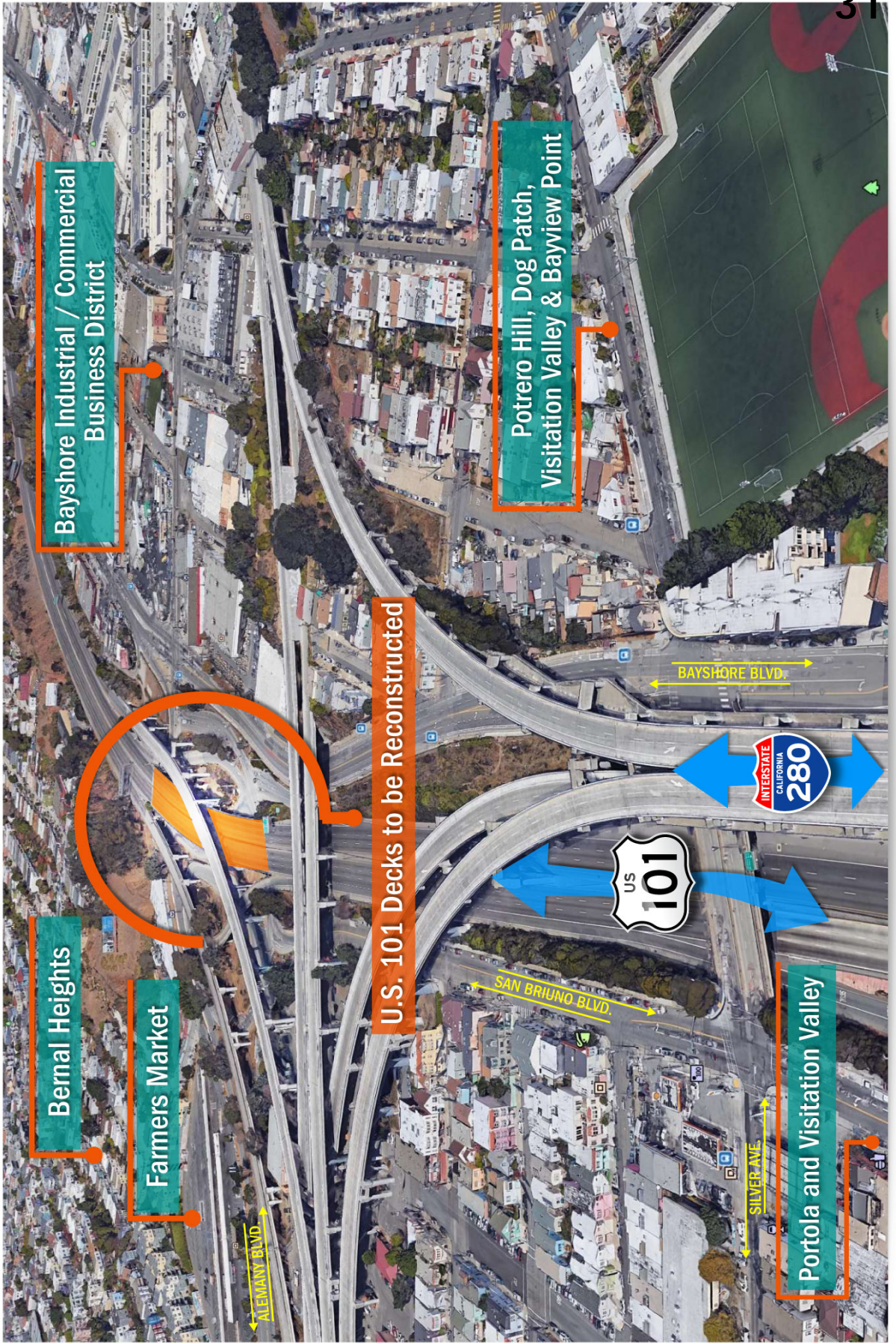
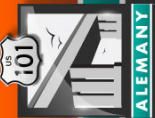
US-101 at
Alemany Blvd.
AADT 240,500
vehicles per day



ALEMANY

U.S. 101 DECK REPLACEMENT

AT ALEMANY CIRCLE



Rebuild:

- Freeway built in 1950
- Localized deck failures and cracking
- Active corrosion of deck reinforcement



JULY 2020

sun mon tue wed thu fri sat

1 2 3 4

K-RAIL PLACEMENT, DETOUR STRIPING & LOCAL STREET PREPARATION

5 6 7 8 9 10 11

DECK RECONSTRUCTION

DECK RECONSTRUCTION

12 13 14 15 16 17 18

DECK RECONSTRUCTION

19 20 21 22 23 24 25

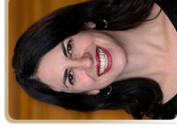
CONTINUED LOCAL STREET RESTORATION

26 27 28 29 30 31

Outreach & Communications to Impacted Communities

Meetings with County Supervisor's

- Supervisor Ronen's Staff
- Supervisor Walton's Staff



Supervisor:
Hillary Ronen



Supervisor:
Shamann Walton

Contracting with Civic Edge to Engage Community

Contracting with Civic Edge to Engage Community

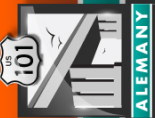
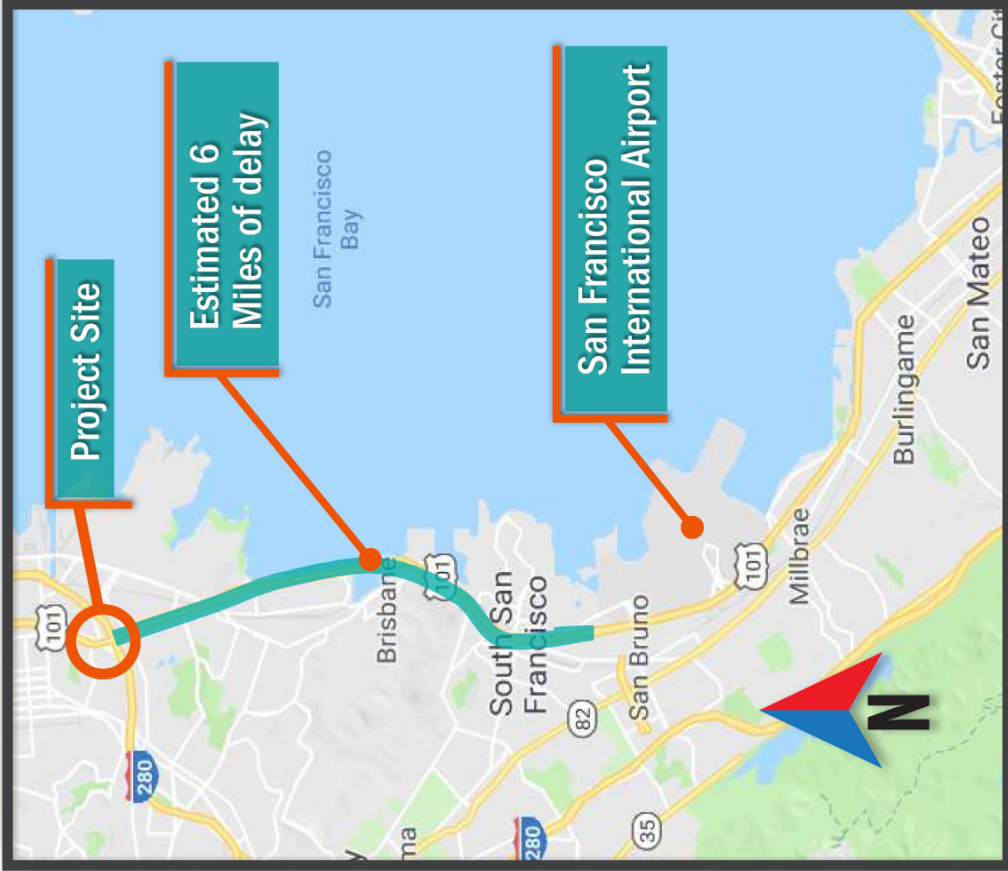
- Bernal Heights
- Bayview
- Portola & Surrounding Community
- In-Language Spanish/Chinese Outreach
- Schedule Open House's



U.S. 101 DECK REPLACEMENT AT ALEMANY CIRCLE



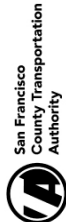
AT ALEMANY CIRCLE



Transportation Demand Management

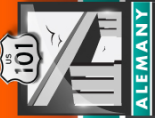
- **Reduce Travel Demand:**
 - Inform industry and commerce to take alternative routes and vary travel times to utilize efficiencies on the Bay Area transportation corridors.

- **Caltrans is partnered with:**



U.S. 101 DECK REPLACEMENT

AT ALEMANY CIRCLE



Thank you.

<https://dot.ca.gov/caltrans-near-me/district-4/d4-projects/d4-101alemanyproject>

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RESOLUTION ACCEPTING THE DOWNTOWN RAIL EXTENSION PEER REVIEW PANEL'S FINAL REPORT ON GOVERNANCE, OVERSIGHT, MANAGEMENT AND PROJECT DELIVERY

WHEREAS, On October 23, 2018, the Transportation Authority Board unanimously voted to suspend the funding agreement with the Transbay Joint Powers Authority (TJPA) for the Downtown Rail Extension (DTX), recognizing the local and regional significance of the project, the technical and institutional complexity, the high investment cost, and limited funding identified to date, the Transportation Authority Board commissioned this review of current and best practices for governance, oversight, management, funding and project delivery of the DTX; and

WHEREAS, Transportation Authority staff convened a multidisciplinary panel of experts with local, national, and international experience; and

WHEREAS, The Peer Review Panel conducted research, expert interviews, and a series of workshops, with participation by key stakeholders: Caltrain, California High-Speed Rail Authority, TJPA, Metropolitan Transportation Commission, Alameda/Contra Costa County Transit District, the SF Mayor's Office, SF Planning, San Francisco Municipal Transportation Agency, SPUR and Transportation Authority; and

WHEREAS, The following activities informed the panel's deliberations:

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



Chamartin High Speed Rail tunnel and station in Madrid.

- 5) Extensive Expert Panel discussions, analysis, and key findings, leading up to recommendations; and

WHEREAS, The Peer Review Panel held various workshops with stakeholders to review preliminary findings and recommendations, with stakeholders providing feedback and input on the initial recommendations and proposed strategic 24-month "transition period" work program (Attachment 1) to prepare the project for implementation; and

WHEREAS, The Peer Review Panel has prepared a final report (Enclosure 1) detailing the panel's findings and recommendations on governance, oversight, management and project delivery; and

RESOLVED, That the Transportation Authority hereby accepts the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery.

Attachment:

1. DTX Two-Year Work Plan
2. Presentation - Summary of Findings

Enclosure:

1. Peer Review Panel Final Report

2-Year Work Plan to get a re-envisioned Rail Program back on schedule, establish the final institutional arrangement with a clear mandate and capability to implement it, and select a project delivery method										
#	Task	Sub-task Description	2019		2020				2021	
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
<i>Decision: path forward informed by expert panel recommendations</i>			◆							
(0) Establish IPT, Transition Plans, and Stakeholder Engagement	0.1	Establish Integrated Project Team (IPT), develop transition plans, and stakeholder engagement to re-position the Rail Program	(a) Workshop(s) with stakeholders to establish IPT governance and staffing, develop transition plans and multi-party MOU, incl. seamless shared agreement for the Rail Program							
			(b) Allocate and define roles and responsibilities for all Work Plan tasks, incl. allocation of tasks to be led by IPT vs. tasks to be coordinated with other agencies							
			(c) Organize seconded and/or recruited staff for the IPT capable of carrying out the 2-year work plan, including identification of program manager and other support							
			(d) Secure stakeholder commitments for steering committee and conduct stakeholder mapping across level of support and importance to success							
			(e) Develop clear statement of objectives as Project of Regional and National Significance with regional priority, and clear objectives and tracking system for stakeholder engagement							
	<i>Decision: adopt plans and agreements for transitional governance, IPT staffing and organization, and stakeholder engagement plan</i>				◆					
	0.2	Ongoing management and stakeholder engagement	(a) Execute and implement transition plan and agreements							
			(b) Ongoing oversight and management in the transition phase							
			(c) Maintain clear records of stakeholder engagement							
			(d) Manage key initiatives to address issues							
(e) Track accountability of all stakeholder engagement processes										

2-Year Work Plan to get a re-envisioned Rail Program back on schedule, establish the final institutional arrangement with a clear mandate and capability to implement it, and select a project delivery method

#	Task	Sub-task Description	2019		2020				2021	
			Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1.1	Identify the full list of STC users, direct and indirect, and relevant plans	Caltrain and CHSR based on their current/updated Business Plans; transit users; and, New Transbay Crossing based on 2018 State Rail Plan, regional rail plan, and current BART/CCJPA planning study								
1.2	Prepare re-definition plan to establish an initial operating phase at the earliest possible date and address other program components including PAX, Rail Yards, 22 nd Street Station, and the STC through-station concept to support Transbay Rail/BART	(a) Planning, operational, and engineering studies to achieve project re-definition and initial operating phase, incl. planning and environmental permitting requirements (b) Conduct PAX pre-environmental/environmental and coordinate w/ Rail Yards development planning (per MOU) and 22 nd Street Station study led by SF Planning (c) Perform demand vs capacity scenario analysis over time and side-by-side comparison of options in terms of benefits (economic, riders, housing, etc), costs, schedules, operations, etc. (d) Develop detailed cost estimates, schedules, and extensive risk register and analysis based on structured workshops, incl. risk management program and independent reviews (e) Develop plans for utility relocations and ROW requirements, including risk management and insurance plans, early works packages, and third party agreements as needed (f) Resolve critical operational issues for all users of the initial operating phase, conduct operational analysis, and coordinate operators' plans and requirements								
1.3	Develop and confirm Funding Plan strategy for the Rail Program based on realistic funding assumptions and securing of capital and O&M revenues sufficient for the initial phase	(a) Develop funding plan for construction and operations, incl. definition of affordability limit, inter-agency responsibilities, securing commitments, schedule of availability, and tasks to enter FTA funding process (b) Conduct assessment of high/ low confidence sources of funding with focus on funding initial operating phase and funding strategy of subsequent phases (c) Develop new/innovative funding and financing sources including joint development (eg, Rail Yards) enabled by Project Re-Definition strategy (d) Develop funding plan for operations phase, incl. funding agreements and commitments to support initial operating phase operating costs								
1.4	Prepare a preferred Phasing Plan conforming with evolving policy direction on realistic amounts/timing of funding and stakeholder delivery date expectations - with an explicit goal to deliver rail service to the STC at the earliest possible date	(a) Prepare Rail Program phasing options in response to rail service scenarios, funding sources and availability, and stakeholder requirements (b) Develop detailed work plan for ongoing tasks (engineering, planning, permits, etc) (c) Develop detailed risk management and assurance plans including ownership, staffing, independent strategic advisor / independent engineer, and management processes								
<p><i>Decision: select project definition, phasing plan, and funding plan strategy</i></p>										

(1) Re-definition of Fundable & Deliverable Program

Downtown Extension Project Expert Panel

Final Report Summary of Recommendations

Key Stakeholders Involved

TJPA



SFCTA



Caltrain JPB



CHSRA



SF Mayor's Office



MTC/BATA



AC Transit



SFMTA



SPUR



CCSF



Expert panelists

Ignacio Barandiaran

Arup, Principal

Francisco Fernandez

SENER, Project Manager

John Porcari

WSP, President, US Advisory Services

Geoff Yarema

Nossaman, Partner

Lou Thompson

Thompson Consulting

Karen Trapenberg Frick

Associate Professor of City and
Regional Planning, UC Berkeley

Howard Permut

Permut Consulting

Jose Luis Moscovich

IDS, Managing Director

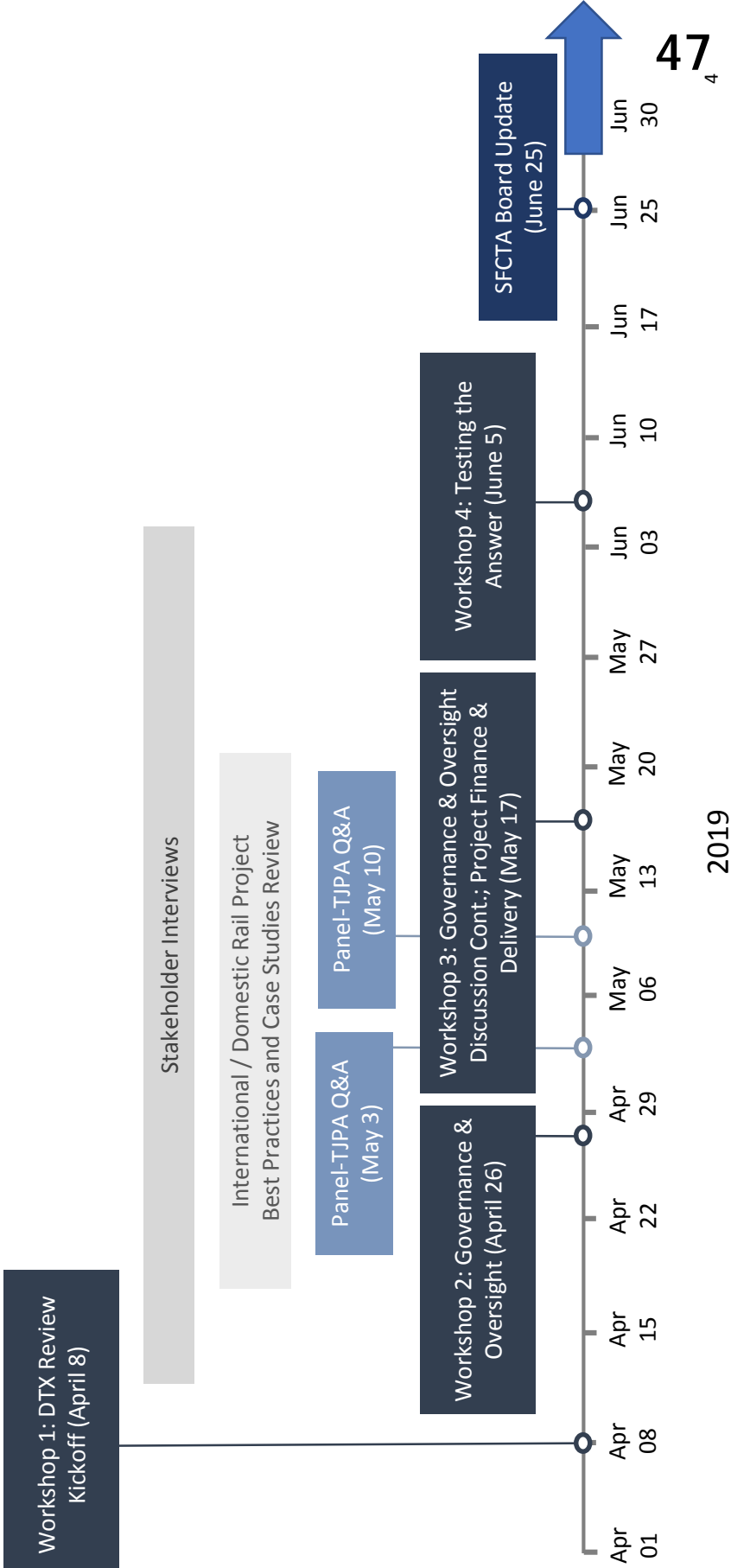
Alvaro Relano

SENER, Project Manager

John Fisher

WSP, Northern CA District Manager

Methodology and Schedule



Final Recommendations

The Expert Panel's final recommendations are focused around five key areas:

1. Program Positioning
2. Governance, Management and Oversight
3. Funding and Financing
4. Program Definition and Phasing
5. Program Development and Delivery

All elements of the Panel's recommendations, key findings and methodology are described in more detail in the Final Report. In addition, the Panel has developed a recommended 2-year workplan to advance these recommendations.

Rail Program Re-positioning (1/2)

Recommendations

- **Re-position the Rail Program** such that it is developed and delivered by a highly collaborative inter-agency team and viewed as a “project of REGIONAL and NATIONAL significance”
- **Re-define Program value proposition** as critical connectivity link for current and future developing megaregional and state rail services – Caltrain, Muni, BART, CAHSR – and serve as planning platform for future connections like a new Transbay Rail crossing, Diridon intermodal station and new Dumbarton rail service
- **Re-name the Program and the series of complementary projects** that include 4th/King, Pennsylvania Avenue and possible new Caltrain yard to reflect this regional priority and its new positioning

Rail Program Re-positioning (2/2)

Recommendations

- **Secure long-term, durable support** of key local, regional, state, and federal elected officials and stakeholders
- **Engage the public directly** to build program support and advance social equity, environmental, economic development and other regional goals
- **Identify and empower** internal and external program champions to drive progress
- Agree on project scope with Caltrain, CHSRA and other possible rail operators

Governance, Management and Oversight Recommendations (1/5)

Refocus the responsibilities of the TJPA's management team, as currently constituted or in a refined form, on:

- **Closing out the Salesforce Transit Center design and construction contracts and any outstanding claims**
- **Resolving potential third-party liabilities associated with the Salesforce Transit Center and related facilities**
- **Operating and managing the STC and related facilities**

Governance, Management and Oversight Recommendations (2/5)

52

Subject to direction on policy and legal issues, enter into a memorandum of understanding (MOU) among the TJPA, Caltrain, MTC, CHSRA, CCSF and SFCTA pursuant to which:

- Day-to-day responsibility and staffing of DTX program and program level decision-making authority would be transferred to an **Integrated Program Team (IPT)**
- Transfer would become effective **no later than end of calendar year 2019**, with an appropriate IPT management structure and brief based on rail megaproject development and delivery best practices
- **The IPT would be composed of staff seconded from or recruited by MTC, SFCTA, TJPA, CHSRA, CCSF and Caltrain, with proven leadership, organizational acumen, and relevant experience** in delivering tasks in the transitional 2-Year Work Plan, with additional support as needed

Governance, Management and Oversight Recommendations (3/5)

The IPT actions would be subject to an **organizational matrix specifying approvals**
the IPT would need for decisions and reporting to the TJPA Board through:

- An **Executive Steering Committee (ESC)** comprised of the Executive Directors of IPT member agencies, with the ability to appoint a **technical advisory committee (TAC) or group of deputy directors** reporting to the ESC to advance decisions / provide oversight of project funding and delivery
- An **IPT program director** reporting to the ESC with management responsibility of all activities contemplated in the 2-Year Work Plan

Governance, Management and Oversight

Recommendations (4/5)

- **Explicit requirement of concurrence by MTC, SFCTA, Caltrain, CCSF and CHSRA** on at least the following key items, without which the TJPA could not act and funding contributions could not flow into the project:
 - **Recruitment and selection of an IPT program director** with demonstrated experience planning and delivering urban rail megaprojects
 - **Scoping of the study** to produce the definition of an initial phase and final phase of the Rail Program, its optimal delivery methodology, and a clarification of the relationship to the larger regional rail context
 - **Approval of the study** once finalized
 - **Development of the funding and financing plan within affordability limits** to ensure delivery of the initial rail access to the STC at the earliest possible time, ensuring access for high-speed rail service when needed
 - **Resolution of design criteria across operators**
 - **Determination of operation and maintenance responsibilities**
 - **Selection of a Lead Agency and Project Manager for the delivery phase after the 2-Year Work Plan is complete**, with demonstrated experience in planning and delivering urban rail megaprojects including tunnel structures

Governance, Management and Oversight Recommendations (5/5)

The IPT would:

- **Execute the two-year workplan**, which outlines the activities necessary to reposition the Rail Program and advance it to either:
 - Procurement (if delivery model is DB, DBM or DBFM)
 - Prepare for final design (if Design-Bid-Build)
- **Establish the final management structure for project delivery**

The IPT would be structured to operate with transparency, to ensure better decision-making at all levels and to build public confidence in the program.

- **Strengthen the program’s strong claim** on revenues from existing and emerging sources
- **Re-evaluate and strengthen existing funding plan** to:
 - Separate high confidence level from low confidence level revenue sources
 - Establish an affordability limit for the initial operating phase
 - Seek new grant opportunities to support development
- **Establish a credible long-term financial plan, with stakeholder input**, to secure the amount and timing of capital and operating funding needed to deliver each element of the program, accommodating capacity and operational needs over time
- Provide **clear direction to Congressional Delegation** on program benefits and eligible sources of federal funds/financing support for the program

Program Definition and Phasing

Recommendations

- **Establish an Initial Operating Phase** that will achieve Caltrain rail service to the STC (and accommodate CHSR) by a date certain (2028) set by stakeholders, and within a budget supported by higher confidence level revenues
- This initial phase would be **consistent with NEPA/CEQA approvals** and maintain eligibility with FTA and other federal funding programs and incorporate a new risk adjusted cost estimate
- Conduct a **new systems capacity and operations analysis** for Caltrain and CAHSR to help inform capital/operational needs and timing of these investments with a goal of developing funding and operational agreements with both operators as soon as feasible
- Initiate **planning process with other related adjacent projects**, including potential long term service connections with a second Transbay crossing

- **Conduct a structured market sounding program** to gain direct input on technical, financial, operational interface and risk drivers from the private sector
- **Perform a robust delivery options analysis** considering Design-Bid-Build (DBB), Design-Build (DB), Design-Build-Maintain (DBM) and Design-Build-Finance-Maintain (DBFM) to determine which combination optimizes “value for money”
- **Scope preliminary engineering** to align with selected project delivery method and revised available funding to mitigate cost/schedule risk and support an initial operating phase
- **Finalize and incorporate comprehensive agreements** with Caltrain and CHSRA, on issues such as project scope, operations specifications, capacity requirements, and amount and timing of capital and O&M funding

2-Year Workplan

Re-define the program, identify the governing entity, and select delivery method.

Task	Description	2019			2020			2021		
		Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
(0) Establish ITP, Transition Plans, and Stakeholder Engagement Plan	<p><i>Decision: path forward informed by expert panel recommendations</i></p> <p>Workshop(s) based on expert panel recommendations, allocate roles/responsibilities, and development of agreements and inter-agency staffing plan</p> <p><i>Decision: adopt plans and agreements for transitional governance, IPT staffing, and stakeholder engagement plan</i></p>		◆							
(1) Re-Definition of a Fundable and Deliverable Rail Program	<p>On-going Rail Program management and stakeholder engagement</p> <p>Develop Project Definition, Funding Plan, and Phasing Plan for the Rail Program's components, coordinated with related projects (eg, PAX, Rail Yards, 22nd St. Station)</p> <p><i>Decision: select project definition, phasing, and funding</i></p> <p>On-going development of technical and funding studies</p>					◆				
(2) Final Institutional Arrangement	<p>For the final institutional arrangement: define responsibilities, governance and oversight plan, agreements, performance management plan, KPI's, and staffing plan</p> <p><i>Decision: adopt plans and agreements for final institutional arrangement for project delivery, including organizational structure and staffing</i></p> <p>Transition and implementation of final institutional arrangement and organization, as applicable</p>							◆		
(3) Selection of Project Delivery Option	<p>Delivery options analysis incl. market sounding, risk workshops, business case, procurement framework, and operator agreements</p> <p><i>Decision: select delivery option for the Rail Program's initial operating phase</i></p>								◆	
(4) Start of Procurement	<p>Start procurement tasks as applicable based on selected project delivery method and led by final institutional arrangement</p>									◆

Thank You

Questions?



Memorandum

AGENDA ITEM 6

DATE: October 2, 2019

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 10/08/19 Board Meeting: Accept the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Accept the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery.</p> <p>SUMMARY</p> <p>At the request of the Board, Transportation Authority staff convened a multi-disciplinary expert peer review panel to assess the current and alternative governance, management, oversight, finance and project delivery of the Downtown Rail Extension (DTX) project. This direction stemmed from the Board's recognition of the significance of the project and the desire to ensure its success. Panel members provided an update on the panel's preliminary findings at the June 25 Board meeting. Members of the expert panel will present the final findings at the October 8 Board meeting. The findings are summarized in Attachment 2.</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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DISCUSSION

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



multidisciplinary panel of the following experts with local, national, and international experience:

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

The study team and peer review panel was additionally supported by WSP and McKinsey & Company.

Approach.

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

The following activities informed the panel's deliberations:

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

The panel held various workshops with stakeholders to review preliminary findings and recommendations. Stakeholders provided feedback and input on the initial recommendations and proposed strategic 24-month "transition period" work program (Attachment 1) to prepare the project for implementation. This was followed by a series of staff meetings with stakeholders, both individually and as a group, to further discuss their comments and observations.

Final Recommendations.



The final panel recommendations cover the following areas:

- 1) Program Re-Positioning
- 2) Program Governance, Management and Oversight
- 3) Program Funding and Financing
- 4) Program Definition and Phasing
- 5) Program Development and Delivery

Two-Year Work Plan.

The expert panel believes that certain activities need to take place over the next two years to better position the project for success, regardless of the governance and oversight structures chosen. Key activities include:

1. Development of realistic funding assumptions and securing of capital and operating and maintenance revenues sufficient for the initial phase
2. Resolution of design criteria, capacity requirements, and access and schedule commitments
3. Refining Rail Program scope and any indicated phasing
4. Recommending the preferred structure for optimal governance for and management of the Rail Program
5. Preparation for carrying out the Program beyond the 2-Year Work Plan or transferring subsequent responsibilities to a successor entity and management team.

This Work Plan is included as Attachment 1.

Implementation.

Over the last few months, we have been discussing with the city and regional stakeholders the means by which the panel's recommendations may be implemented, as well as the barriers that could affect such implementation. As a result, we have developed draft principles under which a Memorandum of Understanding (MOU) among the participating agencies may be enacted and are working on refining the principles with input from the other stakeholders.

Understanding that it may take some time for the parties to settle on the appropriate language for the MOU, we hope that an agreement by the parties to enter into an MOU based on the said set of principles will enable the Integrated Project Team and the Executive Steering Committee to be instituted so that work can proceed without further delay. To that effect, we are working with relevant stakeholders on a suite of related funding actions to support DTX and the broader regional rail program, complementing the existing allocation of Prop K funds to the Planning Department for the Caltrain 22nd Street Study. These actions, which will enable the program to move forward, include funding for: planning, funding support and program management support as well as phasing, review and engineering design for DTX; pre-environmental engineering for the Pennsylvania alignment; Caltrain's



systemwide storage and needs assessment to inform the needs at the 4th and King railyard; and overall rail program coordination and oversight.

Next Steps.

1. Presentation to TJPA and TJPA CAC at upcoming meetings.
2. Develop and execute the MOU.
3. Prepare and support preparation of allocations and appropriations to move the program of projects forward. These requests would be presented to the Transportation Authority CAC and Board for approval.

FINANCIAL IMPACT

There are no impacts associated with acceptance of the final report. Implementation of recommendations related to allocation or appropriation of Transportation Authority funds would be the subject of future Board actions.

CAC POSITION

The CAC will be briefed on this item at its October 23 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - DTX Two-Year Work Plan
- Attachment 2 - Presentation - Summary of Findings
- Enclosure 1 - Peer Review Panel Final Report



RESOLUTION ALLOCATING \$24,253,024, WITH CONDITIONS, AND APPROPRIATING \$749,724 IN PROP K SALES TAX FUNDS FOR 23 REQUESTS

WHEREAS, The Transportation Authority received twenty-three requests for a total of \$25,002,748 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Facilities - Caltrain, Vehicles - Caltrain, Facilities - Caltrain, Guideways - Caltrain, Guideways - Undesignated, Paratransit, New Signals & Signs, Signals & Signs, Traffic Calming, Bicycle Circulation/ Safety, TDM/ Parking Management and Transportation/ Land Use Coordination; and

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

WHEREAS, The adopted Prop K Strategic plan has funds programmed to named projects such as Paratransit, which have no 5YPP requirement; and

WHEREAS, Twenty-one of the twenty-three requests are consistent with the relevant strategic plans and/or 5YPPs for their respective categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Bayview Community Based Transportation Plan - Additional Funds and the proposed appropriation for the Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] require 5YPP amendments as summarized in Attachment 2 and detailed in the enclosed allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$24,253,024, with conditions, and appropriating \$749,724 in Prop K sales tax funds for 23 requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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



actions; and

WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and after some discussion, unanimously approved a motion of support for an amended staff recommendation that conditioned the funds for the SFMTA's Bike to Work Day 2020 request upon a requirement that energizer stations be equitably distributed across the City; and

WHEREAS, Transportation Authority and SFMTA staff worked with the San Francisco Bicycle Coalition, which organizes Bike to Work Day, to develop appropriate special conditions and/or deliverables that correspond to the Citizen Advisory Committee's recommendation and presented them at the October 8, 2019 Transportation Authority Board meeting along with the other aforementioned requests; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming and Transportation Demand Management/ Parking Management 5YPPs, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$24,253,024, with conditions, and appropriates \$749,724 in Prop K sales tax funds for 23 requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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



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

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

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

Attachments:

- Attachment 1 – Summary of Requests Received
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K Allocation Summary - FY 2019/20

Enclosure: 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

Attachment 1: Summary of Requests Received

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 SFCTA and CCSF, includes \$80 million local contributions to the project by each the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The SFCTA has committed about \$41 million primarily from the Prop K and One Bay Area Grant funds. 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 on May 14, 2020. This includes event promotion as well as event-day services such as energizer stations with educational materials and activities.
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 185 of the Enclosure for the most recent summary report (April 2017 - March 2018) for details on class attendance and demographic information.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
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 in Spring 2020.
44	SFCTA, SFMTA	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, on-time 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	<p>Special Condition: TBD - We are working with the SFMTA and San Francisco Bicycle Coalition to develop a special condition(s) and related deliverable(s) to address the recommendation by the Citizens Advisory Committee at its September 25, 2019 meeting that the Prop K funds be conditioned on equitable distribution of energizer stations across the city.</p>

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	

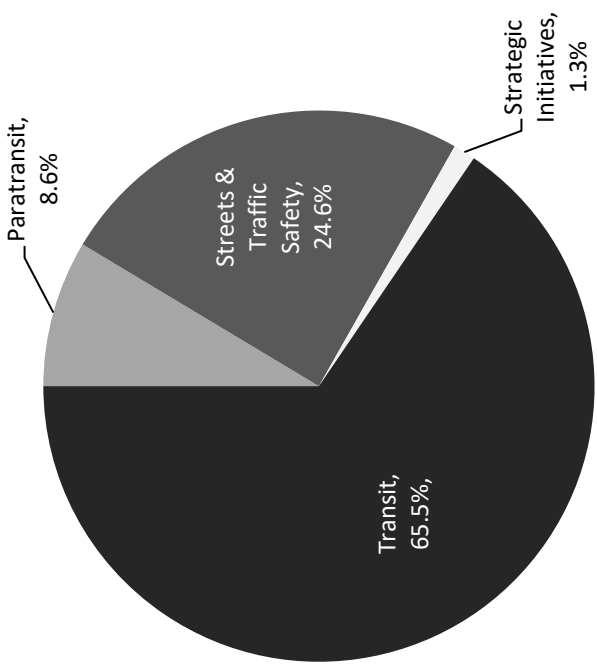
¹ See Attachment 1 for footnotes.

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

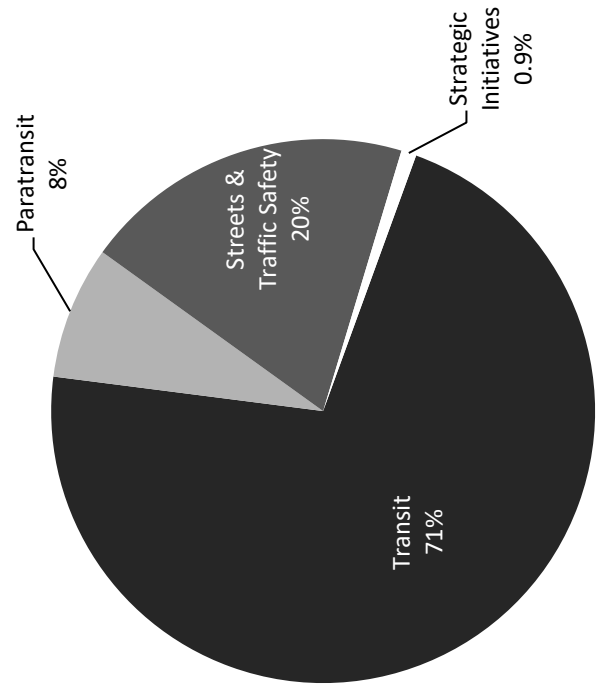
PROP K SALES TAX										
		FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26		
Total										
Prior Allocations	\$	43,910,961	\$ 15,884,238	\$ 14,740,485	\$ 4,496,872	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$	717,500
Current Request(s)	\$	25,002,748	\$ 13,210,192	\$ 10,256,454	\$ 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	\$	717,500

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





Memorandum

AGENDA ITEM 7

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <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 \$11,742,506 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for 8 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) 22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$50,276) <p>Appropriate \$749,724 in Prop K funds for 2 requests:</p> <ul style="list-style-type: none"> 22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$49,724) 23. Lombard Crooked Street Paid Reservation Systems [NTIP Planning, Capital] (\$700,000) <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.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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 parties which fund and govern Caltrain - the City and County of San Francisco, San Mateo County and Santa Clara County. Our recommended action also includes allocation of funds de-obligated from prior Caltrain 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 was briefed on this item at its September 25, 2019 meeting. After some discussion, the CAC unanimously passed a motion of support for an amended staff recommendation that conditioned funding for the SFMTA's Bike to Work Day 2020 request to require equitable distribution of energizer stations across the city. The funding in this request would primarily be used as a sponsorship for Bike to Work Day events, which are organized by the San Francisco Bicycle Coalition. We are working with the SFMTA and San Francisco Bicycle Coalition to develop the special condition(s) and related deliverable(s), which we plan to present to the Board on October 8, 2019.



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
- Enclosure 1 - Allocation Request Forms (23)

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RESOLUTION ADOPTING SOMA YOUTH AND FAMILY ZONE COMMUNITY ENGAGEMENT
FINAL REPORT [NTIP PLANNING]

WHEREAS, Former Commissioner Jane Kim recommended the SOMA Youth and Family Zone Community Engagement project for \$48,000 in Prop K sales tax funds from the Transportation Authority's Neighborhood Transportation Improvement Program (NTIP); and

WHEREAS, The purpose of the project was to create opportunities to gather input from the community, particularly from youth, on the street changes proposed in the Folsom-Howard Streetscape project and how to enhance public spaces in the South of Market area (SOMA) and along these two corridors with elements that represent Filipino culture; and

WHEREAS, The San Francisco Municipal Transportation Agency (SFMTA) worked with the South of Market Community Action Network (SOMCAN) and Walk SF 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; and

WHEREAS, 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 Folsom-Howard Streetscape project design; and

WHEREAS, 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; and

WHEREAS, 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 at alley entrances and public spaces, Banig patterns and crosswalks, Manilla-style jitneys, and wrapping sidewalk utility boxes with art elements; and

WHEREAS, 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; and

WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee was briefed on the final report and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the attached SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning].

Attachment:

1. SOMA Youth and Family Special Use District Community Engagement Final Report [NTIP Planning]

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.



Memorandum

AGENDA ITEM 8

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]

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the SOMA Youth and Family Zone Community Engagement Final Report [NTIP Planning].</p> <p>SUMMARY</p> <p>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.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input checked="" type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



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 was briefed at its September 25, 2019 meeting and unanimously approved a motion of support.

SUPPLEMENTAL MATERIALS

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

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RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency for San Francisco, every two years the Transportation Authority is responsible for programming San Francisco's county share of Regional Transportation Improvement Program (RTIP) funds, subject to approval by the Metropolitan Transportation Commission and the California Transportation Commission (CTC); and

WHEREAS, The Board has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$40,750,000 in RTIP funds; and

WHEREAS, Per CTC guidelines, the Transportation Authority cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded; thus, the Transportation Authority has been honoring this commitment by programming RTIP to other SFMTA RTIP-eligible projects; and

WHEREAS, For the 2020 RTIP, San Francisco has \$7,592,000 in new funds to program in Fiscal Years 2023/24 and 2024/25 (Attachment 2); and

WHEREAS, CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects, with the remainder available for capital projects as shown in Attachment 2; and

WHEREAS, MTC and the Congestion Management Agencies have a long-standing arrangement to split PPM funds in recognition of the role each agency plays in advancing the state's transportation goals; and

WHEREAS, Transportation Authority staff recommended programming \$173,000 for the Transportation Authority and \$245,000 for MTC in PPM funds, as shown in Attachment 3; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's guidelines, Transportation Authority staff recommended programming the remaining \$7,174,000 in RTIP funds to the New Flyer Midlife Overhaul - Phase III project, which includes midlife overhauls of 13 New Flyer trolley coaches and additional scope elements for cosmetic



improvements like exterior paint, seating configurations, and wheelchair securements as shown in Attachment 3 with additional detail on the project's scope, schedule, cost and funding shown in Attachment 4; and

WHEREAS, The midlife overhauls are intended to significantly improve vehicle reliability, reduce the incidents of breakdowns, prevent service disruptions, and avoid additional costly repairs; and

WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2020 RTIP as summarized in Attachment 3; and be it further

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

Attachments:

- Attachment 1 – Remaining RTIP Commitments
- Attachment 2 – 2020 RTIP New Funds Available
- Attachment 3 – Proposed Program of Projects
- Attachment 4 – 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)

New Funds Available for San Francisco

The 2020 RTIP covers five years (Fiscal Years (FYs) 2020/21 – 2024/25). However, the California Transportation Commission has advised that new programming is only available in the last two years (FY 2023/24 and FY 2024/25).

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	\$418,000	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.
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							
Agency	Project	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24 FY 2024/25	Phase
SFMTA	New Flyer Midlife Overhaul - Phase III	\$7,174				\$7,174	Construction
SFCTA	Planning, programming, and Monitoring	\$245				\$46	n/a
MTC	Planning, Programming, and Monitoring	\$173				\$85	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.

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)							

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
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		5,830	\$52 CON voted 01/26/01 \$58 CON voted 05/21/03 \$59 CON voted 02/26/04 \$65 PAED voted 07/14/05 \$65 CON voted 03/15/07 \$466 CON voted 07/26/07 \$541 CON voted 07/24/08
TOTAL	5,117	260	259	259	46	199		5,895	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
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.

ADA Notice

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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	



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: 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 advanced 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. We anticipate presenting an item to the CAC and Board to enable CTC approval of an amendment to redirect the existing RTIP funds to the advanced train control project or another RTIP-eligible SFMTA project if the former doesn't seem like a good fit for RTIP funds.



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 was briefed at its September 25, 2019 meeting and unanimously approved a motion of support.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2020 RTIP New Funds Available for San Francisco
- 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



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



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

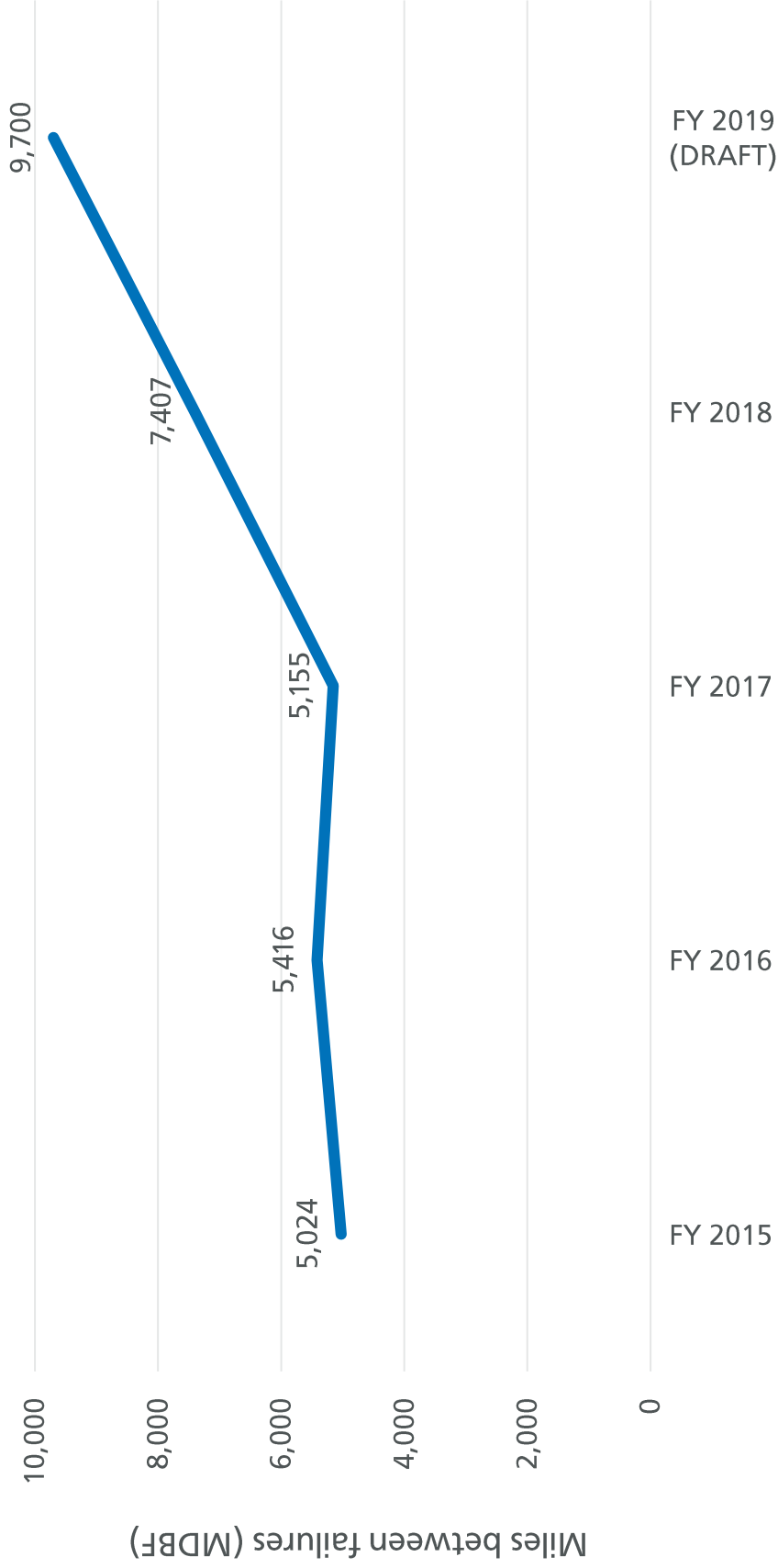
Improved reliability means better service

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



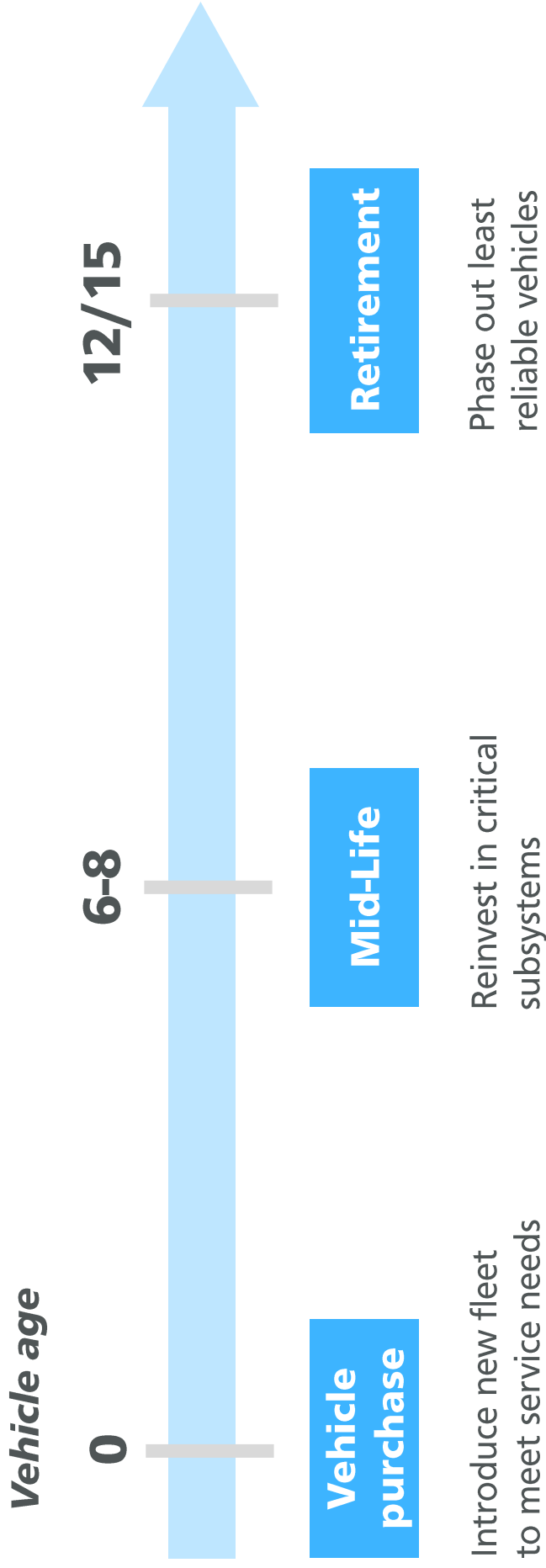
Continuous improvement

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



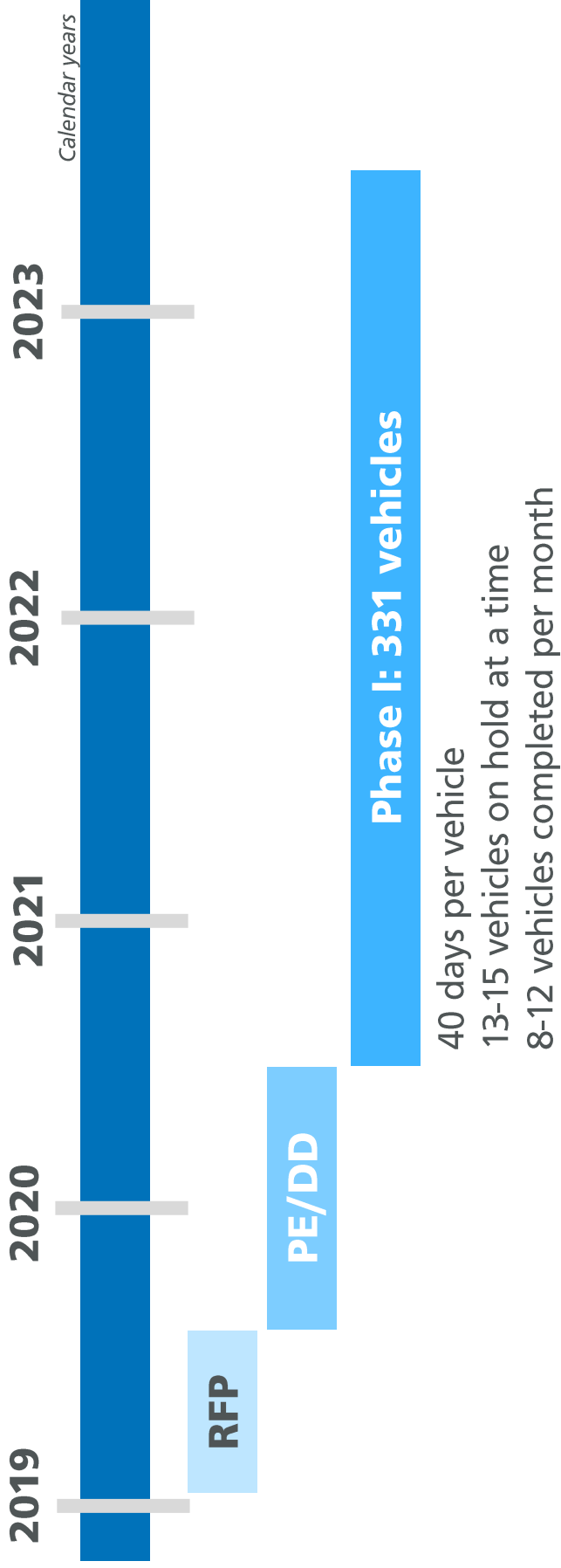
Cosmetic



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





RESOLUTION EXECUTING 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, EXTENDING THE AGREEMENT THROUGH JUNE 30, 2021, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY AMENDMENT TERMS AND CONDITIONS

WHEREAS, After the completion of the new San Francisco-Oakland Bay Bridge Eastern Span bicycle/pedestrian path extension to Yerba Buena Island (YBI) in fall 2016, the Transportation Authority, the Treasure Island Development Authority (TIDA), the California Department of Transportation (Caltrans), Bay Area Toll Authority (BATA), and the United States Coast Guard (USCG) collectively determined it would be advantageous to design and construct trail landing Vista Point improvements on YBI, adjacent to the San Francisco-Oakland Bay Bridge bicycle/pedestrian path touch down area to improve safety conditions for pedestrians and bicyclists; and

WHEREAS, These improvements were opened to the public in early May 2017 and provide a temporary 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 to/from Treasure Island and pedestrian crosswalk; and

WHEREAS, With the Vista Point improvements opened to the public, ongoing maintenance, security and operational activities are required; and

WHEREAS, In October 2016, through Resolution 17-08, the Transportation Authority approved a Memorandum of Agreement (MOA) with TIDA for the YBI Vista Point Operation Services in an amount not to exceed \$500,000 through June 30, 2017; and

WHEREAS, Under the terms of the MOA, TIDA will utilize its existing resources to



provide janitorial, landscape maintenance, security, transportation shuttle, and other services for the Vista Point area, and the Transportation Authority will compensate TIDA for these service expenses; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, The services provided under the MOA between the Transportation Authority and TIDA has been fully funded by BATA's Seismic Retrofit funds programmed to the I-80 Westbound Ramps Project, and will continue to be funded by BATA through funds programmed to the Southgate Road Realignment Improvements Project; and

WHEREAS, Remaining activities for Fiscal Year 2019/20 will be included in the Transportation Authority's mid-year budget amendment and sufficient funds will be included in future fiscal year budgets to cover the cost of the MOA; and



WHEREAS, At its September 25, 2019 meeting, the Citizens Advisory Committee considered the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute Amendment No. 4 to the MOA with TIDA for 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; and be it further

RESOLVED, That the Executive Director is authorized to modify amendment terms and conditions.



Memorandum

AGENDA ITEM 10

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

RECOMMENDATION Information Action

- 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

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.

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

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 was considered this item at its September 25, 2019 meeting and unanimously approved a motion of support.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Presentation

YERBA BUENA ISLAND
VISTA POINT
TIDAMO A Amendment #4

Board



San Francisco
County Transportation
Authority

Agenda Item #10

October 8, 2019

135

YBI Construction Projects

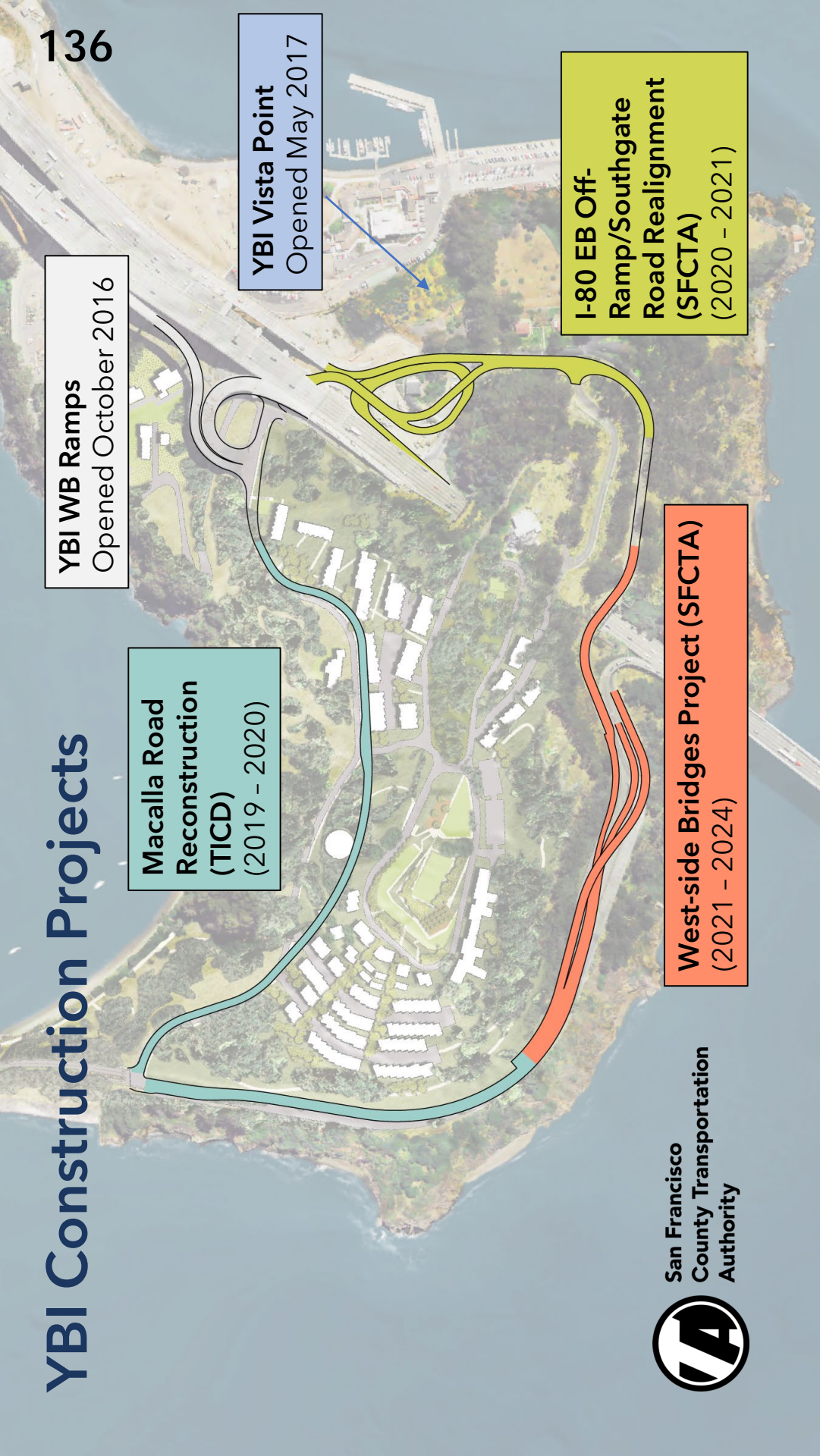
YBI WB Ramps
Opened October 2016

Macalla Road Reconstruction (TICD)
(2019 - 2020)

YBI Vista Point
Opened May 2017

I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)
(2020 - 2021)

West-side Bridges Project (SFCTA)
(2021 - 2024)



I-80 EB Off Ramp/Southgate Road Realignment



San Francisco
County Transportation
Authority

- Total Project Cost: \$51M
- Funding: Federal, State, TIDA
- Construction: Early 2020 - Late 2021



137
Construction Contract
Advertisement: Nov. 2019
Award: Jan. 2020

Overview

- **Opened May 2, 2017**
- **Acquiring land for permanent operation**
- **2,000 monthly visitors**
- **Open daily 6:00 a.m. to 8:00 p.m.**



Funding



San Francisco
County Transportation
Authority

- **BATA Toll Bridge**
- **Federal Highway Bridge Program**
- **State Prop 1B**



Amenities



ADA accessible

- Pathways
- Benches
- Restrooms
- Drinking fountain



Shuttle Access



San Francisco
County Transportation
Authority

Shuttle services
provided to and
from Vista Point
to Treasure Island
on weekends and
holidays



One Treasure Island Jobs Program

8% of Vista Point
services are
provided by
One Treasure Island
vendors



Operations and Maintenance Costs



San Francisco
County Transportation
Authority

TASK/DESCRIPTION	TOTAL COSTS TO DATE
Task 1: Janitorial / Trash Disposal Services	\$121,248
Task 2: Landscape Maintenance Services	\$23,555
Task 3: Security Services	\$146,114
Task 4: Portable Restroom Facilities	\$100,863
Task 5: Transportation Shuttle Services	\$563,220
TOTAL	\$955,000

Amendment Request



Expended to date	\$	955,000
Budget: Oct. 19 – Jun. 20	\$	275,000
Budget: Jul. 20 – Jun. 21	\$	365,000
Total Budget	\$	1,595,000
Previously approved	\$	955,000
Amendment Request	\$	640,000

Summary of Requests

- Approve Amendment No. 4 to the Memorandum of Agreement with TIDA for YBI Vista Point Operations/Maintenance to increase the amount by \$640,000, to a total amount not to exceed \$1,595,000
- Extend the term of the agreement to June 30, 2021

Questions?



San Francisco
County Transportation
Authority