



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, October 22, 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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<p>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</p>	



**San Francisco
County Transportation
Authority**

Board Meeting Agenda

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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)

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| 9. | Accept the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery - ACTION* | 123 |
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Other Items

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

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

14. Public Comment

15. Adjournment

*Additional Materials

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 8, 2019

1. Roll Call

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

Present at Roll Call: Commissioners Fewer, Mar, Peskin, Ronen, Stefani, and Yee (6)

Absent at Roll Call: Commissioners Brown (entered during Item 2), Mandelman (entered during Item 2), Safai (entered during Item 10), Haney and Walton (5)

2. Citizens Advisory Committee Report - INFORMATION

In regard to Item 7 on the agenda, Prop K allocation, John Larson, Chair of the Citizens Advisory Committee (CAC), reported that the CAC was interested in how the Safe Routes to School Program served Communities of Concern (COCs). He said Transportation Authority staff stated that the San Francisco Municipal Transportation Agency (SFMTA) would be providing safety training in COCs that would consider unique mode shift barriers such as children safely getting home from school. He said the paratransit, Shop-a-Round/Van Gough Shuttles and Ramp Taxi Incentives allocation elicited a great deal of public comment related to the challenges of disabled people accessing public transit. Chair Larson highlighted one member of the public who shared her negative experiences with bus operators and suggested that SFMTA provide operators sensitivity training.

In regard to Bike to Work Day 2020 sponsorship, Chair Larson reported that CAC representatives from Districts 9, 10, and 11 raised concerns about the distribution of energizer stations set up by the San Francisco Bicycle Coalition (SFBC). The CAC amended the staff recommendation for approval of Item 7 by adding a condition that the SFMTAs Bike to Work Day 2020 request require that energizer stations be equitably distributed across the city.

In regard to Item 9 on the agenda, 2020 Regional Transportation Improvement Program, he said the CAC discussed the recommendation for the new flyer bus midlife overhaul project. He said the SFMTA stated that the first batch of new flyer buses had seats that needed to be retrofitted in response to feedback they received from the disability community and from the SFMTA Mobility and Accessibility Advisory Committee (MAAC). The CAC asked who made up the MAAC and encouraged members of the public to voice their concerns about Muni bus operators and seating arrangements.

Chair Larson reported that under new business there was discussion related to the Bayview Community Transportation Plan and how SFMTA was handling the new density at Chase Center. He reported that the District 11 CAC representative 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. The CAC requested a report from SFMTA on switchback policies and procedures. Chair Larson also reported that the CAC requested an SFMTA presentation on Americans with Disabilities Act (ADA) compliance and accessibility for disabled riders. The CAC asked that the report show how Muni was measuring and implementing ADA requirements and their top 3 measurements of effectiveness.

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the September 24, 2019 Meeting - ACTION**
4. **[Final Approval] Appoint Danielle Thoe to the Citizens Advisory Committee - ACTION**

There was no public comment.

Commissioner Mandelman moved to approve the Consent Agenda, seconded by Commissioner Mar.

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

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

End of Consent Agenda

5. **Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project - INFORMATION**

Tony Tavares, Caltrans Bay Area Director, presented the item.

Chair Peskin asked when Caltrans would need to decide whether to fully close the freeway to enable a six day construction period instead of the alternative partial closure and 18 day construction period.

Mr. Tavares said he would be meeting internally with the Caltrans traffic team to look over impacts and potential detours and would likely be making a determination sometime in the month of October. He said Caltrans would be working closely with the Transportation Authority and city and county agencies.

Chair Peskin asked if Caltrans would also be coordinating with Caltrain.

Mr. Tavares replied in the affirmative and said Caltrans was working with BART, Caltrain, Water Emergency Transportation Authority (WETA) and Muni to look at opportunities to increase transit capacity during project construction. He added that Caltrans was also looking at other modes to move people through the project area, including cycling.

Commissioner Yee asked if Caltrans had studied traffic impacts to alternative routes that drivers might choose to avoid the construction area, including 19th Avenue in Districts 4 and 7 and Interstate 280.



Mr. Tavares said Caltrans' initial traffic demand management plan was looking at all possible impacts on 19th Avenue and other local streets. He said that if Caltrans chooses the option to fully close U.S. 101 during construction, they would need to assess additional possible impacts (e.g. more extension diversions on local streets) and how to mitigate them.

Commissioner Yee asked what measures Caltrans would take to reduce the impact of additional traffic. He asked if Caltrans planned to provide guidance for drivers through any detours and how they would prepare affected neighborhoods.

Mr. Tavares said he was not sure if Caltrans would be able to address every artery or roadway but was looking to bring on additional Parking Control Officers (PCOs) and would also look to place ambassadors at the San Francisco International Airport to encourage visitors to use transit. He said that Caltrans' message to travelers would be use transit or stay home and avoid the area during construction. He said Caltrans was looking to get people out of their vehicles and into public transit as much as possible.

Commissioner Yee noted that some people would receive Caltrans suggestions positively, but many would not.

Mr. Tavares agreed, saying with over 240,000 vehicles traveling in the area on a daily basis, the message would hit some drivers, but others would still elect to drive through the area during construction.

Commissioner Ronen asked what type of mitigations Caltrans proposed to protect residents surrounding the construction area from light and noise impacts. She said that 24/7 construction may affect residents' ability to sleep at night.

Mr. Tavares said the construction schedule with the 18-day timeline had the contractor working 24 hours a day and seven days a week. He said Caltrans had been taking noise measurements with the existing traffic in the area and it was already approaching 80 decibels, the maximum Caltrans allowed. He said the contractors would put measures in place to dampen noise. He noted that there would be light towers for work at night. Mr. Tavares said that another option would be to reduce the construction to a one week 24 hour seven day work window that would minimize impacts on residents. He said Caltrans had mitigation factors in place for worst case scenarios and had looked at assisting residents with other temporary housing if the noise were to become too intrusive.

Commissioner Ronen asked if there were sound or light barriers that you could be put in place to protect residents from having light shining on their windows.

Mr. Tavares said the light would be focused on the work area itself and would hopefully not be flowing up to the residents. He said the plan was to have the loudest operations performed during the daytime hours and not during the night. He added that Caltrans was going to work very closely with the contractor to ensure that loud noises were also minimized as much as possible during the night time operations and would look at other options that the contractor could put in place. He said that Caltrans did not yet have a contractor selected.

Commissioner Ronen asked what kind of outreach would be conducted to inform impacted neighborhoods.

Mr. Tavares stated that Caltrans had hired a professional consultant to help with



messaging in several languages and that Caltrans planned to hold town halls and attend community meetings and nearby farmers markets to speak with residents. He said they were open to additional suggestions on how to reach out to all community members, including business owners, as well as residents.

Commissioner Ronen requested that Caltrans map out the impacted neighborhoods to better allow her office to assist in reaching out to residents. She said her office could assist by going to homes and making sure residents had a direct line to Caltrans and were aware of potential hotel vouchers, if needed.

Mr. Tavares thanked Commissioner Ronen and said Caltrans would be happy to work with her office.

During public comment Bob Feinbaum, President of Save Muni, suggested that Caltrans be prepared to subsidize transit service during construction and asked if Caltrans had a transit service budget during the construction period. He noted that loud construction noise could be a problem at any time of day and would affect daytime sleepers. He recommended that a sophisticated acoustical engineering firm be engaged to advise Caltrans on how to mitigate noise.

Mr. Tavares informed the Board and the public that Caltrans had set aside almost \$2 million for additional transit service and mitigating factors and would provide a shuttle service for residents in the construction area.

Commissioner Fewer said that 24/7 construction would be hugely impactful for the neighborhood. She said that in light of the disruption and invasive impacts, door knocking to every door in the immediate area was going to be critical and also ensuring that monolingual residents received the information in their native language. She suggested that Caltrans provide a hotline number and keep a log of complaints and outcomes.

6. Accept the Downtown Rail Extension Peer Review Panel's Findings and Recommendations on Governance, Oversight, Management and Project Delivery - ACTION

Eric Cordoba, Deputy Director for Capital Projects, John Fisher Vice President and Northern California District Manager at WSP USA, Geoff Yarema, Partner at Nossaman LLP and John Porcari, President, Advisory Services at WSP USA and Tilly Chang, Executive Director, presented the item per the staff memorandum.

Chair Peskin announced that the Board would not be taking a vote to allow the public sufficient time to review the final report. He said the first read of acceptance would be agendaized for the next Board meeting.

Chair Peskin asked if all stakeholders were embracing the expert panels recommendations.

Director Chang said the general consensus among the stakeholders was that change was needed and believed that the Memorandum of Understanding (MOU) would reflect aspects that needed to be reconciled and worked out further.

Chair Peskin asked relative to the two-year transition period if the Transbay Joint Powers Authority (TJPA) agreed that going forward with the implementation and design of DTX they would not be the lead agency. He asked if that was a fundamental recommendation.



Mr. Fisher said that was the peer review panel's recommendation. He said the Integrated Program Team (IPT) reported to the Executive Steering Committee that reported to the TJPA Board. He said the peer review panel felt that oversight was necessary to make sure the strategy going forward on the delivery of the DTX portion had additional input to build the necessary support to acquire regional support and funding. Mr. Fisher said the TJPA had more of a role than just the closeout of phase one and that the MOU process would outline the approval rights.

During public comment Roland Lebrun said he looked forward to making appropriate comments on the final report and said that he was surprised to find out that the report revealed that the gateway tunnel was useless. He said his written remarks would point to which specific contracts and companies were responsible for what happened. He recommended that the Board eliminate the Cordoba/Zurinaga venture.

Jim Patrick, owner of Patrick and Company, said he was not in favor of the final report's recommendations and preferred that the remaining engineering work be funded. He reminded the Board that the 60,000 riders were their voters and were being ignored.

Jim Haas, member of Friends of DTX, said Friends of DTX supported the regional approach but noted that the City of San Francisco was still not off the hook. He said San Francisco needed to convince the region to get behind the project. He thanked Director Chang for confirming that the smaller items requested by Friends of DTX were moving forward as part of the recommendations. Mr. Haas stated that the report gave a rather short shrift to the Pennsylvania right-of-way and could possibly make it impossible for the neighboring hospitals and Chase Center arena to function. He said the IPT was a good idea and wanted to make sure that it was a public body and had noticed meetings and all the transparency that public groups had.

Bob Feinbaum, President of Save Muni, said Save Muni fully supported the goal of the project but believed that the TJPA was already positioned to keep the project moving forward and was not in favor of the IPT. He noted that the private sector and construction unions had been left out of the IPT and suggested that they be added to the mix.

Adina Levin thanked staff and consultants for rethinking the project and positioning it for long-term success as a key connection of regional and national significance. She asked how Caltrain's service vision, increasing ridership up to 250,000 people, and the region's look at a second transbay crossing were going to fit together. She said the region needed to do a better job of managing delivery of major projects as a whole.

Peter Straus, member of Friends of DTX, said he shared a lot of the frustration voiced by others in regard to the delay in resuming the actual engineering work, but was glad to see the resumption of work at the Pennsylvania grade separation and 22nd Street Caltrain station. He said the delay in engineering may not be recovered by the change in strategy for delivering the project. He added that Friends of DTX looked forward to moving the project forward expeditiously and would comment further after reviewing the final report.

Chair Peskin stated that during Part 1 (the transit center) delivery of the project, the Board of Supervisors approved a \$250 million bailout as a result of the TJPA being behind schedule and over budget. He said the project suffered from a number of construction defects and these issues had led to the Board instructing Transportation



Authority staff to convene a peer review panel. Chair Peskin stated that it was better to invest in the front end of a project to ensure on time delivery. He asked Mr. Fisher if he would like to respond to public comment and address the difference between the status quo and the recommendations around reform.

Mr. Fisher said the region had changed since the project was initiated and noted the peer review panel felt that the region was in a national competition for federal funding. He said part of the relook was to come up with a credible funding plan that would make it easier to get political support at every level. Mr. Fisher said the current notion that the project was not just a San Francisco project, but instead part of a regional rail system had not been well articulated and was at that the core of the recommendations. He said a detailed two year plan was laid out in the report and showed that if the region started working together now, in 24 months, it could have credible funding plans and a better defined initial phase that would be more credible to voters.

Chair Peskin stated that the Board would provide the public until the next Board meeting to review the final report before taking up acceptance.

Chair Peskin continued Item 6 to the October 22, 2019 Transportation Authority Board meeting without objection.

7. Allocate \$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, presented the item per the staff memorandum.

Commissioner Brown stated that Commissioner Safai had asked her to make a motion to amend the Bike to Work Day 2020 Prop K allocation with the condition that energizer stations be equitably distributed throughout the city. She also stated that Commissioner Safai had noted that residents on the west side of the city had to travel long distances to reach energizer stations in past years.

In regard to the Octavia Boulevard Circulation and Accessibility Study, Commissioner Brown asked how traffic could be diverted before bottle necking at Octavia Boulevard and noted that her original request had asked that the study go farther west than what was displayed on the study's map.

Priyoti Ahmed, Transportation Planner, said the study was not solely focusing on Octavia Boulevard, but would also be looking at the west side of the city to better understand who was traveling at different times of the day. She said the map was showing where the congested area was on Octavia Boulevard, but the study would examine traffic patterns going upstream. She added that the solution could lie in diverting traffic before it reached Octavia Boulevard.

Commissioner Fewer asked if paratransit riders were required to sign up at the mobility management program, what the cost was to utilize paratransit and the demographics of riders who used the program.

Jonathan Chang, Program Manager at SFMTA, said the mobility management program operated separately from the paratransit program and was meant to help all seniors and people with disabilities identify transportation resources that best meet their needs. He said individuals looking to sign up for paratransit were not required to



sign up through the mobility management program and said the paratransit application was available in 9 different languages online.

Commissioner Fewer asked if the paratransit interview for prospective riders was done in person.

Mr. Chang said that paratransit applicants were required to interview in person but noted that the program coordinated pick up and drop offs for all applicants.

Commissioner Fewer asked if there was any demographic data on who accessed paratransit services.

Mr. Chang said he did not have demographic data on hand but would forward that information to Commissioner Fewer.

Commissioner Fewer requested the demographic data by language, preferred language and income levels. She said the data would demonstrate if the SFMTA's outreach strategy was reaching the communities in most need. She also asked if paratransit riders were surveyed to gauge satisfaction and provide feedback.

Mr. Chang said 500 riders were surveyed annually and asked about their most recent paratransit experience and overall satisfaction with the program. He said there was a paratransit coordinating council comprised of consumers, service providers and Community Based Organizations (CBOs). He said the council met every six weeks to discuss quality of service and ways to improve service. A sub-committee meets each month to focus on a specific paratransit transportation mode.

Commissioner Fewer asked what the cost was to access a paratransit ride.

Mr. Chang said the cost to access a shuttle trip was \$2.50 and for the taxi program riders paid the meter rate. He did note that the taxi program was subsidized for riders with the riders being provided \$30, onto their taxi program debit card, for every \$6 of fare spent.

Commissioner Fewer asked if these programs were expensive for the riders.

Mr. Chang said SFMTA provided an 80% subsidy to all riders and said the average taxi trip was \$13 with the user paying \$2 -\$2.50 on their end.

Commissioner Fewer reiterated her request for demographic data and a summary of the surveys to see what was working and what needed improvement. She noted that seniors were the fastest growing demographic in District 1 and said that she had received complaints from District 1 seniors regarding the need to request a paratransit ride at least one day in advance. She asked if SFMTA had plans to create an on-demand paratransit option for emergency situations.

Mr. Chang said the shuttle service did require a reservation one day in advance, but the taxi program provided same day service. He said SFMTA was working with Fly Wheel to have paratransit customers request service through an app. He added that the SFMTA was working on creating an online reservation system for the shuttles, to allow customers to schedule a ride in advance.

In regard to the Bicycle Safety Education and Outreach program, Commissioner Fewer asked if the program was educating bicyclists to not ride on sidewalks, yield to pedestrians and stop at arterials.



Chris White, Program Director at SFBC, said that the program taught all bicyclists to abide by all rules of the road and also not ride on sidewalks.

Commissioner Fewer said the demographics were not racially diverse. She said the program needed to represent all San Franciscans, being that it was funded by tax payers. She said a lot of the data collected reflected the same demographic issues the city had around accessibility for all residents. She requested information on age.

Mr. White said SFBC collected information on age in their surveys and noted it was an optional question. He said SFBC worked frequently with community based organizations (CBOs) to facilitate outreach to demographic area that were more challenging to reach and noted that the current year's classes were in partnership with CBOs in communities of concern. SFBC hoped that the data would change by the end of the year. Mr. White said the program was currently in the first part of the contract and the classes that required more outreach would be provided toward the latter part of the contract.

Commissioner Ronen supported Commissioner Brown and Safai's requests to amend the Bike to Work Day 2020 funding to include energizer stations in all districts.

Commissioner Brown made a motion that funds for Bike to Work be conditioned upon SFBC locating one or more energizer station(s) per district, the motion was seconded by Commissioner Ronen.

During public comment Roland Lebrun suggested Caltrain utilize hybrid trains as part of their electrification project to enable service south of San Jose and into Gilroy.

Francisco Da Costa suggested that a needs assessment with goals and timelines be attached to all Prop K requests. He asked that program managers have empathy towards vulnerable residents in the city when making allocation requests.

Chair Peskin asked that Commissioners Brown and Ronen temporarily withdraw their motion and second to amend Item 7 to allow a motion and second to be made to approve the item.

Commissioners Brown and Ronen temporarily withdrew their amendment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

Commissioner Brown moved to amend the item to add a condition that funds for Bike to Work be conditioned upon SFBC locating one or more energizer station(s) per district, seconded by Commissioner Ronen.

The amendment to the item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)



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

Nick Carr, SFMTA Transportation Planner, presented the item.

During public comment Francisco Da Costa spoke about the contributions of the Filipino community and close family ties. He stated that the budget for the program was inadequate and that the Filipino community deserved more.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

9. Approve San Francisco's Program of Projects for the 2020 Regional Transportation Improvement Program - ACTION

Amber Crabbe, Public Policy Manager, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani and Yee (8)

Absent: Commissioners Haney, Safai and Walton (3)

10. Approve 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

During public comment Francisco Da Costa requested that all future Yerba Buena Island presentations inform San Franciscans about the over 500 sacred remains that were found on the island and how the remains are being cataloged.

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

The item was approved without objection by the following vote:

Ayes: Commissioners Brown, Fewer, Mandelman, Mar, Peskin, Ronen, Stefani, Safai and Yee (9)

Absent: Commissioners Haney and Walton (2)

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.



12. Public Comment

There was no public comment.

13. Adjournment

The meeting was adjourned at 12:00 p.m.



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
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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 5

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

RECOMMENDATION Information Action

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

SUMMARY

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

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



DISCUSSION

BACKGROUND

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

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

COMMUNITY OUTREACH

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

RECOMMENDATIONS AND NEXT STEPS

The recommendations generated through the public outreach include:

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



- Wrapping sidewalk utility boxes with art elements.

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

FINANCIAL IMPACT

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

CAC POSITION

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

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

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

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

PROJECT PROGRAMMING REQUEST

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

General Instructions

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

ADA Notice

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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									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259				5,830	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259				5,895	\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 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 6

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

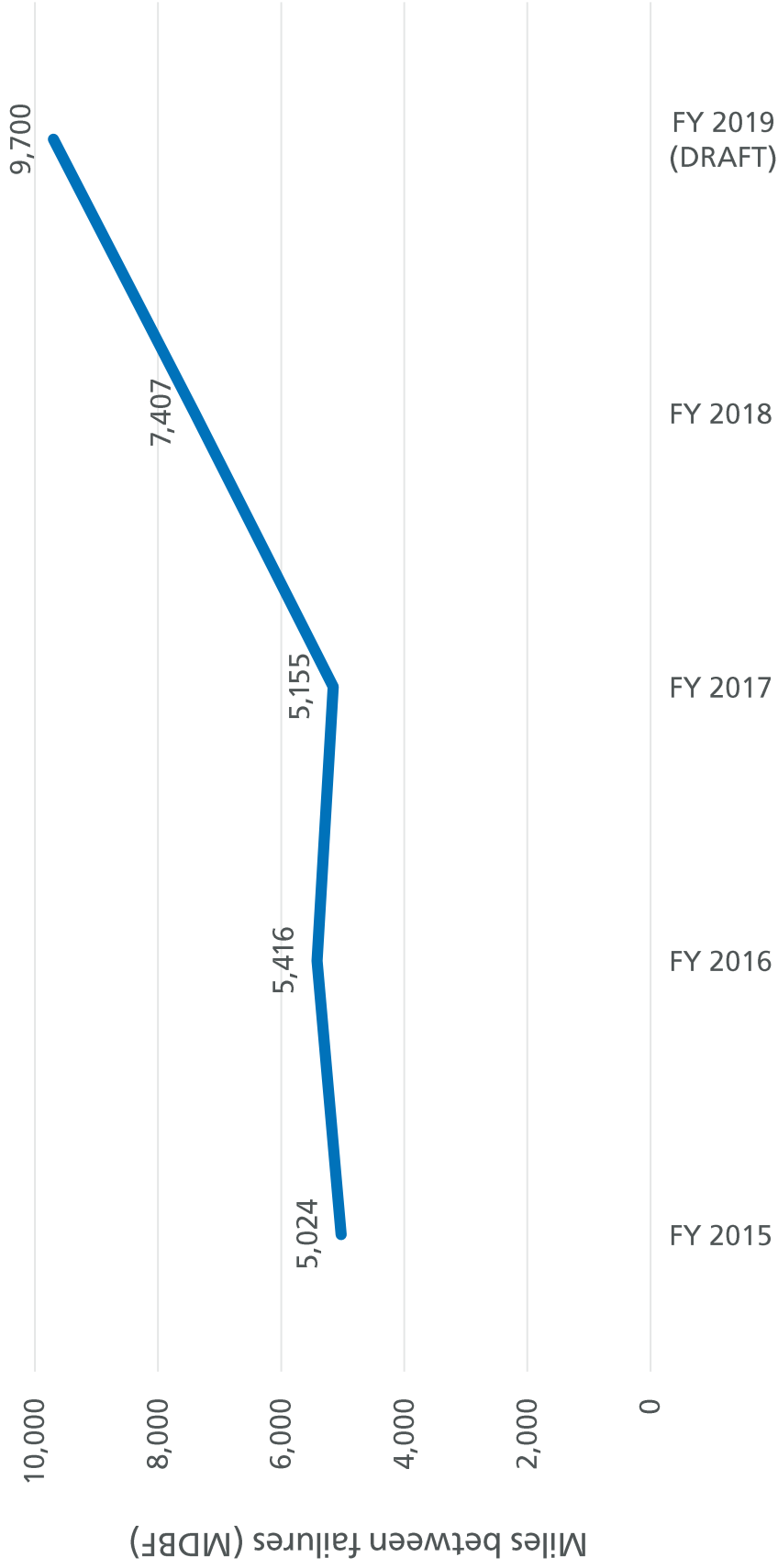
Improved reliability means better service

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



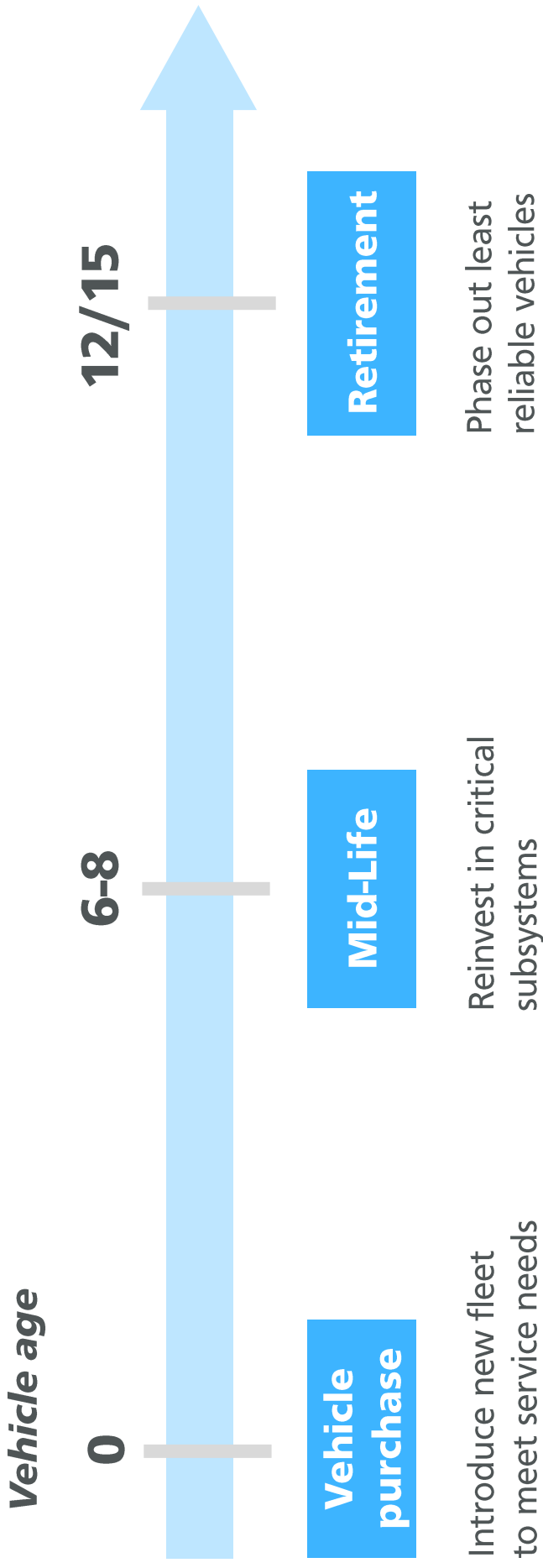
Continuous improvement

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



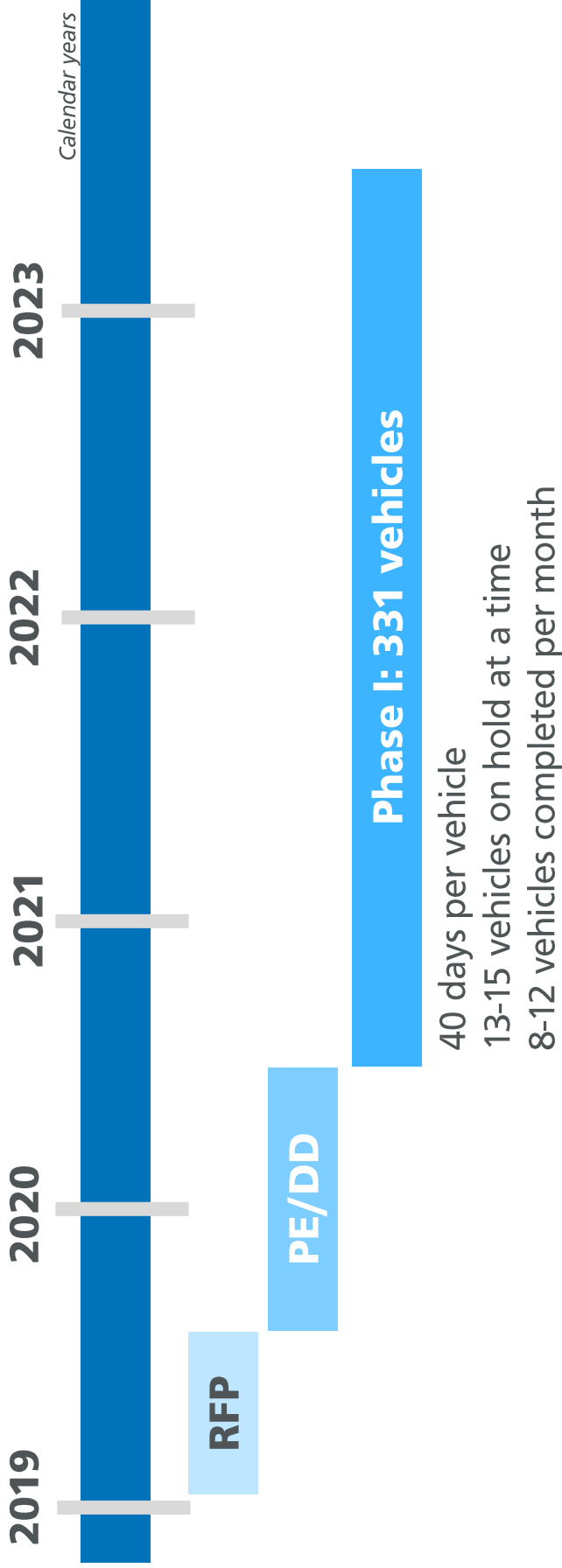
Cosmetic



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 7

DATE: September 17, 2019

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects

SUBJECT: 10/08/19 Board Meeting: Execution of Amendment No. 4 to the Memorandum of Agreement with the Treasure Island Development Authority for Yerba Buena Island Vista Point Operation Services to Increase the Amount by \$640,000, to a Total Amount Not to Exceed \$1,595,000, and Extend the Agreement through June 30, 2021

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

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

65

YBI Construction Projects

YBI WB Ramps
Opened October 2016

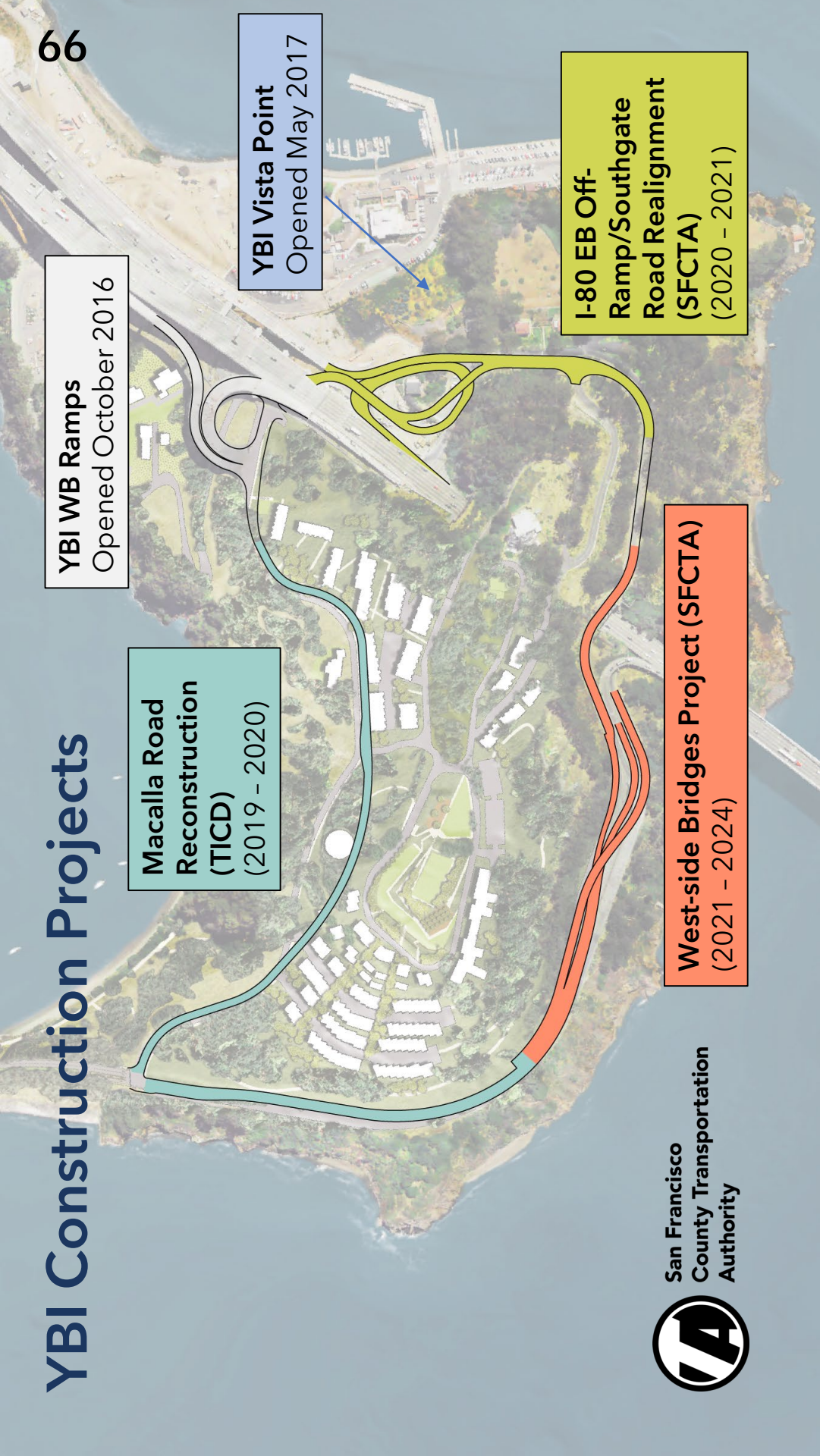
Macalla Road Reconstruction (TICD)
(2019 - 2020)

YBI Vista Point
Opened May 2017

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

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

San Francisco County Transportation Authority



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



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



RESOLUTION ALLOCATING \$24,253,024, WITH CONDITIONS, AND APPROPRIATING \$49,724 IN PROP K SALES TAX FUNDS FOR 22 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 3 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 (SFBC), which organizes Bike to Work Day, to develop an appropriate special condition 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; and

WHEREAS, After some discussion, the Transportation Authority Board approved an amended staff recommendation that added a special condition to the SFMTA's Bike to Work Day project requiring that the SFBC include one or more energizer stations in each supervisorial district; and

WHEREAS, On October 12 Governor Newsom vetoed Assembly Bill 1605 (Ting), which would have enabled the Board of Supervisors to establish a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street; and thus, staff has withdrawn the Lombard Crooked Street Paid Reservation System appropriation request for \$700,000 as it was contingent upon AB 1605 becoming law; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the enclosed allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$24,253,024, with conditions, and appropriates \$49,724 in Prop K sales tax funds for 22 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 (22)

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 [NTPP Planning, Capital]	\$ 700,000	\$ 1,714,100	52%	50%	Planning-Construction	2
Prop K	44	SFCTA, SFMTA	Octavia Boulevard Circulation and Accessibility Study Update [NTPP Planning]	\$ 100,000	\$ 300,000	40%	67%	Planning	5
TOTAL				\$ 24,302,748	\$ 2,049,537,265	77%	99%		

Attachment 1: Summary of Requests Received

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).
- ² Acronyms: PCJPB (Peninsula Corridor Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
22P	PCJPB	Marin Street & Napoleon Street Bridges Rehabilitation	\$540,000	Address structural deficiencies by retrofitting or replacing bridge structural elements to extend the useful life of the structures. The project also addresses trespasser encampments and illegal dumping through additional fencing and potential installation of fill material that still allows access to the bridge superstructure for inspections and repairs.
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$1,000,000	Replace the Guadalupe River Bridge in San Jose, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits for Caltrain and freight operations.
22U	PCJPB	Peninsula Corridor Electrification Project	\$4,912,000	The Peninsula Corridor Electrification Project will convert Caltrain from a diesel-hauled commuter rail service to one that uses electrically powered trains consisting of high-performance electric multiple units for service between San Francisco (Fourth and King Station) and San Jose (Tamien Station). It will result in faster, more frequent service; reduce pollutants; and support Caltrain's long-term financial sustainability. The multi-agency funding agreement for the project, signed by the SFCFTA and CCSF, includes \$80 million local contributions to the project by each the three PCJPB member counties (San Francisco, San Mateo and Santa Clara). The SFCFTA has committed about \$41 million primarily from the Prop K and One Bay Area Grant 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 [NTPP-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 [NTPP 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			\$24,302,748	

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: <u>Funds are conditioned upon the San Francisco Bicycle Coalition locating one or more energizer station(s) per district. (As amended by SFCTA Board at its October 8 meeting.)</u></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	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	SFMTA	Safe Routes to Schools Program Administration	\$ 200,000	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.
43, 44	SFCTA	Lombard Crooked Street Paid Reservation System [NTPP Planning, Capital]	\$ 700,000	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 [NTPP 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			\$24,302,748	

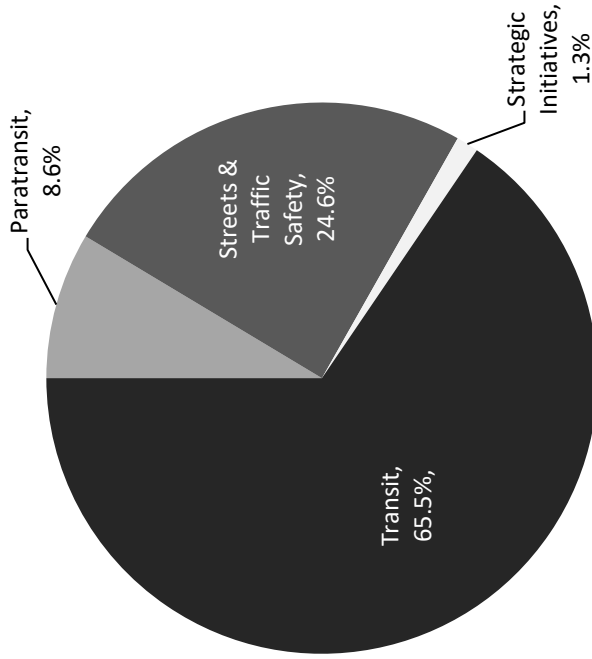
¹ See Attachment 1 for footnotes.

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

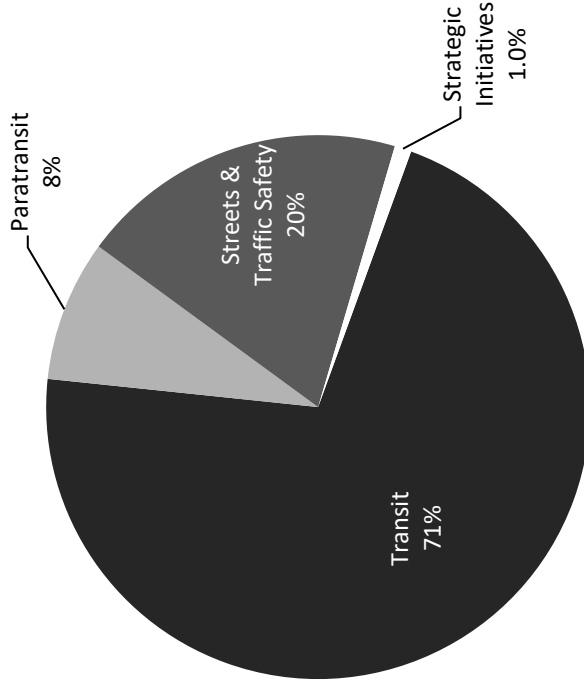
PROP K SALES TAX										
		FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26		
Total										
Prior Allocations	\$	43,910,961	\$ 15,884,238	\$ 14,740,485	\$ 4,496,872	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$	717,500
Current Request(s)	\$	24,302,748	\$ 12,943,409	\$ 9,823,237	\$ 1,536,102	\$ -	\$ -	\$ -	\$	-
New Total Allocations	\$	68,213,709	\$ 28,827,647	\$ 24,563,722	\$ 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 8

DATE: September 19, 2019 (Revised 10.17.19)
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 \$49,724 in Prop K Sales Tax Funds for 22 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 \$49,724 in Prop K funds for 1 requests:</p> <ul style="list-style-type: none"> 22. Octavia Boulevard Circulation and Accessibility Study Update [NTIP Planning] (\$49,724) <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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FOLLOW-UP

Subsequent to the October 8, 2019 Board meeting, Governor Newsom vetoed Assembly Bill 1605 (Ting) that would have given the Board of Supervisors the authority to establish a pilot paid reservation system for managing automobile congestion on the 1000 block of Lombard Street. Thus, we have deleted the Lombard Crooked Street Paid Reservation System appropriation request for \$700,000 from the list of recommended allocations and appropriations. Meanwhile, we are continuing to work with Commissioner Stefani's office and Assemblymember Ting's office to see if we can identify other ways to address the significant congestion and quality of life issues that are impacting the Crooked Street and surrounding neighborhood.

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
- Attachment 5 - Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital] Allocation Request Form
- Enclosure 1 - Allocation Request Forms (22)

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transportation/Land Use Coordination
Current Prop K Request:	\$700,000
Supervisory District(s):	District 02

REQUEST

Brief Project Description

The "crooked" section of Lombard Street is both a residential neighborhood and one of the most popular tourist destinations in the city. The increasing volume of visitors has put a significant strain on the 1000 Block of Lombard Street, known as the "Crooked Street," resulting in automobile and pedestrian congestion that negatively impacts the quality of life in the neighborhood. The primary purpose of the Paid Reservation System is to manage automobile congestion, especially during peak hours, by requiring visitors who drive down the street to have a reservation.

Detailed Scope, Project Benefits and Community Outreach

The 1000 Block of Lombard Street, known as the "Crooked Street" draws as many as 2.1 million visitors each year, and up to 17,000 visitors per day. However, the 1000 Block and surrounding area is predominately residential in nature and not intended to accommodate the increasing volume of visitors to the Crooked Street. The increased volume of visitors has not only resulted in vehicular and pedestrian congestion beyond what the transportation infrastructure can handle, but has negatively impacted the surrounding neighborhood resistant to greater traffic circulation in the area.

The primary purpose of the Lombard Crooked Street Paid Reservation System is to manage automobile congestion, especially during peak hours, by requiring visitors who drive down the street to have a reservation. The System would create reservation slots that limit automobile arrivals to below the capacity of the street. The fee for a reservation helps support additional goals identified in a preceding 2017 study. First, the system is expected to achieve the goal of implementing a financially viable solution with funds generated from the reservation fee able to cover the cost of existing site operations, enforcement and maintenance. This will improve safety and the quality of life for residents of the Crooked Street and surrounding community. In addition, the system is expected to help preserve tourism at a sustainable level by providing visitors with a clear set of expectations for visiting by automobile; the ability to plan trips in advance; and shorter wait times to drive down the Crooked Street, thus creating a better experience.

The SFCTA project team drafted a Concept of Operations (ConOps), adopted by the Board on September 10, 2019. The ConOps describes the project location; proposed technology systems; on-site and customer service personnel; marketing requirements; reservation availability and fees; exemptions, restrictions and discounts; and enforcement. The System will work together with street changes and signage that will be legislated and implemented by SFMTA. In the development of the ConOps, the SFCTA conducted outreach to the neighborhood and to the travel industry.

On behalf of District 2 Supervisor Stefani, we are seeking Prop K funds to continue planning, and subject to required state and local legislative approvals (including designation of the SFCTA as the Program Administrator), implement a pilot Lombard Crooked Street Paid Reservation System.

The detailed scope of work for this phase - planning (including environmental clearance) and implementation (including the first year of operations for paid reservation system) - is attached.

Project Location

Lombard Street between Larkin and Leavenworth

Project Phase(s)

Planning/Conceptual Engineering, Construction

Justification for Multi-phase Request

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).

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$700,000
Justification for Necessary Amendment	
<p>The subject request includes a cost-neutral amendment to the Transportation Demand Management (TDM)/ Parking Management (EP-43) 5YPP to reprogram \$200,000 in FY2019/20 Mobility as a Service Pilot - Placeholder funds to FY2020/21, and to reprogram an equal amount of Demand & Pricing - Placeholder from FY2020/21 to FY2019/20. \$600,000 in placeholder funds are requested from the EP-43 5YPP as follows: \$240,000 from NTIP Placeholder carry-forward from the 2014 EP-43 5YPP; \$130,000 from Tourist TDM Program, \$30,000 from Emerging Mobility Pilots, and \$200,000 from Demand & Pricing placeholder. The request also includes an agreement that if the remaining TDM funds programmed to SFMTA projects and programs are fully allocated, the Transportation Authority will support a Strategic Plan amendment to advance funds from future years to meet funding needs.</p>	

LOMBARD CROOKED STREET PAID
RESERVATIONS SYSTEM
PLANNING AND IMPLEMENTATION
SCOPE OF WORK

1 PROJECT CONCEPT

1.1 DOCUMENT PURPOSE

This Scope of Work describes the tasks involved to complete planning and implement a system to manage vehicular demand on the 1000 block of San Francisco's Lombard Street, including:

- Business Rules;
- Environmental approvals;
- Reservation system vendor procurement;
- Reservation system final design, installation, and testing.
- Street signage and striping;
- Marketing, including engagement with the tourism industry; and
- Agency agreements.

1.2 BACKGROUND

Lombard Street's landmark "Crooked Street" segment, located at the 1000 Block of Lombard Street between Hyde and Leavenworth streets, attracts approximately 2.1 million visitors per year. However, the 1000 Block and surrounding area is predominately residential in nature and not intended to accommodate the increasing volume of visitors to the landmark Crooked Street. The increased volume of visitors has not only resulted in vehicular and pedestrian congestion beyond what the transportation infrastructure can handle, but has negatively impacted the surrounding neighborhood residents and greater traffic circulation in the area. Several of these impacts are identified below:

- Daily vehicle queues at the entrance of the Crooked Street can last up to 10 hours per day, impacting vehicle circulation in the surrounding neighborhood;
- During peak periods, vehicle queues can extend as far west as Van Ness Avenue, impacting traffic circulation in the surrounding neighborhoods and on US 101, which runs on Van Ness Avenue and Lombard Street near the project site;
- Heavy pedestrian volumes result in sidewalk overcrowding in the area, inducing pedestrian and vehicle conflicts that result in traffic obstructions and degraded pedestrian safety;
- General congestion at the entrance to the Crooked Street has impacted the safe operation of the historic cable cars that run on Hyde Street; and
- Has generally degraded the quality of life in the surrounding neighborhoods due to littering, loitering, and noise and air pollution.

1.3 PROJECT GOALS

In March 2017, the San Francisco County Transportation Authority (Transportation Authority) issued *Lombard Study: Managing Access to the "Crooked Street" Final Report* (2017 Study). The 2017 Study goals were informed by onsite observations of traffic circulation, traffic volume counts, intercept surveys, and interviews with local residents as well as community groups and businesses. A key recommendation of the 2017 Study was to advance the feasibility evaluation of a pricing and/or reservation system that would manage Crooked Street access. As a result, the Transportation Authority

initiated the Lombard Crooked Street Pricing and Reservation Study with the goal of developing a solution that best meets the following six key project goals that were carried over from the 2017 Study:

- Managing pedestrian congestion
- Managing auto congestion
- Ensure traffic safety
- Maintain livability of the surrounding neighborhood
- Preserve tourism at a sustainable level
- Implement a financially viable solution

The paid reservation system Concept of Operations lists the six project goals and their respective metrics for effectiveness, along with minimum and ideal targets for meeting each metric. These metrics and targets served as the basis for the identification of a preferred system operating concept.

1.4 SETTING

The Crooked Street is located along the 1000 block of Lombard Street, between Hyde and Leavenworth streets, in the primarily residential Russian Hill neighborhood. This segment of Lombard Street is a one-way eastbound residential street with signature switchbacks, landscaping, and vistas that draws as many as 2.1 million visitors per year and up to 17,000 visitors per day. Vehicular access to the Crooked Street is only permitted at the intersection of Lombard and Hyde streets from eastbound Lombard Street and northbound Hyde Street; left-turns from southbound Hyde Street onto the Crooked Street are prohibited at all times and right-turns from northbound Hyde Street on the Crooked Street are prohibited at all times except for residents. The Powell/Hyde Cable Car operates on Hyde Street where Hyde Street intersects Lombard Street at the Crooked Street segment. Also, as the 2017 Study indicated, while there is currently a restriction in the area for vehicles with the capacity for 8 or more passengers, observers have noted a number of tour bus operators ignoring these regulations on occasion.

1.5 TRAFFIC MANAGEMENT APPROACH

This section describes the ways that a paid reservation is proposed to be used to manage vehicle demand. This concept requires motorists to pre-purchase a reservation at a set price. This concept is intended to manage vehicle queueing through the reservation system, and also generate a dedicated source of revenue to maintain the system and address neighborhood impacts from tourism. In terms of preserving sustainable tourism, the paid reservation alternative would enable tourists to plan their trips in advance and substantially reduce the uncertainty of waiting in congestion to drive down the Crooked Street.

2 PLANNING PHASE SCOPE OF WORK

The following tasks will be conducted as part of the Lombard Crooked Street Paid Reservation System planning phase:

- Preparation and Adoption of Business Rules
 - Preparation and Approval of the Environmental Document.
-

2.1 BUSINESS RULES

The operating agency for the Lombard Paid Reservations System will prepare and adopt Business Rules. This task involves the development and adoption of business rules that will govern the use and operation of the Lombard Paid Reservations System. Ultimately, the intent of the business rules is to guide the development of the technical requirements and standard operating procedures for the system.

The hours of operation of the paid reservation system and the price of reservations would vary. The system would operate between 9:00 a.m. and 9:00 p.m., seven days per week. Remaining off-hours each day would allow free, unreserved access to the Crooked Street. As an initial measure, the price for a reservation under this scenario would be set at \$10 on Saturdays, Sundays, and holidays, and \$5 all other days of the week. The intent of this price differential is to encourage drivers to visit on off-peak days when the demand is lower, i.e. Tuesdays through Fridays, or to visit the Crooked Street by another mode such as walking, bicycling, and transit if visiting on the highest demand days. The preliminary business rules will be finalized and adopted by the system operating agency as part of this phase and scope of work.

The Concept of Operations document describes the initial analysis supporting the initial hours of operation, pricing, and discount/exemption provisions in more detail.

2.2 ENVIRONMENTAL CLEARANCE

The San Francisco Planning Department will prepare the environmental clearance for the system. This Task includes preparing an agreement with SF Planning, as applicable; preparing a project description; and preparing a categorical exemption or other environmental documentation, as determined by the SF Planning Department and the System Operating Agency.

2.3 FINAL DESIGN DELIVERABLES

Adopted Business Rules

Approved Environmental Document

3 SYSTEM PROCUREMENT SCOPE OF WORK

The following tasks will be conducted as part of the Lombard Crooked Street Paid Reservation System procurement:

- Request for Proposals for Paid Reservation System Vendors
- Award of a Contract by the System Operating Agency
- Design and testing of a Reservation System

3.1 SYSTEM VENDOR

The system vendor will be the entity hired by the system operator to conduct day-to-day operations of the Lombard Paid Reservations System. The system operator may enter into an agreement with private contractors to provide all or some of the system elements.

- Designing, implementing, operating and maintaining the online/phone system
- Operating and administering the on-site operations of the system
- Monitoring and reporting on system performance
- Collection and distribution of operating revenue
- Protecting personally identifiable information

3.2 SYSTEM VENDOR PROCUREMENT

The system operator will issue a Request for Proposals from companies specializing in paid reservation or ticketing systems to serve as the system vendor. This scope of work assumes the functions and responsibilities outlined in this section can be provided by a Contractor selected through a competitive RFP process.

TECHNOLOGY SYSTEMS

The Contractor is assumed to be able to design, implement, operate and maintain both the back end and front end of the reservation system – a user interface(s) that accept reservations as well as a database that keeps records of reservations. The system should have the following types of access:

- Visitor access via website, mobile device and telephone that allows for making a reservation and secure payment. Website should be mobile-phone friendly with the option to view it in multiple languages. No reservations or payments should occur with on-site personnel at the Crooked Street.
- Contractor access to verify reservations on-site and assist with data collection to monitor performance such as tracking the date, time and number of vehicles that transit the Crooked Street and whether reservations made are fulfilled. The Contractor is expected to provide any equipment or supplies that may be needed for this purpose (e.g. handheld devices, wireless internet hotspot). The system would also require access for customer service personnel to assist visitors with specific questions regarding reservations.
- Administrative access to contractor-collected data for the operating agency for the purposes of performance monitoring. A preliminary list of data that is thought to be needed is in Section 7.1 of the Concept of Operations.

The reservation system should also have the following additional capabilities:

- Distinguish different user groups and provide a distinct registration and verification system for Crooked Street residents and guests of Crooked Street residents.

- Allow for discounts and promotions.
- Prevent fraud and abuse of the system by, among other items:
 - providing distinct reservation codes to prevent improper copying, duplication, or counterfeiting of reservations.
 - limiting one person or entity from purchasing a bulk number of reservations.
 - Release reservation slots in a tiered fashion in the leadup to any given day to ensure reservations are available for tourists who plan a visit to the Crooked Street further ahead of their trip as well as those that do not (for example: 75% of reservations released one month prior, 20% of reservations released one week prior, and 5% of reservations released day-of).
- Easily adjust configurable parameters of pricing, reservations and hours of operations as described in Chapter 7 of the Concept of Operations.

Please refer to Chapter 6 of the Concept of Operations for more detail about these desired system elements.

ON-SITE PERSONNEL

The Contractor is assumed to be able to employ reservation staff to administer the on-site operations of the system (primarily verifying visitor reservations, providing information to visitors without reservations, and collecting data). The Transportation Authority has identified a minimum of two reservation staff needed on-site to fulfill these duties during operational hours (see Figure 2 in Attachment 1).

Currently, and in the proposed system, only Crooked Street residents are allowed to make right turns from northbound Hyde onto the Crooked Street. Contractor staff are not to direct traffic and will not verify resident passes of vehicles turning right onto the Crooked Street. Those duties will be performed by San Francisco Municipal Transportation Agency (SFMTA) Parking Control Officers (PCOs) also shown in Figure 2. A San Francisco Police Department officer will issue any violations to motorists who disobey PCOs' directions or signage that state that reservations are required. Community ambassadors, hired under contract by the Office of Economic and Workforce Development, are also present at the Crooked Street and focus on cleaning the street and promoting the safety and hospitality of the area for tourists. Note that PCOs, Police Department staff, and existing on-site community ambassadors will not be the Contractor's responsibility but will be part of the overall site and reservations system operations.

CUSTOMER SERVICE PERSONNEL

The Contractor is assumed to be able to employ staff during operational hours to arrange reservations over the phone and respond to customer service inquiries. Given the number of international visitors to the Crooked Street, it is expected that online or telephone customer service should be available in multiple languages.

MARKETING

The Contractor is expected to conduct marketing of the new paid reservation system to potential visitors, which will entail partnering with the San Francisco travel and tourism industry, other public agencies, as well as general advertising across various media.

INSURANCE

The Contractor is assumed to obtain and maintain liability insurance, at its own cost and expense, during the term of a contract. The minimum level and types of coverage will be specified in the RFP.

3.3 BACK-END SYSTEM DESIGN AND TESTING

This task involves designing the reservation system back end (database) and customer service systems and testing them prior to public launch.

A back-end system will be required to operate the Lombard Paid Reservations System. It is envisioned that the back-end system will be cloud-based and therefore will not require the physical installation of servers and communications infrastructure. The back-end system will provide the computing and storage capabilities required to manage the Lombard Paid Reservations System, including the following functionalities:

- Create and maintain database for paid reservations
- Create and maintain database for resident decals and guest passes
- Collect payment revenue
- Report on performance and finances

The back-end system will provide three types of access, including:

1. User access for residents, recreational visitors and exempt vehicles to make and pay for reservations and to request exemptions
2. Administrative access to change parameters and report information
3. Operator access to verify reservations and exemptions

These elements are further described in the following sections.

3.4 USER ACCESS DESIGN AND TESTING

This task involves designing the reservation system front end (website / other user interfaces) and testing them prior to public launch.

A website will be designed to serve as the primary interface for different user types with functionality to allow each distinct user type to interact with the system as appropriate. The website will be required to:

- Meet all industry standard encryption and payment requirements;
- Meet all rules and policies for protecting Personally Identifiable Information (PII);
- Offer information in multiple languages;
- Be accessible via desktop and mobile device; and
- Be ADA-compliant.

The user website functionalities for each distinct user type are described below.

3.4.1 TYPE A – RESIDENTS AND GUESTS

Residents will be able to use the website to request new or replacement resident decals and guest passes. Upon entering the required information, the website will query the back-end system to check whether the number of resident decals or guest passes associated with the user does not exceed a defined threshold. If so, a process will be triggered for issuance of the resident decal or guest pass.

The website will also provide information for other Type A users, such as delivery vehicles and other vehicles that may need to access the Crooked Street for non-recreational purposes. Information for these users will be provided via FAQs and instructions.

3.4.2 TYPE B – RECREATIONAL VISITORS

The website will include all elements necessary to provide a fully functional platform for recreational visitors of the Crooked Street from the initial landing page to the reservation confirmation page.

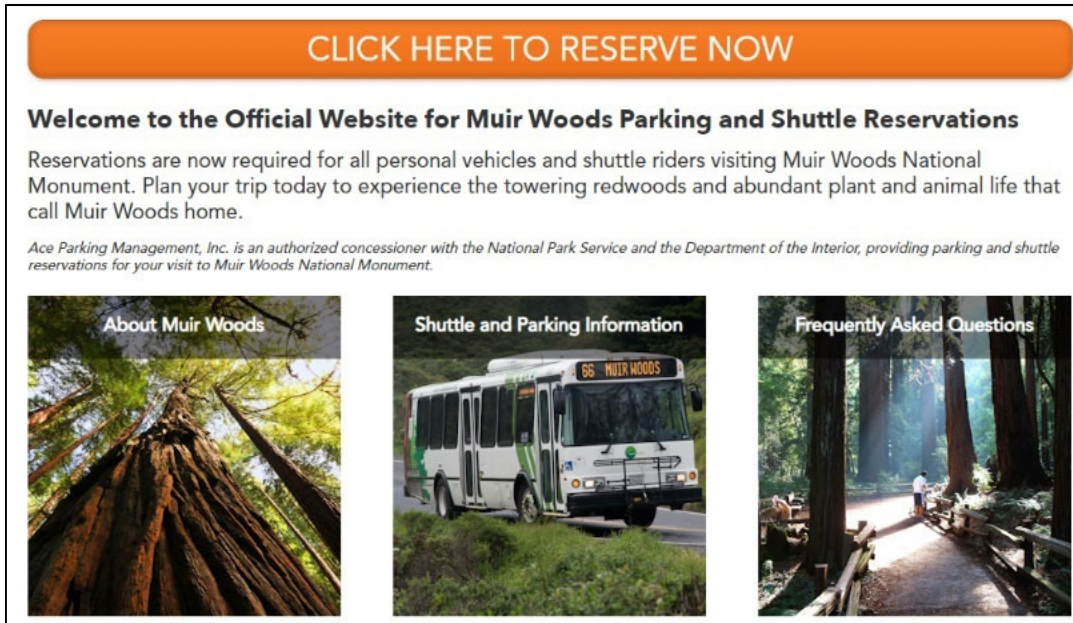


Figure 1: Example Muir Woods Website Screenshot (<https://gomuirwoods.com>)

Depending on final business rules, the website may also automatically e-mail a reminder of upcoming reservations (including visitor guidelines and suggestions) or allow users to cancel and/or refund a reservation. If cancellation is permitted, the cancellation policy may specify the number of days prior to a reservation that the reservation can be canceled or refunded.

To prevent fraud and abuse of the reservation system, the website will have the ability to limit the number of reservations made using the same IP address or credit card.

the same steps described above for paid reservations, with the exception of the step to provide payment.

3.5 ADMINISTRATION

The first year of operations will include a variety of top-level administrative functions, including data analysis, evaluation and reporting. The system will provide two types of reports: canned reports and ad-hoc reports. Canned reports include predetermined reports that are thought to be needed on a recurring basis and once configured can be easily generated by the system. Ad-hoc reporting allows administrators to specify a set of parameters used to query the system's database. Report information may be provided in the form of downloadable data sets or may be presented in a dashboard format.

Depending on the final design of the system and the need for verification, the back-end system will also provide access for system operators for the purpose of confirming reservations. This access may be provided via handheld devices that allow staff to input or scan unique reservation codes presented by users to pull up information that staff can use to verify the user. These devices could also allow data to be stored and transmitted to the back-end system for inventory management purposes. The following scenarios provide examples of how the on-site system could be used by staff to verify reservations.

- Type A Users (Residents) –If residents arrive without a decal, the handheld devices could also be used to pull up records of Crooked Street residencies to validate the arrival.
- Type A Users (Guests) – If needed, staff could use handheld devices to input or scan the codes on guest passes. The handheld devices will query the back-end system and provide staff with confirmation that the pass is valid. This functionality may be particularly useful to track the expiration date of guest passes.
- Type B and Type C Users (visitors with reservations) – The handheld devices could be used to verify the reservations presented to staff. Staff would use the handheld devices to key in or scan the unique reservation code and would be presented with information about the reservation, including whether the reservation is valid and whether the user has arrived within the designated window for their reservation.

In addition to aiding staff with verification of reservations, the handheld devices may also be used to collect and report information about the performance of the system as further described in the following section.

3.6 SYSTEM PROCUREMENT DELIVERABLES

- Request for Proposals for Paid Reservation System Vendors
- Award of a Contract by the System Operating Agency
- Design and testing of a Reservation System

4 INSTALLATION / CONSTRUCTION SCOPE OF WORK

This section describes the tasks needed to prepare the facility and signage concepts that are anticipated for the Lombard Paid Reservations System. The material in this section does not represent final design decisions. The intent of this scope of work is to take these initial concepts through the final design stage. This funding request includes the installation of these facilities near the Crooked Street. These may include temporary shelter or storage facilities for staff, and signage.

4.1 STAFFING

4.1.1 RESERVATION STAFF

The primary role of reservation staff is to manage visitors arriving with a reservation, including verification of reservations and identification of vehicles that have a valid reservation and those that do not have a valid reservation. This Scope of Work includes procurement and contracting with a vendor who will hire, train, and manage the reservation staff. This phase request anticipates one year of funding for reservation staff.

4.1.2 PARKING CONTROL AND SAN FRANCISCO POLICE OFFICERS

SFMTA Parking Control Officers (PCOs) will direct traffic to enter the crooked street from the through lane, or to turn right onto Hyde for traffic without a reservation. The primary role of SFPD officers is to monitor traffic and pedestrian safety, while also providing support to PCOs if necessary. This phase request anticipates one year of funding for PCOs and SFPD officers.

4.1.3 AMBASSADORS

The primary role of ambassadors is to serve as advisors to pedestrians traveling near the Crooked Street. One ambassador is recommended on either end of the Crooked Street, and is expected to be available to answer questions and provide helpful advice to tourists. This Scope of Work assumes that Ambassadors will continue to be funded by the General Fund and managed by the Fisherman's Wharf Community Benefits District.

4.2 TRAFFIC MANAGEMENT

Implementation of the Lombard Paid Reservations System will require revisions to traffic circulation, parking, and on-site staffing on the streets surrounding the Crooked Street. These revisions are illustrated below in Figure 2.

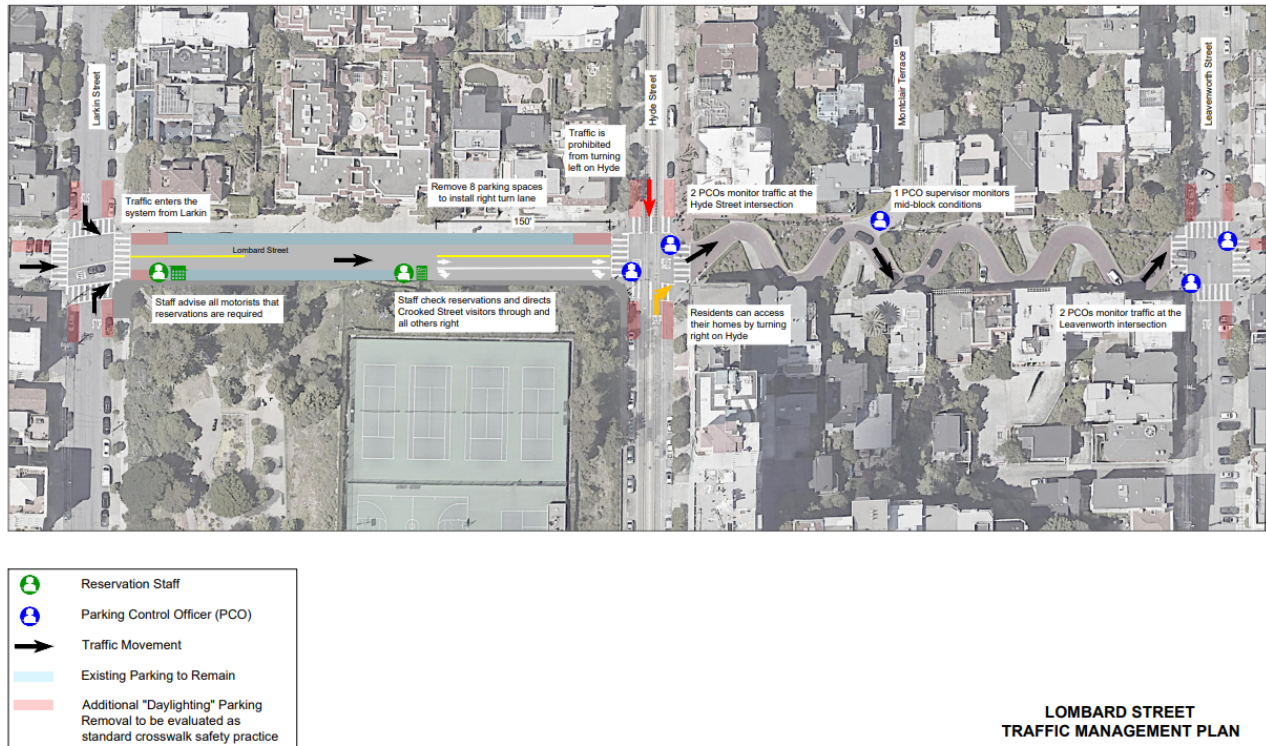


Figure 2: Lombard Paid Reservations System Traffic Management Plan

Currently, on peak weekends and holidays, the Crooked Street is staffed with five Parking Control Officers (PCOs). The implementation of the Lombard Paid Reservation System anticipates that this level of staffing will continue on peak weekends and holidays, and that PCO staff will be on site to cover the full hours of operation of the system. Fewer officers may be needed on site on weekdays and lower volume seasons. In addition to these PCOs, two or more personnel will be added on site dedicated to the management and verification of reservations, guest passes, and other ticketed entries. These staff positions are represented in the diagram above. Staffing is discussed in more detail in Section **Error!** **Reference source not found.**

Changes to traffic and parking regulations as illustrated in Figure 2 are summarized as follows:

- Throughout the area and on major arterials, signage will be posted advising that Lombard Crooked Street is closed to traffic, except with reservations.
- At Lombard & Larkin, a reservation staff member will be posted during hours of operations with a movable sandwich sign again advising the Lombard Crooked Street is closed to traffic, except with reservations. This staff member will not check tickets or reservations, but will offer guidance and assistance to those who need more information on how to make a reservation (either through an in-person conversation or by distributing cards with information in multiple languages).
- Approximately mid-block on Lombard Street, a second reservation staff member will be equipped with a handheld device that can be used to scan tickets and verify reservations. Beyond this staff position, parking on the south side of the street will be restricted, resulted in a net loss of approximately eight parking spaces. Eastbound Lombard Street will become two lanes – the curb lane (formerly parking) will be right turn only onto Southbound Hyde, with the center lane designated as straight ahead only. Vehicles with valid reservations will be directed into the straight ahead lane to proceed down the Crooked Street, while vehicles without valid reservations will be directed to the right turn only lane. During hours of operation, cones will be set up between the lanes to prohibit lane changes after verification.
- At the intersection of Lombard and Hyde, PCOs will direct traffic as appropriate by the lanes – straight ahead or right turn – on eastbound Lombard Street. Additional PCOs will direct vehicles out of the area when they reach Lombard and Leavenworth at the bottom of the Crooked Street.

All vehicles bound for the Crooked Street during the operating hours of the system will be required to approach via the Lombard/Larkin intersection. The existing restrictions on right turns and left turns from Hyde onto the Crooked Street will remain in place, except for residents of the Crooked Street and Montclair Terrace who will continue to be able to access the Crooked Street by making a right turn from northbound Hyde. User interactions with the system are detailed in the following sections.

During the development of this traffic management plan, the study team determined that there are existing pedestrian accessibility deficiencies along the south side of the 1100 block of Lombard Street. In particular, the sidewalk is interrupted mid-block by a large retaining wall for approximately 120 feet, or 1/3 of the total length of the block. At each end of the block, the existing sidewalk does not meet accessibility standards of six feet of clearance, with widths varying from 3.5 feet at the western end of the block to 4.5 feet at the eastern end of the block. The study team evaluated the potential to correct these deficiencies and complete the sidewalk, but found that significant design challenges and potential costs would be incurred, particularly around utility relocation. As a result, the study team recommends that this sidewalk be brought up to standard outside of the implementation of the Crooked Street Paid Reservation System.

As shown in the traffic management diagram, the study team also recommends that the SFMTA evaluate the potential for crosswalk daylighting at Lombard & Larkin, Lombard & Hyde, and Lombard & Leavenworth intersections to improve pedestrian visibility and safety.

4.3 SIGNAGE

An effective signage and communication plan is essential to communicating to visitors in cars that reservations are required to drive the Crooked Street well ahead of the Lombard/Larkin or Lombard/Hyde intersections. The system operator will need to coordinate signage content and locations with the SFMTA upon adoption of the final traffic management plan.

4.4 COMMUNICATIONS

The Lombard Paid Reservations System will utilize wireless communications and cloud computing to support operations. On-site equipment utilized by staff to verify reservations will rely on broadband cellular networks to communicate information. Staff may also utilize two-way radios to communicate with one another if needed. Cloud computing will be used for data storage and computing resources needed for the reservation and payment system, which eliminates the need for physical servers and associated infrastructure.

4.5 TOURIST INDUSTRY ENGAGEMENT

The 2017 Study recommended a variety of improvement strategies that would complement the paid reservation system and which could be implemented in the short- or mid-term.

The 2017 Study proposed as a short-term strategies to re-engage the tourism industry to advise tourists that the area is within a residential neighborhood, encourage visitors to arrive via alternative modes of transportation, advise visitors of vehicle and pedestrian congestion, and to remind visitors to observe posted signs and regulations.

This scope of work and phase includes a task for the system operator to engage with the Tourism Industry to develop a marketing and communications plan and collateral.

4.6 INSTALLATION / CONSTRUCTION DELIVERABLES

- Reservation System initial staffing
- Traffic and curb striping
- Signage designed and installed
- Communications connection
- Tourist Industry Engagement

5 CONTRACTS AND AGREEMENTS

The implementation and operation of the Lombard Paid Reservations System will require collaboration between several stakeholders, including the system operator and supporting San Francisco agencies. This section describes the required contracts and agreements that are included in this scope of work and phase request of the Lombard Paid Reservations System.

5.1 SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

The San Francisco Municipal Transportation Agency (SFMTA) has been a key stakeholder and contributor throughout the development of the initial Crooked Street studies and throughout the development of the pricing and reservation system outlined in this report. The role of SFMTA in the Lombard Paid Reservations System is not yet defined, and may change throughout the development of the project. SFMTA's current roles related to the Lombard Paid Reservations System include:

- Providing input on the development of the Lombard Paid Reservations System final design and implementation scope of work and cost estimate
- Providing parking control officers (PCOs) to manage vehicle and pedestrian congestion around the Crooked Street
- Managing and updating signage and parking restrictions near the Crooked Street

Pending future decisions, SFMTA may be required to enter into an agreement with the system operator to provide these services.

5.2 SAN FRANCISCO POLICE DEPARTMENT

The San Francisco Police Department (SFPD) roles related to the Lombard Paid Reservations System will likely include:

- Coordinating response functions related to incidents/disruptions on the Crooked Street
- Performing on-site enforcement of the system
- Enforcing motor vehicle violations

SFPD may be required to enter into an agreement with the system operator to provide these services.

5.3 OTHER POTENTIAL AGREEMENTS

If on-site facilities were either modified or constructed as part of the project, SFPW would need to be engaged in the project. Other example required agreements are likely to include:

- Cost and revenue sharing amongst entities providing services for the Lombard Paid Reservations System
 - Provision of services from vendors/contractors to deliver and operate the Lombard Paid Reservations System
-

5.4 CONTRACTS AND AGREEMENTS DELIVERABLES

San Francisco Municipal Transportation Agency

San Francisco Police Department

Other potential agreements

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Apr-May-Jun	2018	Jul-Aug-Sep	2019
Environmental Studies (PA&ED)	Jul-Aug-Sep	2019	Oct-Nov-Dec	2019
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2019	Jan-Feb-Mar	2020
Advertise Construction	Oct-Nov-Dec	2019		
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2020		
Operations	Apr-May-Jun	2020		
Open for Use			Apr-May-Jun	2020
Project Completion (means last eligible expenditure)			Apr-May-Jun	2021

SCHEDULE DETAILS

The SFCTA will conduct community outreach during the Fall 2019 in support of two actions:

- Board of Supervisors (BOS) ordinance authorizing the pilot and designating the operating agency for the Paid Reservation System. State authorizing legislation (AB 1605 (Ting)) requires that the BOS hold two public hearings.
- Preparation of final Business Rules, which will be adopted by the operating agency designated by the BOS and approved by the SFMTA. We expect the operating agency to adopt final Business Rules in February 2020.

Schedule dates are subject to change and will be informed by an underway Request for Information and the future Request for Proposals. The above schedule corresponds to completion of system planning and the initial year of operations. After initial start up costs, the program is anticipated to be self sustaining. AB 1605 authorizes up to a seven year pilot of the paid reservation system.

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

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation Demand Mgmt	\$200,000	\$400,000	\$0	\$600,000
PROP K: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
DISTRICT 2 ADD BACK (GENERAL FUND)	\$0	\$700,000	\$0	\$700,000
RESERVATION REVENUES	\$823,244	\$0	\$0	\$823,244
Phases in Current Request Total:	\$1,023,244	\$1,200,000	\$0	\$2,223,244

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$200,000	\$500,000	\$250,000	\$950,000
SFMTA	\$0	\$0	\$192,358	\$192,358
RESERVATION REVENUES	\$823,244	\$0	\$0	\$823,244
DISTRICT 2 ADD BACK (GENERAL FUND)	\$0	\$700,000	\$0	\$700,000
Funding Plan for Entire Project Total:	\$1,023,244	\$1,200,000	\$442,358	\$2,665,602

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$669,758	\$227,400	Actual + Engineer's estimate/ Concept of Operations
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$1,995,844	\$472,600	Engineer's estimate / Concept of Operations
Operations	\$0	\$0	0
Total:	\$2,665,602	\$700,000	

% Complete of Design:	30.0%
As of Date:	08/31/2019
Expected Useful Life:	7 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]

SUMMARY BY MAJOR LINE ITEM - PLANNING		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 127,400	56%
2. Legal Counsel	\$ 50,000	22%
3. Comms Contract	\$ 50,000	
TOTAL PHASE	\$ 227,400	

TOTAL LABOR COST BY AGENCY	
SFCTA	\$ 90,000
SFPlanning	\$ 5,000
SFMTA*	\$ 32,400
SFDPW	\$ -
TOTAL	\$ 127,400

*SFMTA amount is 80% labor an 20% materials for pavement striping work.

SUMMARY BY MAJOR LINE ITEM - IMPLEMENTATION (CONSTRUCTION/OPERATIONS)					
Budget Line Item	Totals	SFCTA	SFPD	SFMTA	Contractor
1. Vendor Cos					
Labor	\$ 700,000				\$ 700,000
Marketing	\$ 62,500				\$ 62,500
Equipment / Supplies	\$ 36,200				\$ 36,200
Website	\$ 45,000				\$ 45,000
Subtotal	\$ 843,700				\$ 843,700
2. Parking Control Office	\$ 502,080			\$ 502,080	
3. Signage (15@ ~\$15K eac	\$ 155,000			\$ 155,000	
4. Enforceme	\$ 150,000		\$ 150,000		
5. Insuran	\$ 25,000	\$ 25,000			
6. Leg	\$ 50,000	\$ 50,000			
7. Communications Contra	\$ 50,000	\$ 50,000			
8. Staffi	\$ 220,064	\$ 220,064			
TOTAL CONSTRUCTION PHASE	\$ 1,995,844	\$ 345,064	\$ 150,000	\$ 657,080	\$ 843,700

**SFMTA LIVABLE STREETS
Project Budget Distribution**
Lombard Crooked Street Project (SFCTA)

Job Title:

Funding Source:

Project Manager:

Project Start Date:

Project Completion Date:

Index Codes:

Total Project Cost with 20% Contingency:

Date:

Tori Winters

8/2019

8/2020

32,400

9/20/2019

\$

Summary of Project Costs

SUMMARY	NOTES	TOTAL
SFMTA Costs	See other sheets for itemized cost estimates.	\$ 26,964
Labor	\$ 10,298	
Striping	\$ 5,666	
Sign	\$ 11,000	
TOTAL PROJECT COST		\$ 27,000

SFMTA Planning and Design Engineering Labor*

Class	Roles	Name	Rate	Hours	Estimated Total*
5211 Senior Traffic Engineer	Final design review and sign off		\$235.85	1	\$ 236
5241 Traffic Engineer	Section design review		\$205.51	4	\$ 822
5207 Associate Engineer	Design review and revision, check drawing in and out		\$179.19	8	\$ 1,434
5288 Transportation Planner II	Project management and support for engineer		\$140.39	20	\$ 2,808
5203/5201 Assistant/Junior Engineer	Initial design, field work, legislation		\$156.22	32	\$ 4,999
					\$ -
					\$ -
TOTAL				65	\$ 10,298

* Please note that the labor charges are just an estimate. For accurate and current charges, additional information will be required.

1. The "step" of the employee. Charge are estimated to be "step 5", not all employees are at "step 5"
2. Overhead rate changes once a year. Verify that this is the current overhead rate.
3. Some employees are receiving an "acting assignment pay", which means a 5% increase in their rate
4. Current rates, by step, can be found at the DHR website, located at: <http://www.sfdhr.org/index.aspx?page=32>

Completed by:

Reviewed by:

Tori Winters

9/20/2019

STRIPING RESTORATION COST ESTIMATE

DATE: 8/30/2019

SPEC:

DEPT CODE:

Computed by: Tori Winters
 Checked by: 0

Item No.	Description	Quantity	Unit	Unit Price	Extension
1	12" Crosswalk Lines / Stop Bars	0	Lin Ft	\$6.39	\$0
2	4" Broken White or Yellow	0	Lin Ft	\$1.82	\$0
3	4" Solid White or Yellow	0	Lin Ft	\$3.20	\$0
4	6" Broken White	0	Lin Ft	\$2.63	\$0
5	6" Solid White	126	Lin Ft	\$4.00	\$504
6	8" Broken White or Yellow	0	Lin Ft	\$3.60	\$0
7	8" Solid White or Yellow	200	Lin Ft	\$4.69	\$938
8	Double Yellow	160	Lin Ft	\$6.27	\$1,003
9	Two Way Left Turn Lanes (ea line)	0	Lin Ft	\$4.17	\$0
10	Raised Pavement Markers (White or Yellow)	0	Each	\$14.66	\$0
11	Per Block Fees*	0	Each	\$1,013.85	\$0
12	Messages** (see page 2)	126	Sq Ft	\$8.51	\$1,072
13	Parking Stalls (Angle Stalls or "T"s)	0	Each	\$35.25	\$0
14	Bus Zones	0	Lin Ft	\$7.76	\$0
15	a. Ped Ramp Painting (inside Metro Dist.)	0	Int.	\$382.93	\$0
16	b. Ped Ramp Painting (outside Metro Dist.)	0	Int.	\$256.50	\$0
17	Color Curb Painting	160	Lin Ft	\$10.21	\$1,634
18	Wheel Stops (4" x 6" x 48" - Rubber)	0	Each	\$309.99	\$0
19	3.5" x 5.5" x 18" Pavement Bars (concrete)	0	Bar ft	\$62.00	\$0
20	Staggered Yellow/White Continental Crosswalks (see page 3)		Lump Sum	-	\$0
21	Green Sharrow Backing - thermoplastic	0	Sq Ft	\$16.00	\$0
22	Green Bike Lane - thermoplastic	0	Sq Ft	\$16.00	\$0
23	Bike box	0	Sq Ft	\$16.00	\$0

Labor: \$4,533
 Mat'ls: \$1,133

Total: \$5,151
Added 10% Contingency = \$5,666
 Labor: 80%, Materials: 20%

Project Estimate by
 Date: Lombard Crooked Street Project (SFCTA)
 Tori Winters
 9/20/2019

New Signs			Unit	Sub Total
Quantity	Item	Cost (with Labor)		
0	Street Name Signs	300	\$	-
0	Street Cleaning Signs	300	\$	-
18	TANSAT	500	\$	9,000
0	Blue Zone Signs	300	\$	-
0	Bike Lane Signs	300	\$	-
0	Lane Assignments	300	\$	-
0	Bike 8" Signals R/Y/G	174.4	\$	-
32	Safe-Hit Posts	50	\$	1,600
0	Extinguishable NTOR	2730	\$	-
Total			\$	11,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

**MAJOR LINE ITEM BUDGET - Lombard Crooked Street Paid Reservation System
[NTIP Planning, Capital]**

DETAILED LABOR COST ESTIMATE - SFCTA CONSTRUCTION-OPERATIONS						
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	Total	
Deputy Director	156	\$ 118.27	\$ 2.50	\$ 296	\$ 46,125	
Principal Planner	202	\$ 71.42	\$ 2.50	\$ 179	\$ 36,067	
Transportation Planner	505	\$ 53.10	\$ 2.50	\$ 133	\$ 67,039	
Communications Director	101	\$ 79.53	\$ 2.50	\$ 199	\$ 20,081	
Senior Communications Manager	101	\$ 66.27	\$ 2.50	\$ 166	\$ 16,733	
Graphic Designer	52	\$ 40.88	\$ 2.50	\$ 102	\$ 5,314	
Contingency @ 15%	0	\$ -	\$ -	\$ -	\$ 28,704	
Total	1,117				\$ 220,064	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$700,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$700,000	Total Prop AA Recommended:	\$0

SGA Project Number:	143-901LC1	Name:	Lombard Street Paid Reservation System [NTIP Planning] (EP-43)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2020
Phase:	Planning/Conceptual Engineering	Fundshare:	31.49

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-143	\$127,400	\$0	\$0	\$0	\$0	\$127,400

Deliverables

1. This project shall provide monthly progress reports with a summary of public outreach and feedback received in addition to the requirements specified in the Standard Grant Agreement.
2. Upon completion of environmental clearance (anticipated fall 2019), provide evidence of approved environmental document.
3. Upon adoption of business rules (anticipated February 2020), provide electronic copy.

Notes

1. We anticipate additional reporting requirements will be established through the BOS ordinance authorizing the paid reservation system and designating the operating agency.

SGA Project Number:	143-901LC3	Name:	Authority Recommendations for Lombard Street Paid Reservation System [NTIP Capital]
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2021
Phase:	Construction	Fundshare:	31.49

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-143	\$39,383	\$433,217	\$0	\$0	\$0	\$472,600

Deliverables

1. Monthly progress reports shall be provided for this project. In addition to the requirements specified in the Standard Grant Agreement, progress reports shall summarize feedback received through public engagement, and following implementation of the reservation system, provide updates on its performance. Progress reports shall also provide 2-3 photos of work underway or completed and/or conditions in the neighborhood once the reservation system has been implemented.

2. In addition to reporting requirements established in the authorizing ordinance, staff shall provide updates to the CAC and Board on the paid reservation system at appropriate milestones and as requested by the Board.

Special Conditions

1. The recommended allocation includes 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.

2. Funds may not be incurred for the construction phase until evidence of environmental clearance is provided (See planning phase deliverable).

3. Implementation of the paid reservation system pilot may not begin until the BOS and then the SFMTA adopt an authorizing ordinance designating the SFCTA as the program administrator.

Notes

1. We anticipate additional reporting requirements will be established through the BOS ordinance authorizing the paid reservation system and designating the operating agency.

SGA Project Number:	144-901LC2	Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-44)
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	03/31/2020
Phase:	Planning/Conceptual Engineering	Fundshare:	30.22

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-144	\$100,000	\$0	\$0	\$0	\$0	\$100,000

Deliverables

1. See Deliverable 1 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).
2. See Deliverable 2 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).
3. See Deliverable 3 for Lombard Crooked Street Paid Reservation System [NTIP Planning] (EP-43).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	68.51%	No Prop AA
Actual Leveraging - This Project	64.36%	No Prop AA

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

FY of Allocation Action:	FY2019/20
Project Name:	Lombard Crooked Street Paid Reservation System [NTIP Planning, Capital]
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$700,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Maria Lombardo
Title:	Principle Transportation Planner	Chief Deputy Director
Phone:	(415) 522-4809	(415) 522-4802
Email:	rachel.hiatt@sfcta.org	maria.lombardo@sfcta.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date
 Pending October 22, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Curb Management Strategy	PLAN/ CER	Programmed	\$200,000					\$200,000
SFMTA, Any Eligible	NTIP Placeholder	CON	Programmed	\$0					\$0
Citywide TDM									
SFMTA	SF Safe Routes to Schools Program Administration	CON	Pending	\$200,000					\$200,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Programmed		\$240,000				\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed	\$240,000					\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed		\$140,000				\$140,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed			\$156,000			\$156,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed		\$350,000				\$350,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed				\$350,000		\$350,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed			\$130,000			\$130,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed					\$65,000	\$65,000
SFE	Commuter Benefits Ordinance Update	PLAN/ CER	Programmed	\$100,610					\$100,610
SFCTA	Mobility as a Service Pilot - Placeholder	ANY	Programmed	\$0	\$200,000				\$200,000
SFCTA	Emerging Mobility Pilots - Placeholder	ANY	Programmed	\$70,000					\$70,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed	\$80,000					\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed			\$80,000			\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed					\$40,000	\$40,000

Programming and Allocations to Date

Pending October 22, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Demand and Pricing Management									
SFCTA, SFMTA	Demand & Pricing - Placeholder	ANY	Programmed	\$0					\$0
SFCTA	Lombard Crooked Street Paid Reservation System [NTIP Capital]	PLAN/ CER CON	Pending	\$600,000					\$600,000
Modal Plans									
SFCTA	ConnectSF Modal Study Follow On	PLAN/ CER	Programmed			\$300,000			\$300,000
Communities of Concern Access									
TBD	NTIP Placeholder	PS&E, CON	Programmed	\$500,000					\$500,000
				Total Programmed in 2019 5YPP					
				\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
				Total Allocated and Pending					
				\$800,000	\$0	\$0	\$0	\$0	\$800,000
				Total Unallocated					
				\$1,190,610	\$930,000	\$666,000	\$350,000	\$105,000	\$3,241,610
				Total Programmed in 2019 Strategic Plan					
				\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
				Deobligated Funds					
				\$0	\$0	\$0	\$0	\$0	\$0
				Cumulative Remaining Programming Capacity					
				\$0	\$0	\$0	\$0	\$0	\$0

Pending Allocation/Appropriation
Board Approved Allocation/Appropriation

FOOTNOTES:

¹ 5YPP Amendment to accommodate \$600,000 for Lombard Crooked Street Paid Reservation System [NTIP Capital] (Resolution 20-0XX, xx/xx/2019):

NTIP Placeholder: Reduced Carry Forward from 2014 5YPP from \$240,000 to \$0 in FY19/20.

Tourist TDM Program - Placeholder: Reduced placeholder by \$130,000 to \$0 in FY19/20. SFMTA staff has concurred with this amendment, provided TA staff agrees to support a

Mobility as a Service Pilot - Placeholder: Reprogrammed \$200,000 in FY19/20 funds to FY20/21.

Demand & Pricing - Placeholder: Reprogrammed \$200,000 in FY20/21 funds to FY19/20 and reduced from \$200,000 to \$0.

Emerging Mobility Pilots - Placeholder: Reduced placeholder by \$30,000 from \$100,000 to \$70,000 in FY19/20.

Lombard Street Paid Reservation System Implementation [NTIP Capital]: Added project with \$600,000 in FY19/20.



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	
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>Decision: select project definition, phasing plan, and funding plan strategy</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

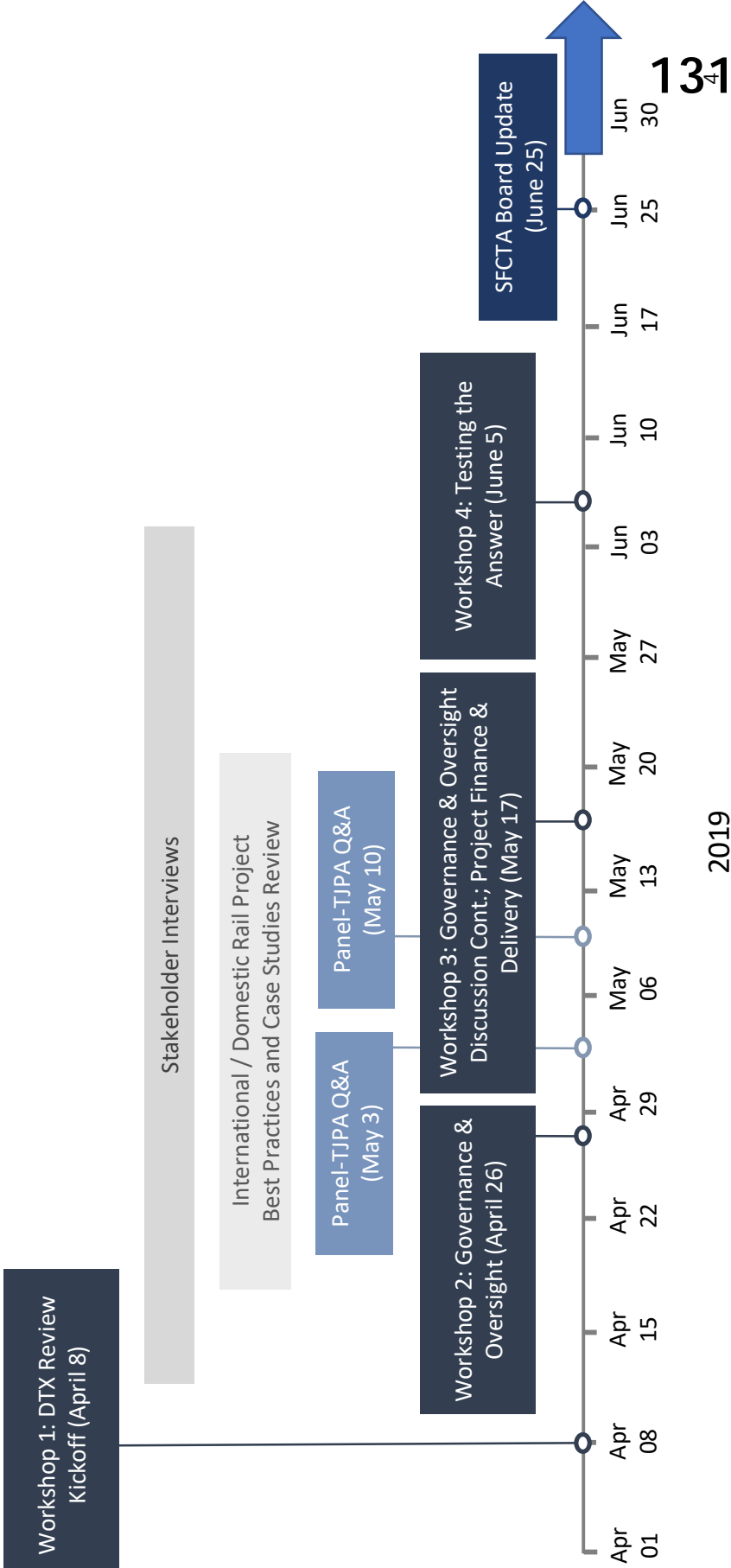
Alvaro Relano

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

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

Introduction: Governance, Management and Oversight Recommendations

The panel feels strongly that, in the current funding environment, the **project is at high risk of not materializing unless its governance, management, and oversight issues (as well as other areas detailed in the report) are addressed** to enable change in project direction and strategy.

These changes are needed to:

- Further integrate the project into regional rail system goals
- Increase its cost effectiveness
- Better align it with demand trends with the availability of resources over time
- And, in sum, to make it **truly competitive for regional, state, and federal funding**

Governance changes recommended are intended to **expedite the two-year process to put the project on a viable path to delivery**, and describe a transitional arrangement to ensure project readiness (not the final management structure for project delivery).



The recommendation for a final institutional arrangement for project delivery will be an output of this two year process.

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)

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 and undertaking design engineering** 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)

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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.

Funding and Financing

Recommendations

- **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

Recommendations

- **Undertake design engineering to 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

Program Development and Delivery

Recommendations

- **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

Thank You

Questions?

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>					◆				
(2) Final Institutional Arrangement	<p>On-going development of technical and funding studies</p> <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>							◆		
(3) Selection of Project Delivery Option	<p>Transition and implementation of final institutional arrangement and organization, as applicable</p> <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>									◆



Memorandum

AGENDA ITEM 9

DATE: October 2, 2019 (revised October 18, 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. The work plan includes progressing DTX engineering work to a level that informs project phasing analysis and decision-making. This work would be followed by additional design engineering, in concert with project delivery method analysis, to ready the project for procurement.¹ 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.

¹ This clarification is in response to questions received during outreach following presentation of the Expert Peer Review Panel's Final Report to the Transportation Authority Board on October 8.



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 (Revised 10/17/19, to correct Acknowledgments page)

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Memorandum

AGENDA ITEM 11

DATE: September 12, 2019
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/22/2019 Board Meeting: Update on the Geneva-San Jose Intersection Study [NTIP Planning]

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

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

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

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



FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

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



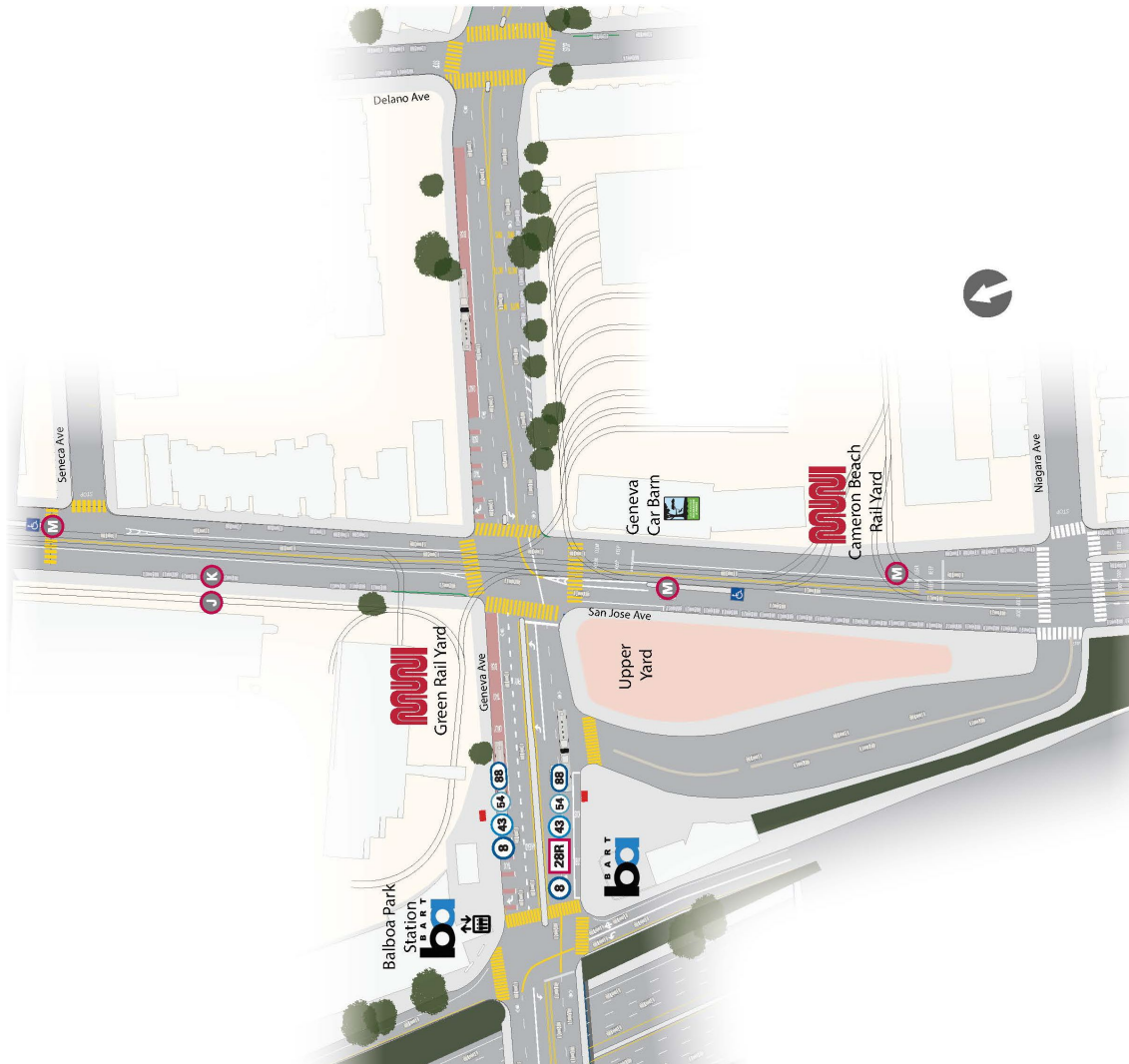
Geneva/San Jose Intersection Study

SFCTA Board Informational Presentation

October 22, 2019

Background Information

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



Adjacent Projects

Upper Yard Housing
Development

- Near-term triage/RV parking

BART Plaza & Station
Modernization

Car Barn and
Powerhouse

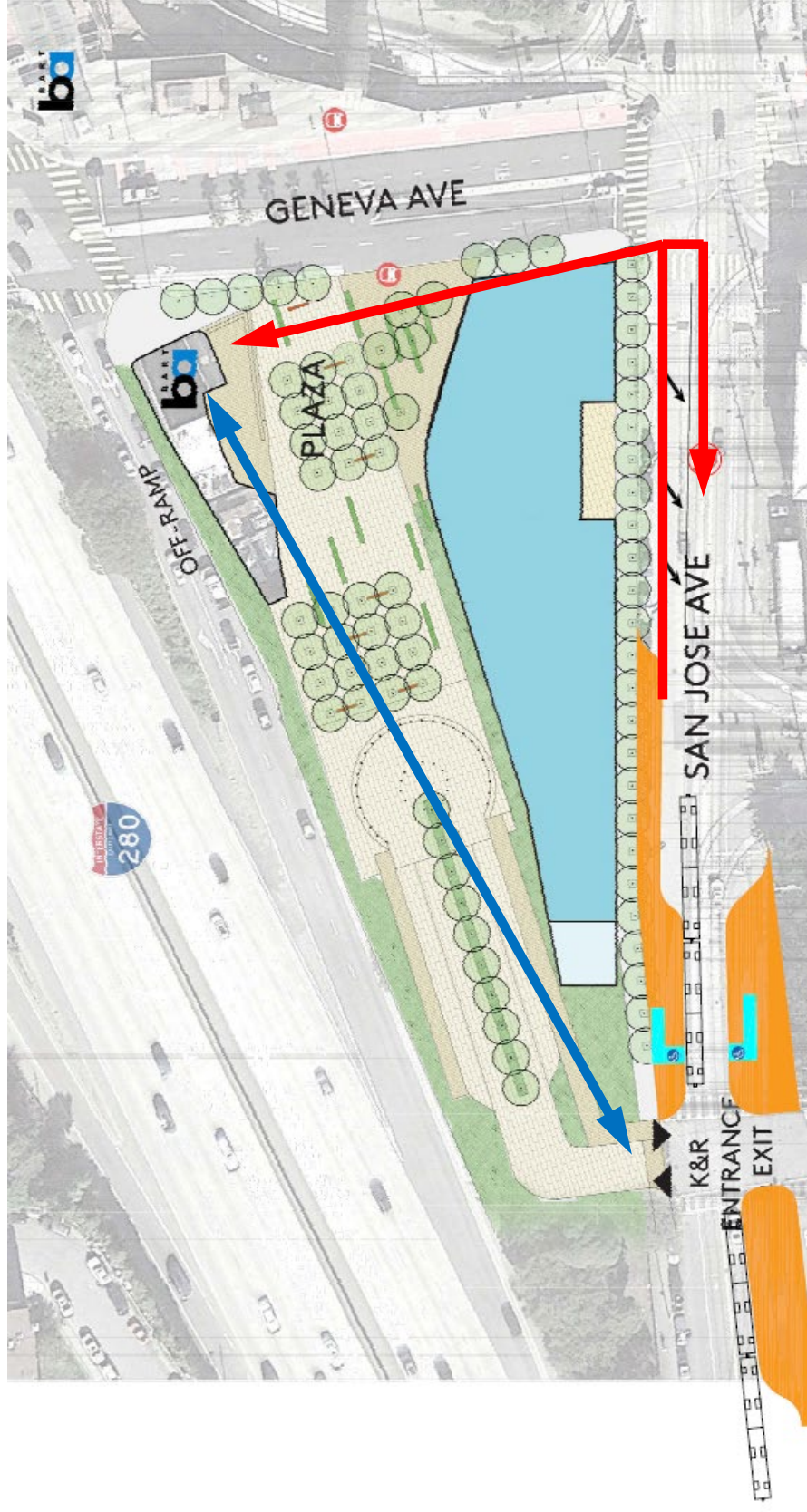


M Line – Boarding Facilities



San Jose/Niagara Proposal

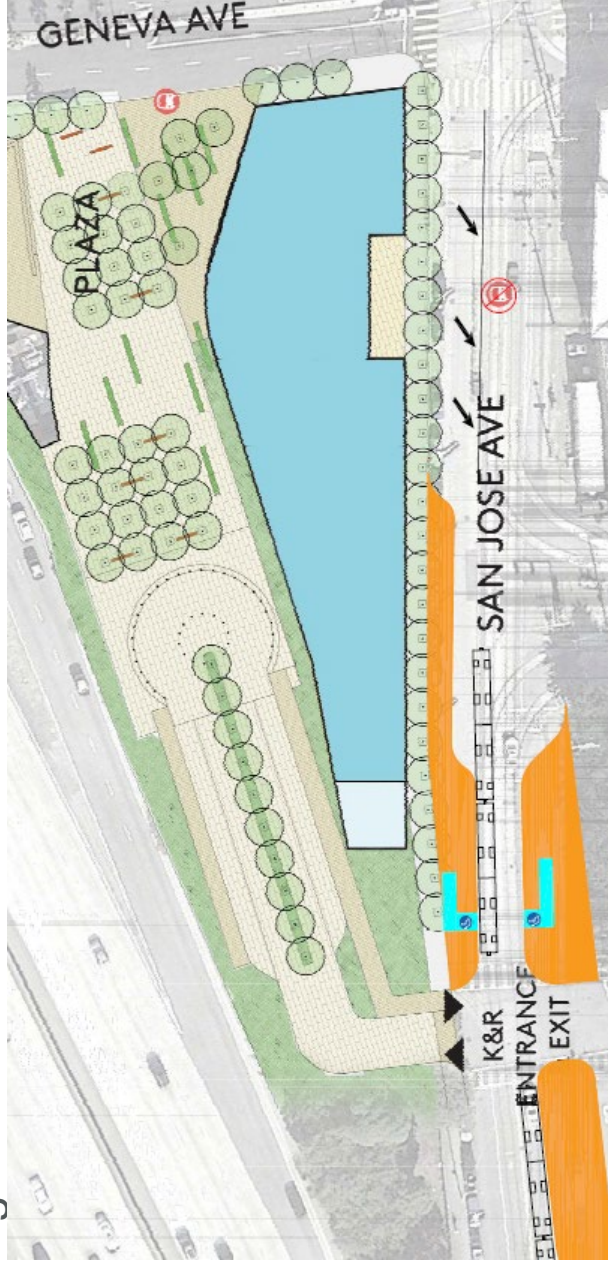
- Consolidate M Line stop at the San Jose/Niagara intersection (BART Droppoff Loop entrance)
- Remove existing boarding island on San Jose at Geneva
- Supported by new pedestrian path created by BART Plaza



San Jose/Niagara Proposal- Benefits

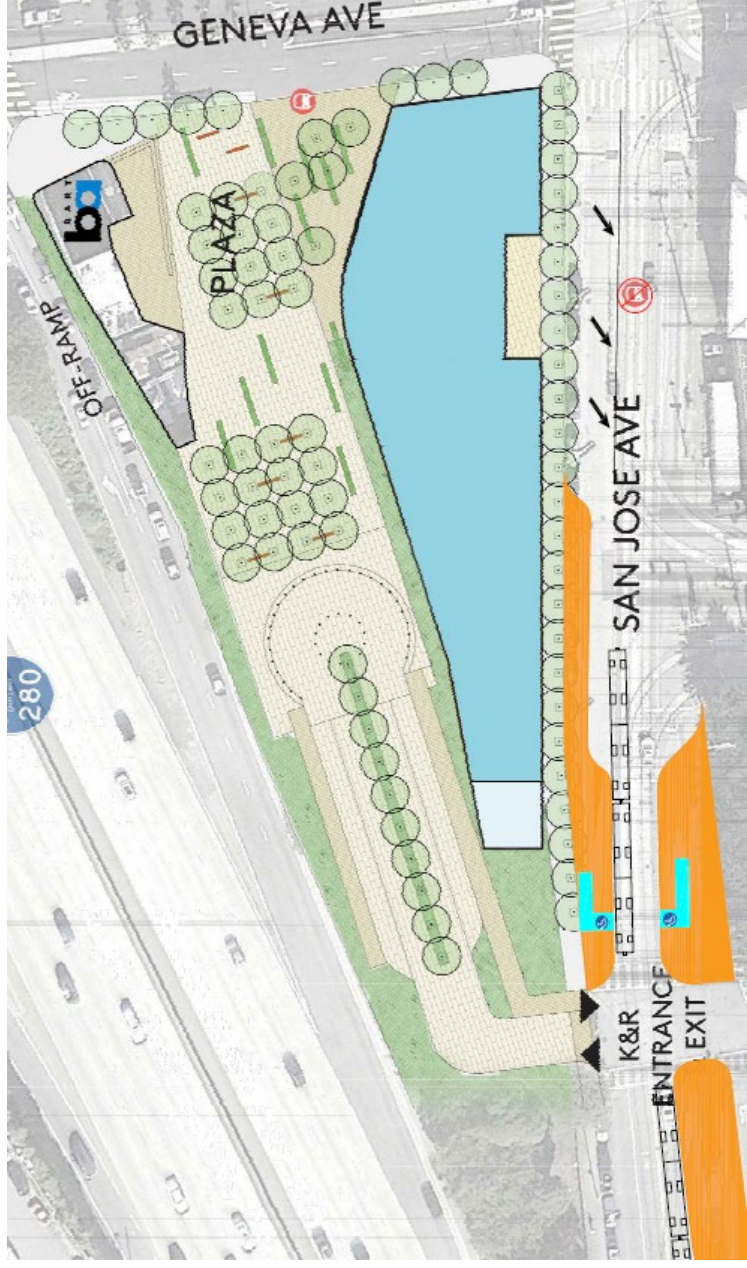
158

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



San Jose/Niagara Proposal– Trade-offs

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



San Jose/Niagara Proposal Unknowns

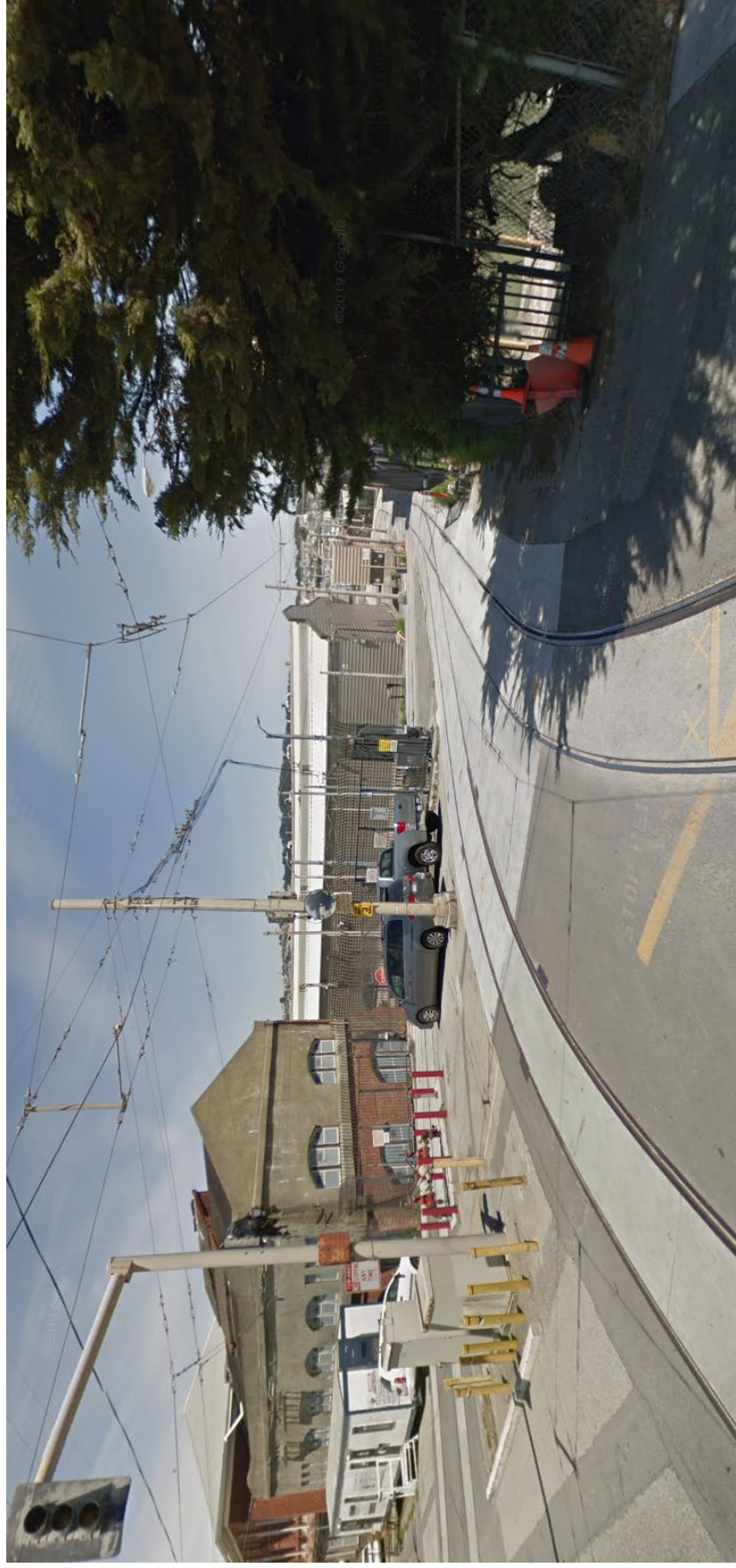
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- Construction feasibility
 - Larger than typical bulbs can have unique challenges such as drainage.
- Fire Department concurrence
 - Have discussed the concept with the Fire Department and incorporated feedback, but the design needs to be worked out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

Other Improvements

Cameron Beach Yard Rail Entrance

- Upgrade sidewalks and pedestrian crossings
- Opportunities for streetscape improvements



Geneva/San Jose signal

162

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



Outreach

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

Questions, Comments & Discussion

Tony Henderson
Engineer, SFMTA Sustainable Streets Division
415.646.2751 | tony.henderson@sfmta.com



Adjacent Projects

Geneva Car Barn and Power House

- Replacing decommissioned rail facility
- SF Rec and Park converting into a community space



Upper Yard Opportunities

Building setback will reduce sidewalk pinch point on Geneva and improve visibility between turning motorists and pedestrians



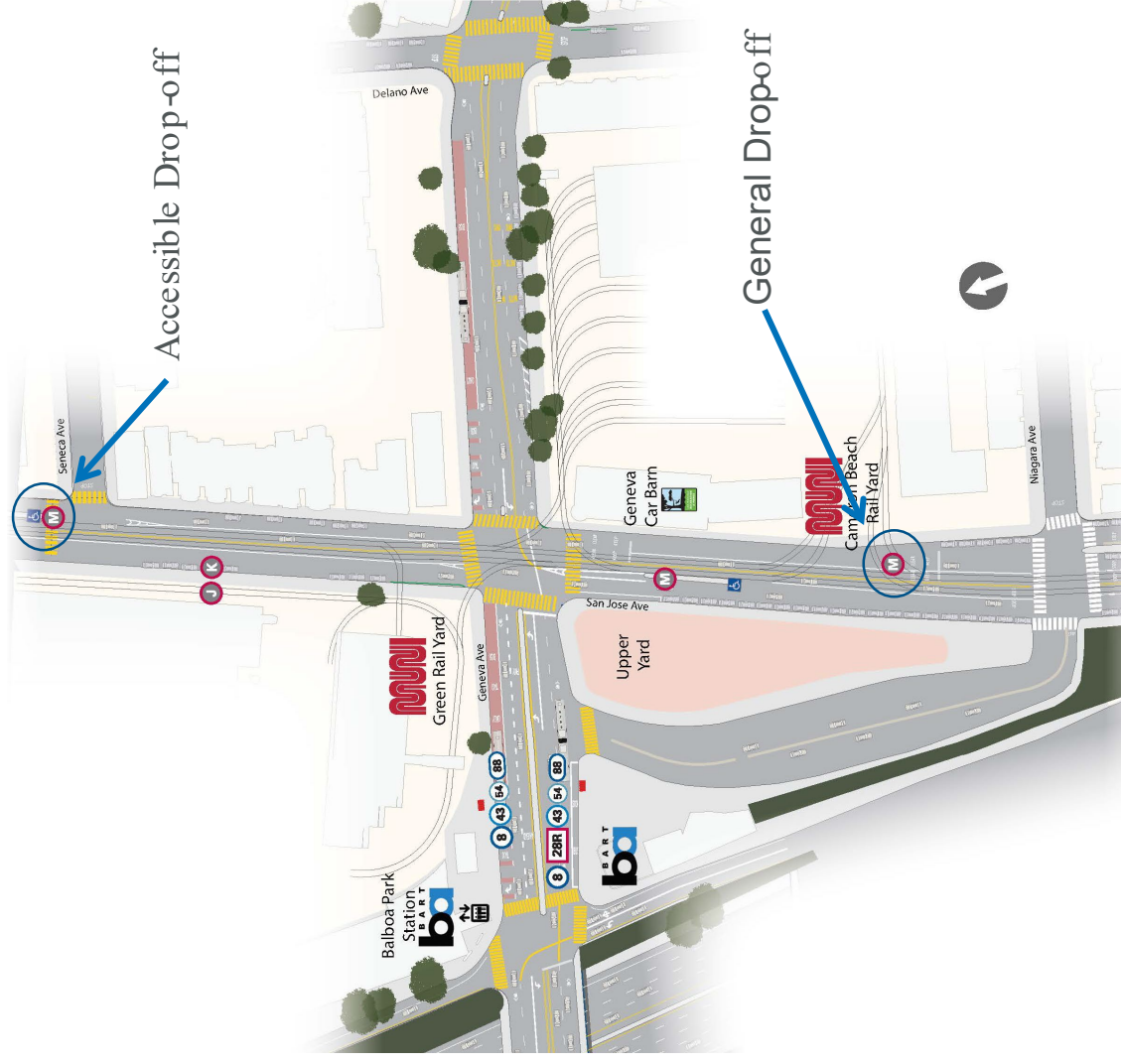
Design Constraints

Track turns restrict placement of boarding islands



Existing Accessible Drop-Off

- Accessible drop-off is two blocks away at SJ/ Seneca
- Requires a circuitous route that increases travel time for the ramp user and causes Muni delays



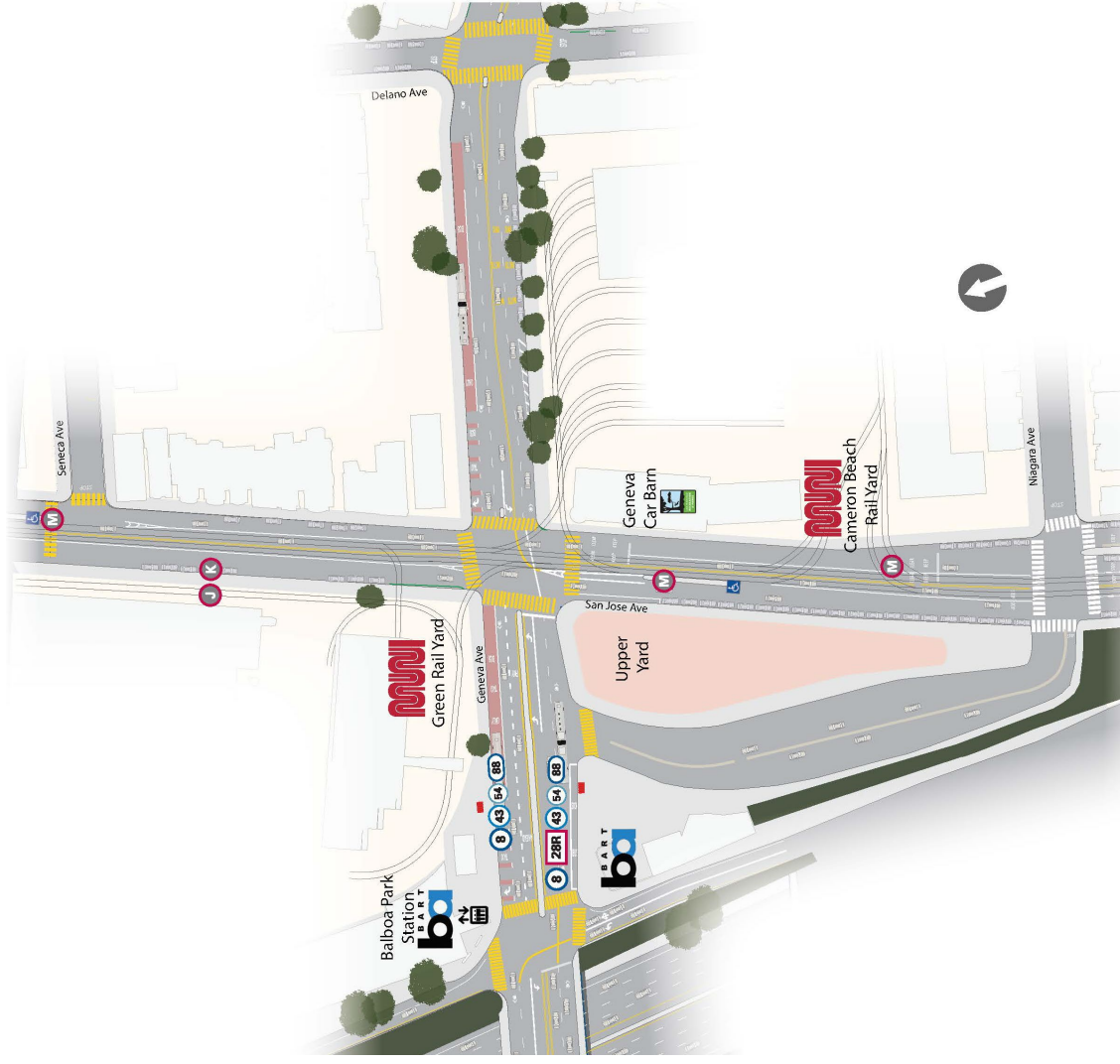
Muni Transit Services

Muni Bus (on Geneva)

- 8 Bayshore
- 8BX Bayshore B Express
- 28R 19th Avenue Rapid
- 43 Masonic
- 54 Fulton
- 88 BART Shuttle

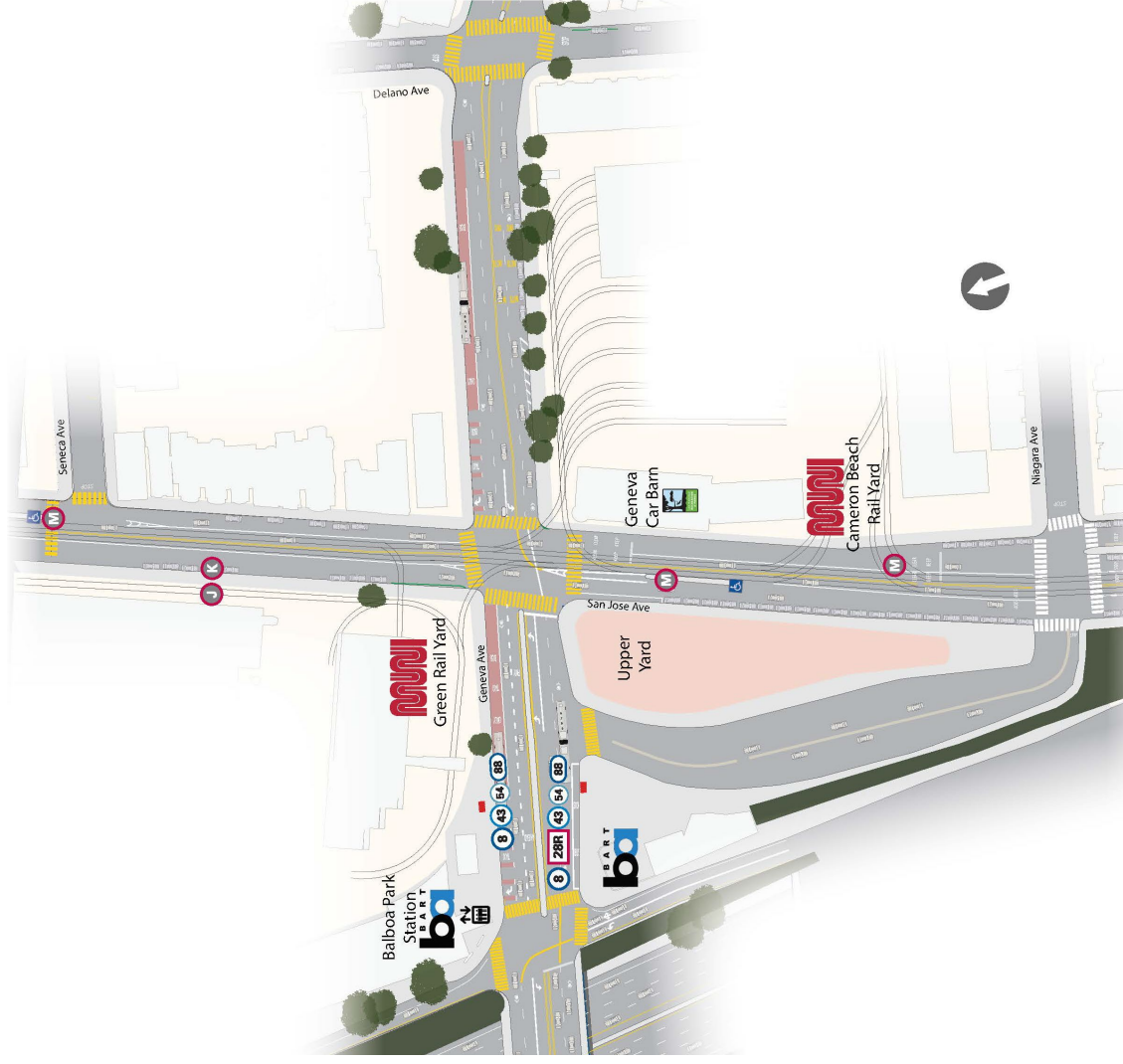
Muni Rail

- J Church
- K Ingleside
- M Oceanview



Transit Ridership

- Muni Bus (on Geneva)
 - 4,500 daily ons
 - 4,000 daily offs
- Muni Rail (J, K & M Lines)
 - 2,150 daily ons
 - 1,300 daily offs
- BART
 - 9,700 daily entrances
 - 11,100 daily exits



M Line – Inbound

- Boarding island does not accommodate two-car train
- Boarding island does not connect to crosswalk
- Mechanical lift is unreliable

172



M Line - Outbound

Drop-off lacks standard facilities

Trains drop-off at the yard gate and many customers cross midblock

Separated accessible boarding



Alternatives Considered

- Expand/upgrade current boarding island
 - Boarding island would remain less than full length, with vehicles passing on the right
- Move boarding to north of Geneva Avenue
 - Multiple driveway and track conflicts
 - Would be difficult to integrate while maintaining mix-flow traffic
- Move the M Line to share boarding with the K/J Lines
 - Not enough capacity within the Green Yard



Memorandum

AGENDA ITEM 11

DATE: October 17, 2019

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 10/22/19 Board Meeting: Potential Regional Transportation Measure Update

RECOMMENDATION Information Action

SUMMARY

As we reported to the Board in September, momentum is growing for a potential regional transportation measure that would be placed on the November 2020 ballot. Earlier this year, Senator Jim Beall introduced Senate Bill 278, currently a spot bill, which is intended to be the vehicle to authorize a regional revenue measure for transportation projects. The Bay Area Council, Silicon Valley Leadership Group and SPUR are leading a coalition to develop a plan to make the Bay Area's transportation system seamless, faster, reliable and predictable. The FASTER coalition is favoring a one cent sales tax, which would generate an estimated \$100.6 billion over 40 years. Voices for Public Transportation is an alliance that includes organized labor, community based organizations, and advocates including San Francisco Transit Riders, Urban Habitat, Public Advocates, and TransForm. They have been working with Bay Area residents to develop a vision for a regional funding measure that is values based, focused on outcomes like expanding freedom of movement, creating good-paying green jobs, and reducing car trips and carbon emissions. Over the past few months, the two groups have been working together to see if they can come to consensus on a proposed measure for November 2020. At the October 22 Board meeting, representatives from both groups will present to the Board, providing an opportunity to ask questions and for the Board and public to provide input.

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



DISCUSSION

BACKGROUND

No decision has yet been made about a potential regional transportation measure. However, with the prospects of high voter turnout at the November 2020 election and some polling research that indicates voter receptivity to a regional transportation measure, FASTER Bay Area and Voices for Public Transportation have recently ramped up coordination efforts and public engagement activities. Both coalitions recognize that passing a regional measure, like a local measure, requires a significant lift to achieve voter approval. Success depends, in part, on their coming together.

If the decision is made to amend the Senate Bill 278 for a potential November 2020 revenue measure, the bill would need to be acted on in early 2020 (as soon as January) and passed by the Legislature as an urgency bill. The legislation would authorize a regional entity, likely the Metropolitan Transportation Commission, to place it on the ballot.

The FASTER coalition has asked if all nine Bay Area Congestion Management Agencies would host or help to convene informational forums on a potential regional transportation measure. These events are intended to take place in October and November and are tailored to fit the needs of each county. Transportation Authority staff has been coordinating with representatives from FASTER and Voices for Public Transportation to set up a series of public input opportunities where both groups will have an opportunity to present their proposals and seek input from San Francisco stakeholders.

In addition to the presentation at the October 22 Board meeting, upcoming public input opportunities in San Francisco include:

- October 23, 9:40 a.m. - Metropolitan Transportation Commission, Board Room - 1st Floor, 375 Beale Street
- October 23, 6 p.m. - Transportation Authority Citizens Advisory Committee, 1455 Market Street, 22nd Floor
- October 24, 6-8 pm. - Public Workshop convened by the Transportation Authority, 1455 Market Street, 22nd Floor

The attached presentations provide an overview of the latest proposals from FASTER Bay Area and Voices for Public Transportation.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION



None. This is an information item. The CAC will be briefed on this item at its October 23 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Voices for Public Transportation presentation
- Attachment 2 - FASTER Bay Area presentation

Voices for Public Transportation

Together, we can create:

Values-based →

Good outcomes →

→ a winnable

regional transportation funding measure

The Solution

Make it easier for people to move around the Bay

Area

Each of these people's lives will be improved with a transformative regional transportation ballot measure in 2020.





Marion lives in East San Jose and works in San Francisco at a utility company with good benefits. In order to get to work on time, her daughter Judy has to walk to school alone while Marion takes two buses and BART starting at 7:00 am to reach her job by 9:00 am.



With investment from the regional measure, Marion has enough time to have breakfast with her daughter and take Judy to school. Marion then takes Bus Rapid Transit to Diridon Station to catch an express train to Downtown San Francisco.



Marion

East San Jose

powered by

Voices for Public Transportation



Ernesto

Mountain View

Ernesto works at Facebook, and rents a tiny apartment in Mountain View. John, the love of his life, is in Livermore where he'd like to buy a house but the unreliability of the commute—between one and two hours each way by car—is breaking up his relationship.

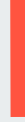
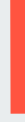
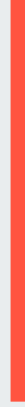


With investment from the measure, the train becomes a feasible option at a consistent 45 minutes door to door.





Choi Lai, born in China, raised her kids in Oakland's Chinatown. After her kids all moved to the suburbs she stayed in Oakland. She feels she is missing out on watching her grandkids grow up, but can't get to Brentwood on the weekends without taking a 3 hour transit trip each way.



Choi Lai

Oakland

With investment from the measure, she has an easy day trip to the grandkids and gets home in time for dinner.



powered by

Voices for Public Transportation



Joe

San Francisco

Joe is taking classes at San Francisco City College. He relies on Muni's 29 bus to get home late in the evening after classes and has to wait up to 20 minutes—or more—for a bus. He can't afford Lyft or Uber and can barely afford his Muni pass.



With help from new operating funds from the regional measure, SFMTA has been able to increase frequencies to every 6 minutes during the day and every 10 minutes in the evenings on the 29 line as well as expanding discounted passes for college students.



powered by

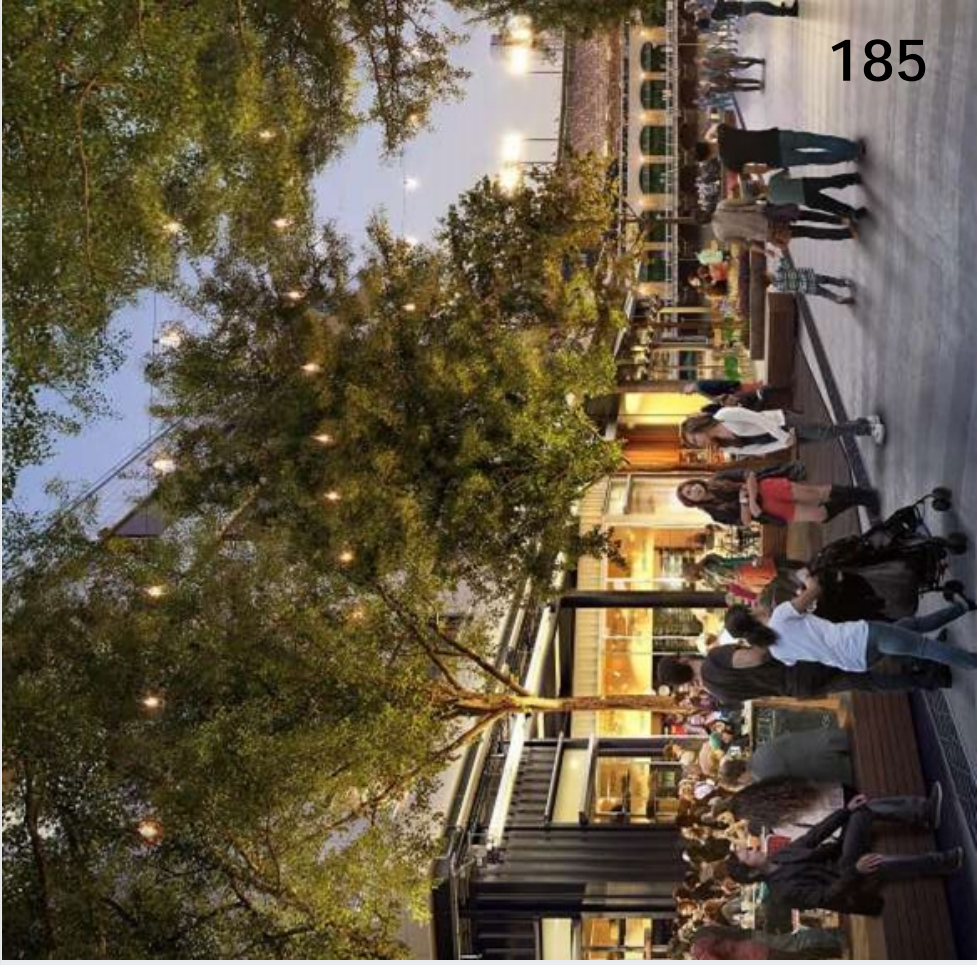
Voices for Public Transportation

The Vision

Freedom of movement is a human right.

Residents of **all abilities and incomes** enjoy accessible transportation options that **reliably, affordably and conveniently get us where we need to go** around the region.

We have the power to do this by passing a **game-changing regional funding measure** that will enhance our freedom of movement, while at the same time create good-paying green jobs, and contribute to a clean and healthy environment by reducing car trips and carbon emissions.



Example of How to Spend the \$

Principle

Better Transit, Green Jobs, and Climate

Make programs and projects union and green to the extent possible. Reduce car use through better transit=> decreased carbon emissions. Better transit=>less Uber/Lyft use.

Create Sustainable, World-Class, Coordinated Transportation

Sufficiently (30%+) fund operations. Make transferring between systems cheaper and timed. Include free/reduced fare when possible.

Support Healthy and Stable Communities

Make sure projects do not displace people or small businesses. Have last mile solutions include bikes and walking.

Promote Social Equity

Put as much emphasis on buses as trains. Make fares affordable for all on trains and buses. Make routes in low-income areas as well as downtown.

Ensure Fair Funding Streams

Share the burden of taxes among residents and businesses and the wealthy.

Prioritize Community Engagement

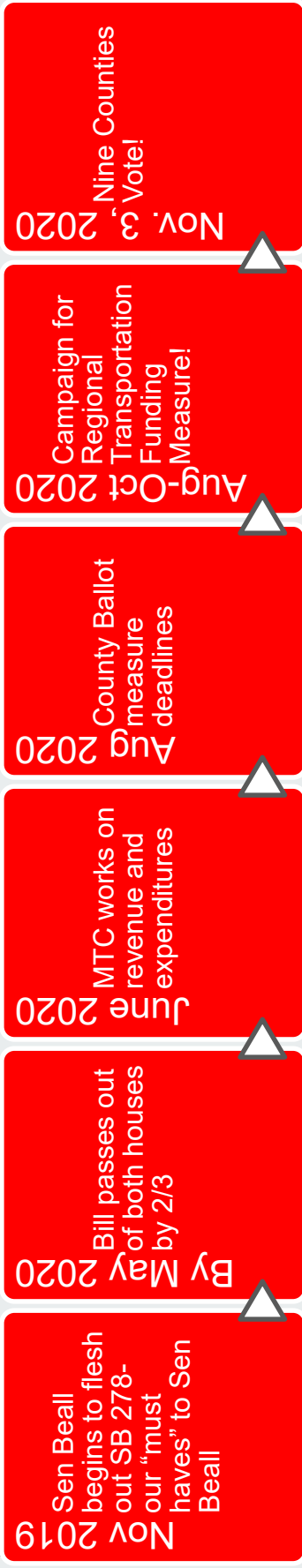
Have money attached to outreach. Have community groups at the table to help make transit decisions.

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Voices for Public Transportation

Question	Voices for Public Transportation
Who makes up group?	Community organizations (enviro, bike, transit, faith, disabled, youth, social justice, seniors) and Labor
What do they want to fund?	Construction projects and programs that integrate with our values. Sufficiently funding what is AND creating new.
Revenue Source	Multiple revenue sources that spread the burden across the wealthy, businesses, and residents
Values-based	Principles guiding our revenue and expenditure plan for good outcomes
Who are you reaching out to?	Riders, Low-income drivers, working families, people suffering from congestion and pollution
Winnable?	YES

Timeline—what's next?



Good values → Good outcomes → a winnable regional transportation funding measure

Organizational Endorsements

- Public Advocates
- Urban Habitat
- Friends of Caltrain
- San Francisco Transit Riders
- Seamless Bay Area
- Working Partnerships USA
- Greenbelt Alliance
- San Francisco Labor Council
- Transport Oakland
- San Francisco Bicycle Coalition
- Council of Community Housing Organizations (CCHO)
- 350.org Bay Area
- East Bay for Everyone
- Peninsula for Everyone
- Livable Sunnyvale
- Urban Environmentalists
- YIMBY Mobility
- San Francisco Bicycle Coalition

Vision & Principles developed by:

- Thea Selby, SF Transit Riders
- Bob Allen, Urban Habitat
- Peter Straus, SF Transit Riders
- Chris Lepe, Transform
- Yvonne Williams, ATU Local 192 (Oakland)
- Gena Alexander, ATU Local 1555
- Jamaine Gibson, ATU 265
- Ian Griffiths, Seamless Bay Area
- Richard Marcantonio, Public Advocates
- Salem Afangideh, Public Advocates
- Aboubakar “Asn” Ndiaye, Working Partnerships USA
- Derecka Mehrens, Working Partnerships USA
- Adina Levin, Friends of Caltrain
- Mark Williams, AC Transit Board
- Mary Lim Lampe, Genesis (Faith)
- Dave Campbell, East Bay Bike Board
- Janice Li, SF Bicycle Coalition, BART Board
- Daveed Mandell, East Bay Center for the Blind
- Eduardo Gonzalez, YLI
- Brian Schmidt, Greenbelt Alliance
- Leslie Gordon, Urban Habitat

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Voices for Public Transportation

Join us!

A FASTER Bay Area

A seamless public transportation network

Freedom

Affordability

Speed

Transparency

Equity

Reliability



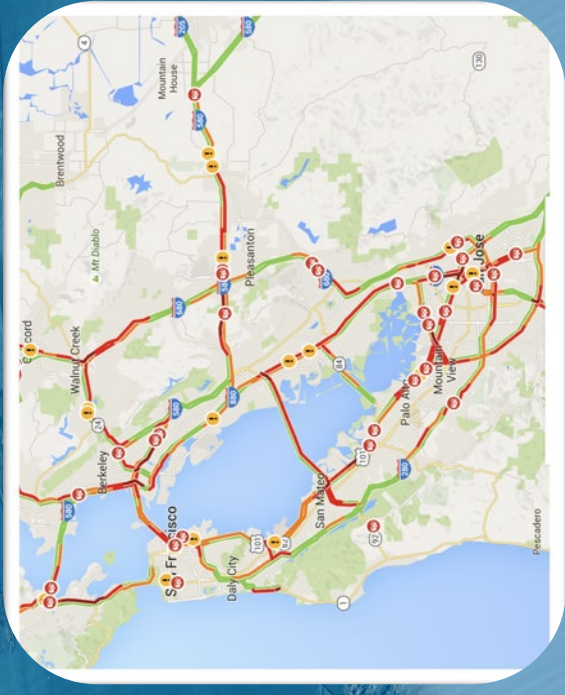
Bay Area congestion is worse than ever and won't improve without a plan and major investments.

Bay Area traffic delays are now second worst in the nation, crippling the Bay Area economy and degrading our quality of life.

In 2017, the average commuter **wasted 103 hours** in traffic delays -- the equivalent of 2.5 weeks of work.

In that same year, the Bay Area experienced over \$4 billion in lost productivity and burned an extra 95 million gallons of gas due to traffic delays.

46% of respondents to a recent Bay Area Council poll stated they are considering leaving the region altogether.

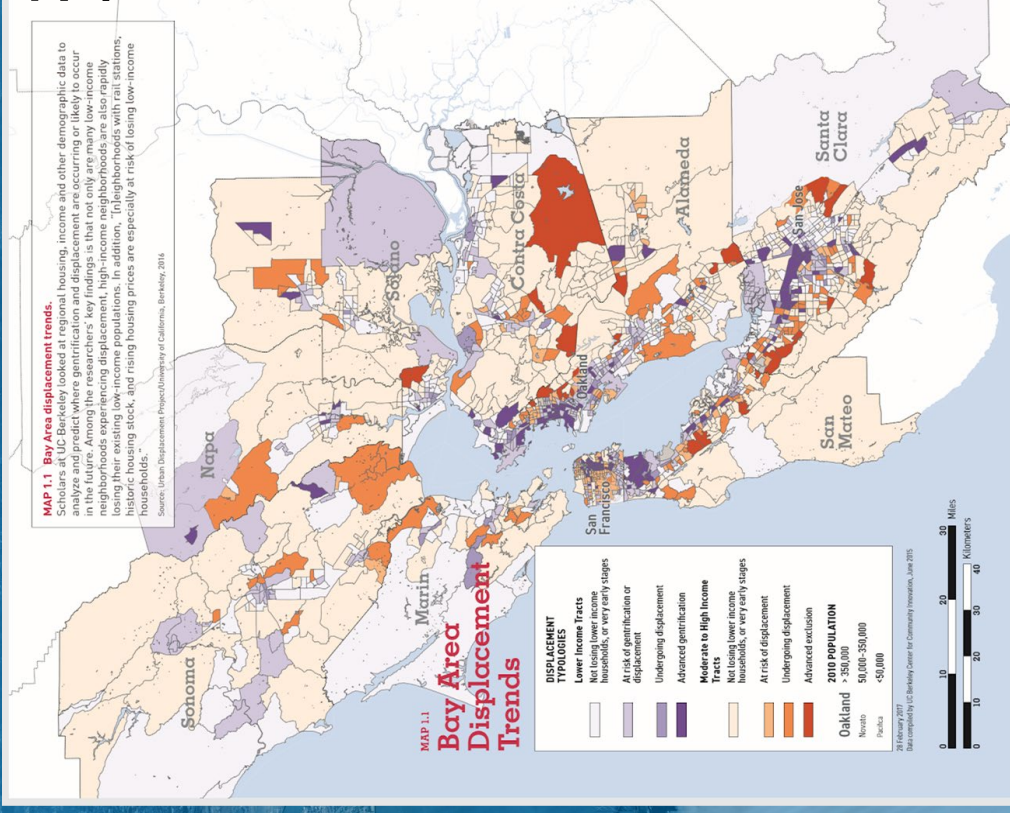


Displacement is pushing long-time residents further from transit and jobs.

As families get pushed out in search of lower-priced housing people get stuck with long car commutes and high transportation costs.

The result is strain on families and communities.

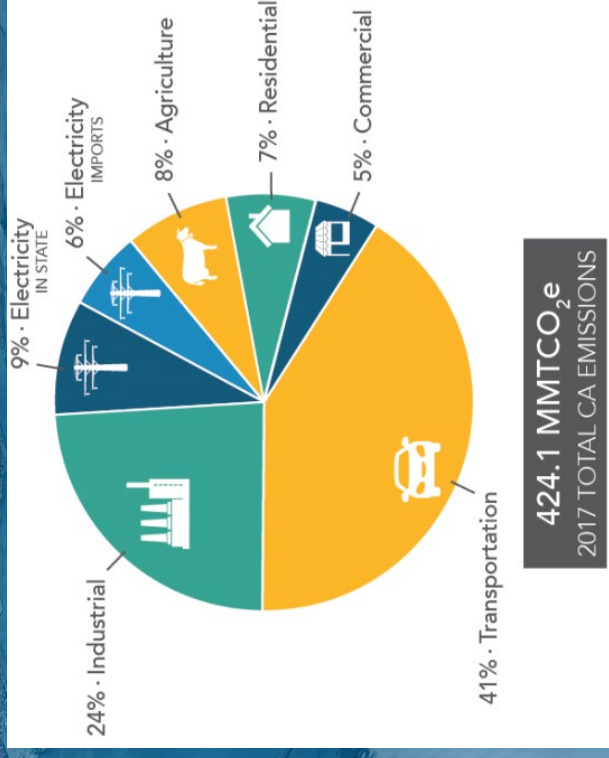
Many low-income families are now spending 30% or more of their income on vehicles, gas and car maintenance.



Climate change poses an existential threat to our economy, health and quality of life.



Transportation is the largest source of California's emissions (over 40%) and transportation emissions are still growing.

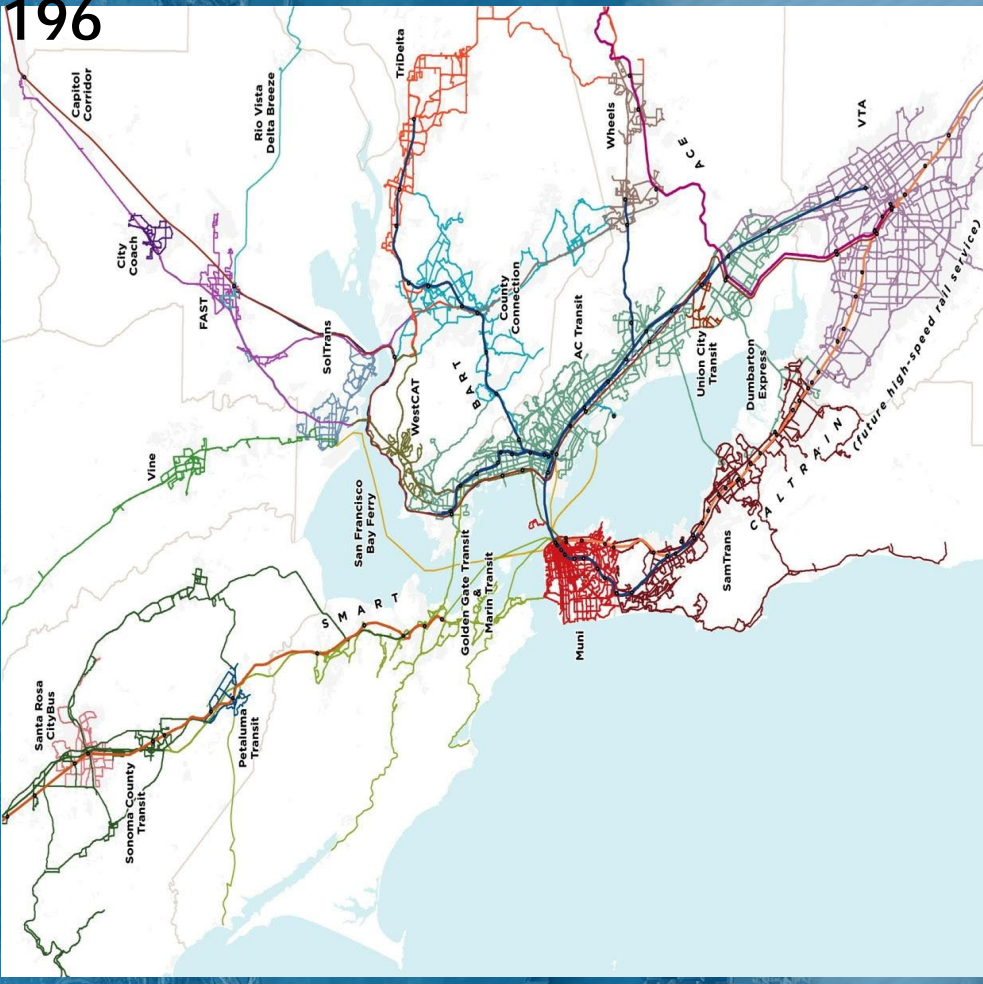


Public transportation could be a big part of the solution to all of these problems but our system evolved over time to include 27 different operators. It is **fragmented and confusing** and deters many people from riding.

Even worse, **public transit is not always frequent or reliable** as rail systems age and buses slow down in growing traffic congestion.

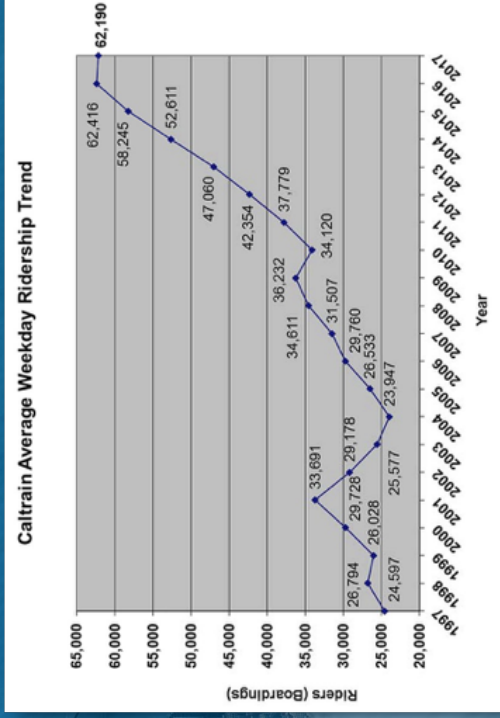
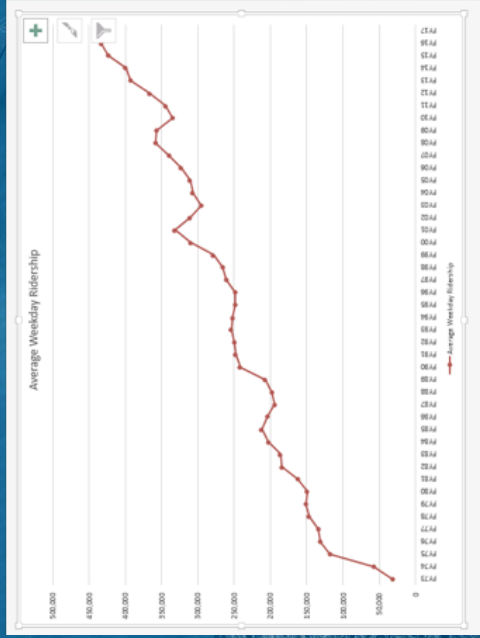
The result: too many commuters choose to drive instead of taking public transit, making **traffic and pollution even worse**.

196



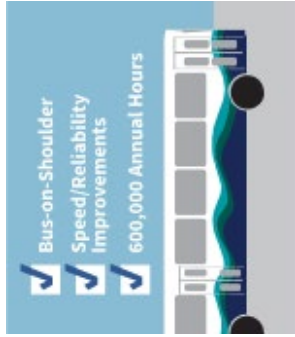
Getting transit out of traffic and speeding it up, like Caltrain did with Baby Bullet trains, attracts riders.

BART, Caltrain and Muni are full at peak periods and can't provide more relief unless we invest in new capacity.



In 2016, LA and Seattle voted for major investments to transform their transportation systems.

**VOTERS APPROVE
SOUND TRANSIT 3**

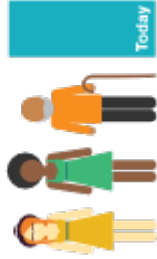


- Rigorous independent oversight
- Demanding internal cost and project controls



RISING CONGESTION

+800,000 people



More mass transit for a growing region



The Future is FASTER



In 2020, the Bay Area should have a chance to
vote for transformative improvements to our
public transportation system.

We need transit that works for everyone – that means fixing it,
expanding it and making it fast, frequent, reliable, affordable
and easy to access.

The Future is FASTER

Today, a group of Bay Area policy, government, business, transportation and community leaders is creating a plan to make the future FASTER.

FASTER will be the Bay Area's first Regional Rapid Transit Network, knitting together rails, buses and ferries.

The FASTER Regional Rapid Transit Network will be a **combination of upgraded existing transit lines and new transit lines.**

FASTER will be delivered through a combination of dedicated funding for **major transit investment and policy changes.**

FASTER is not a new operator, but **creates, connects and brands a Bay Area-wide Rapid Transit Network from existing operators** that enables a connected and coordinated journey.



The Future is FASTER



With FASTER:

- It won't take you so long to get where you need to go
- You'll be free from schedules and waiting, from uncoordinated transfers and confusing fares
- You won't have to worry about missing a train or bus, as they will come frequently and be coordinated
- If you still choose to drive, there will be less congestion because of investments in FASTER

The Future is FASTER



The need for a regional, seamless transit network is greater than ever. The FASTER framework that follows is based on over 200 meetings with:

- local governments and elected officials
- transportation and transit agencies
- transportation engineers and experts
- equity, environmental, labor and community groups

FASTER Bay Area wants you to weigh in on this too.

FASTER's Implementing Principles



How do we get there?

Four Primary Categories of Funding Dedicated to Transit and Policy Change:

- 1: FASTER Rapid Transit Network Build Out & Operations
- 2: Connections to FASTER Rapid Transit Network
- 3: An Affordable and Seamless Network
- 4: Employer-funded Congestion Reduction Programs



1: FASTER Rapid Transit Network Build Out & Operations



- **Upgrade existing service** to FASTER standards (e.g., BART, Caltrain, SMART, Golden Gate, VTA, ferries), expand and operate new FASTER lines based on ridership and cost-effectiveness.
- **Create a new 9-county Rapid Bus Network** to run on the emerging express and carpool lane system. Fund hub stations and critical express lane gaps to ensure fast, reliable trips for commuters across the region.
- **Ensure FASTER serves the entire Bay Area**, by dividing region into significant commute sheds and guaranteeing minimum investments in those corridors.

2: Connections to FASTER Rapid Transit Network



Local Transit: Service is fully out of traffic in dedicated lanes or otherwise prioritized to be competitive with driving. Seamlessly connected to FASTER hub stations. Return to Source.

Local & Regional Active Transportation: Complete, connected bike, pedestrian networks, prioritized for connections to regional transit, jobs, schools and parks. Mostly Return to Source.

Regional Transportation Innovation: Take advantage of new and emerging technologies to increase access to the FASTER network.

3: An Affordable and Seamless Network



- Low-income sales tax credit
- Means-based & student fares
- Funding for integrated fares & seamless customer experience
- Funding for construction and operations workforce development
- A Project Delivery & Operations Excellence Center
- Long-term service planning and coordination to ensure the FASTER Network operates as a single, seamless system

Potential: Mandated Employer-funded Congestion Reduction Programs



Large employers reduce congestion and grow public transit ridership by providing their workers, including low- and moderate-wage employees and contractors, better options to get to work other than by driving alone including transit subsidies/reimbursements on the FASTER Rapid Transit Network.



Potential Min. Standards for FASTER Network Investments



- Rapid = frequencies of 12 minutes or less in most places. Investments need travel time faster than solo driving (during peaks).
- Networked = synched scheduling and short wait times; shared hub stations; uniform fare system, FASTER branded wayfinding.
- Reliable = Out of traffic (or prioritized over it).
- Sustainable = Zero-emission by 2025, reduce driving (total vehicle miles travelled), sea level rise-ready.
- Fully Funded = Funding for transit operations, from FASTER and other known funds, is identified before funding for construction.
- Connects to growing dense and transit-oriented population centers, major transit-oriented job centers, and major transit-oriented education or healthcare institutions
- Adoption of best-practice on project delivery / operations excellence

Potential FASTER Prioritization for FASTER Network Investments



- Cost effectiveness; ridership
- Connects to the FASTER network, rather than as an isolated line, enabling riders to reach many more destinations
- Uses Shared FASTER Hub Stations
- Improves access to disadvantaged communities, and has policies to protect residents vulnerable to displacement
- Communities that are planning for affordable and middle-income housing

Standards and Prioritization Framework



In addition to the standards and prioritization framework that will be developed for category #1, regional investments, there will be additional standards for Connections to the FASTER Rapid Transit Network as well as Affordable and Seamless network categories.



Potential Policy Changes

Project Delivery Supercharging, including:

- Transit & express lane projects
- Procurement reform
- Reform of entitlements & approval processes
- Pooling construction expertise, resources and authorities

Regional Coordination, including:

- More coordinated transit planning and operations
- Seamlessly connected and operated express lanes and FASTER Network

Employer Congestion Reduction Investments

Low-Income Sales Tax Credit (LISTC)

Proposed Funding Mechanism



Based on our research, the One Cent Sales Tax generated substantial funding, has the flexibility to fund operations, is politically viable, and is a funding source that has historically garnered broad support for transportation investments in the Bay Area.

It is expected to generate \$100.6 billion over 40 years.

Proposed Funding Mechanism



Pros:

- Use of proceeds are not restricted and straightforward tax that voters understand
- The revenue is sufficient to fund a long-term strategic plan for capital improvements and operating budgets
- Bay Area employers contribute significantly in sales tax, with more than 35 percent of sales tax paid by businesses (roughly \$550 million annually from this measure)
- Sales taxes are not paid on three big expenses: housing, health care and groceries

Cons:

- Regressive
- Other sales taxes may go to the same ballot, though it is not clear what the impact would be

Sales Tax Mitigation Options



To address regressive nature of sales tax revenue source and encourage business participation in the solution, FASTER Bay Area is exploring the following options:

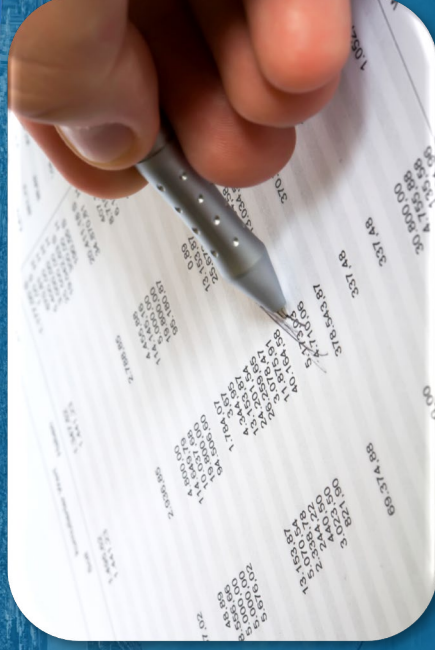
Low income tax rebate program

Means based transit discounts

Traffic Demand Management (TDM): Employer funded and executed programs to reduce car commutes and incentivize public transit, including for low- and middle-income workers and contractors.



Potential Oversight Mechanisms:



Independent oversight body created to rigorously check on implementation and project delivery, finance, etc.

Annual reports on investments, by category, including on actual ridership and cost-effectiveness of projects.

Process and Next Steps



Process and Timeline



Fall: Release Draft Framework with Proposed Funding Categories

- Collect feedback from all Bay Area counties with public forums and a public survey
- Presentations to transportation agencies and meetings with elected leaders
- Technical Advisory Group of county and regional transportation agencies and public transit operators
- Incorporate information from MTC's Plan Bay Area 2050 evaluation
- Finalize proposed revenue mechanism
- Presentations to MTC Oct 23 and December (anticipated)

Jan 2020: Legislature considers FASTER proposal.

Spring/Summer 2020: Regional Entity named in legislation, likely MTC, considers whether to place on the ballot

November 2020: Voters in the nine Bay Area counties vote for transformational change to our regional transit system.

Process and Timeline



Nov/Dec: Develop Final FASTER Framework and Legislative Proposal

- Continue presenting to transportation agencies and operators, and engaging with elected officials and stakeholders
- Incorporate information from MTC's Plan Bay Area 2050 project and scenario evaluation (to be released in November)
- Further refine proposed programs and recommend funding levels
- Refine policies to ensure the system is integrated at a regional scale and to expedite project delivery
- Finalize proposed revenue mechanism
- Second presentation to MTC (anticipated)

Jan 2020: Legislature considers FASTER proposal. Legislation would authorize a regional entity, likely MTC, to place it on the ballot

Spring/Summer 2020: Regional Entity considers whether to place on the ballot

November 2020: Voters in the nine Bay Area counties vote for transformational change to our regional transit system.



Join Us!

Do you have ideas or want to support this effort?

Learn more and take our survey at
www.FASTERBayArea.org

Contact: Info@FASTERBayArea.org