



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, November 19, 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

	Page
1. Roll Call	
2. Chair's Report - <b>INFORMATION</b>	
3. Executive Director's Report - <b>INFORMATION</b>	
<b><u>Consent Agenda</u></b>	
4. Approve the Minutes of the November 5, 2019 Meeting - <b>ACTION*</b>	3
5. <b>[Final Approval]</b> Allocate \$870,000, with Conditions, and Appropriate \$5,700,000 in Prop K Sales Tax Funds for 6 Requests - <b>ACTION*</b>	9
<b>Projects:</b> (PCJPB) 22nd Street ADA Study (\$350,000), Major Initiatives - Major Stations and Terminals - Planning and Development (\$380,000) and Major Initiatives Corridor-wide Grade Separation Study (\$60,000); (SFMTA) Hyde Street Safety (\$80,000); (SFCTA) Pennsylvania Avenue Extension Pre-environmental (\$1,600,000) and 101/280 Carpool and Express Lane Project (\$4,100,000)	
6. <b>[Final Approval]</b> Approve the Amended Program of Projects for the 2020 Regional Transportation Improvement Program - <b>ACTION*</b>	21
7. <b>[Final Approval]</b> Authorize the Executive Director to Increase the Amount of the Professional Services Contract with Civic Edge Consulting by \$100,000, to a Total Amount Not to Exceed \$250,000, for Strategic Communications, Media and Community Relations Services for the ConnectSF Program - <b>ACTION*</b>	49
<b><u>End of Consent Agenda</u></b>	
8. Appoint Up to Two Members to the Citizens Advisory Committee - <b>ACTION*</b>	63
9. 2019 State and Federal Legislation Summary - <b>INFORMATION*</b>	71



**Other Items**

**10. 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.

**11. Public Comment**

**12. 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, November 5, 2019

### 1. Roll Call

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

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

**Absent at Roll Call:** Commissioners Fewer (entered during Item 2), Mar (entered during Item 2), Safai (entered during Item 6) and Brown (4)

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

### 2. Citizens Advisory Committee Report - INFORMATION

In regard to Item 5 on the agenda, allocation and appropriation of Prop K funds, John Larson, Chair of the Citizens Advisory (CAC) Committee, reported that the CAC expressed concern over Transportation Network Companies (TNCs) using express lanes contemplated by the 101/280 Carpool and Express Lane project request. He said the main issue was the potential of TNCs causing congestion in express lanes similar to city streets. He said the CAC was also interested in the equity study that was to be conducted as part of the project and how it would be structured and conducted. He noted that during public comment an idea was proposed to allow construction and delivery vehicles to use the express lanes to free up regular lanes.

In regard to Caltrain's 22nd Street ADA Study, Chair Larson reported CAC members were surprised that even though the station predated the ADA, there was little to provide accessibility in the ensuing years. He said staff was urged to think about technology and infrastructure that could be deployed to make Caltrain's 22nd Street station accessible now and for the foreseeable future.

In regard to Item 6 on the agenda, 2020 Regional Transportation Improvement Program (RTIP), Chair Larson reported that the CAC asked about the communication based train technology that would be the subject of RTIP funds. He said the CAC's biggest concern was how Muni would avoid a service meltdown similar to the one that accompanied the installation of train control technology in the late 1990's. He said the San Francisco Municipal Transportation Agency's (SFMTA) staff noted that the new system would be deployed side by side with the existing system in a series of phases and could revert to the existing system if any delays occurred.

Chair Larson reported that the CAC received an update on the Geneva/San Jose Intersection Study and was encouraged to see that pedestrian-focused improvements were addressed, given the complex intersection. He said the CAC supported the idea of pop-up meetings being held at the Balboa Park station during commute hours as a way to obtain public input. During public comment the CAC was reminded that the



Balboa Park station was the second largest transit hub in the city and was urged to encourage better linkage among transit lines for the southern part of the city and take note of the comparative level of investment in outer neighborhoods of the city versus downtown.

Chair Larson lastly reported that the CAC received an update on a regional measure by the FASTER Bay Area steering committee representative. He said the CAC cautioned that the FASTER branding strategy could be met with public skepticism given the recent history of delays in big transportation projects and relatively small gains in transit speed. The consensus was that any additional regional measure request should be tied to specific projects that would move transit forward.

There was no public comment.

### Consent Agenda

**3. Approve the Minutes of the October 22, 2019 Meeting - ACTION**

**4. [Final Approval] Accept the Downtown Rail Extension Peer Review Panel's Final Report on Governance, Oversight, Management and Project Delivery - ACTION**

There was no public comment.

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

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

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

Absent: Commissioners Brown and Safai (2)

### End of Consent Agenda

**5. Allocate \$870,000, with Conditions, and Appropriate \$5,700,000 in Prop K Sales Tax Funds for 6 Requests - ACTION**

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

There was no public comment.

Commissioner Walton moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioners Brown and Safai (2)

**6. Approve the Amended Program of Projects for the 2020 Regional Transportation Improvement Program - ACTION**

Amber Crabbe, Public Policy Manager, and Daniel Howard, Project Manager at the San Francisco Municipal Transportation Agency (SFMTA), presented the item per the



staff memorandum.

Commissioner Mar stated that the Communications-Based Train Control (CBTC) project would be a good investment if it resulted in significant improvements in the reliability and efficiency of the light-rail system. Regarding the SFMTA presentation, Commissioner Mar noted the public's frustration with overcrowded lines during commute hours and asked why there were sometimes big gaps between trains. He also asked whether the current train control system was the main reason for the delays or if there were other factors.

Mr. Howard stated that the current level of congestion was not the result of the existing train control system. He said Muni was falling short of its goal of running 42 scheduled trains an hour because the subway tunnel cannot handle that volume and it would need a significant upgrade to do so. Mr. Howard noted that in comparison, the city of Boston only ran 15 trains per hour through the most congested corridors in its system. He said investing in the train control system would allow Muni to run trains tighter together and get closer to the 42 trains per hour goal.

Commissioner Mar asked if there was a separate plan to address the physical issues with the tunnel and meet the scheduled train trips if the train control system was not the issue.

Mr. Howard said the limitations of the subway were physical, with all the light rail lines running down Market Street with one track in either direction. He said the solution would be capital-intensive, requiring more tracks through the tunnel and creating an opportunity to turn back trains at the Embarcadero station. Mr. Howard said the train control system was the most cost-effective way to achieve a modest increase in capacity, around 20%, rather than committing to a major capital expenditure at the scale of the Central Subway project to more significantly increase capacity.

During public comment Jim Patrick, owner of Patrick and Company, asked if Muni performed a failure analysis of fleet parts or conducted train schedule simulations to avoid congestion.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Brown and Safai (2)

**7. Authorize the Executive Director to Increase the Amount of the Professional Services Contract with Civic Edge Consulting by \$100,000, to a Total Amount Not to Exceed \$250,000, for Strategic Communications, Media and Community Relations Services for the ConnectSF Program - ACTION**

Eric Young, Director of Communications, presented the item per the staff memorandum.

Chair Peskin said his concerns about ConnectSF's efficacy and usefulness remained and on behalf of former Commissioner Katy Tang and himself said he would be voting against the item.



Commissioner Fewer asked if the workshops would offer in-language assistance for Russian speakers.

Mr. Young replied in the affirmative.

Commissioner Fewer asked if that meant workshops would be conducted in English and monolingual participants would have interpretation services offered.

Mr. Young replied in the affirmative and noted that the interpretation would be simultaneous.

Commissioner Fewer suggested having language specific workshops, in which everything was in a particular language and offered her office's assistance in identifying District 1 locations where mini-workshops could be held. She noted that the Russian community that lived in District 1 was highly dependent on public transportation and felt that their voices were not at the table, but that a small, in-language workshop would be an effective way to reach this community, and potentially others.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Nays: Commissioner Peskin (1)

Absent: Commissioner Brown (1)

**8. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Three Months Ending September 30, 2019 - INFORMATION**

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

There was no public comment.

**Other Items**

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

Commissioner Safai requested a discussion in regard to the Transportation Authority allocating money to purchase school buses for the San Francisco Unified School District (SFUSD). He said the school assignment policy had spread children throughout San Francisco and did not think it was fair to ask families to rely solely on the SFMTA. Commissioner Safai said there was underfunding for school buses and noted that during the most recent great recession, SFUSD had to make decisions to decrease the number school buses. He asked Chair Peskin and Transportation Authority staff to investigate how the Board could use Transportation Authority funds to work with the SFUSD to bring school buses back to San Francisco.

Chair Peskin thanked Commissioner Safai and said Transportation Authority staff would follow up on the request.



Commissioner Mar seconded Commissioner Safai's request and noted that he had started working on a new school transportation study with the Transportation Authority, SFMTA, SFUSD and San Francisco's Department of Children, Youth and Their Families (DCYF).

Commissioner Mar also requested a presentation and discussion at a future Transportation Authority Board meeting on the city's electric vehicle roadmap goal, released in June 2019, of net zero greenhouse gas emissions by 2050. He said the ambitious goal would require an all-of-the-above approach and meant substantial investments and improvements in public transit, walking and biking. Commissioner Mar said achieving the goal also meant expanding electric-vehicle (EV) adoption and infrastructure so that whatever car traffic remained in the future would be cleaner and greener. He said District 4 was among the most car dependent districts in the city, but only had one publicly accessible EV charging station, with a second on the way. He added that EV adoption rates were improving slowly and more needed to be done to switch to more sustainable options to address the current climate crisis.

Commissioner Mar said he hoped that a public discussion and presentation would help provide insight for the public.

In regard to Commissioner Safai's request for school buses, Commissioner Fewer cautioned the Board that only the SFUSD board had jurisdiction over the matter. She added that the SFUSD board was revising the student assignment process and suggested waiting to see how that turned out first. She stated that parents who choose to take their kids to schools outside of their district should be carpooling with other parents and noted that there was little effort to form carpools at school sites or in classrooms. Commissioner Fewer said she felt there were other measures the Board could take and noted that SFUSD spent \$20 million annually on transportation.

Chair Peskin suggested scheduling a hearing at the Board of Supervisors Joint City, School District, and City College Select Committee that was chaired by Supervisor Haney.

Commissioner Safai thanked the other Commissioners for their comments and was in favor of continuing the conversation at a future Board of Supervisors Joint City, School District, and City College Select Committee meeting.

Commissioner Ronen stated that she had been in communication with District 9 residents in regard to school drop off safety issues. She asked if the Transportation Authority could assist schools in identifying ways to create a safe system for drop-off and pick-up of kids. She asked if the topic could be intertwined with the school bus discussion.

In regard to Commissioner Ronen's request, Commissioner Fewer noted that Commissioner Yee's school drop-off program was working effectively and moving traffic quickly and smoothly. She added that it allowed students to arrive safely and was supported by parents' and neighbors on the school blocks.

There was no public comment.

#### **10. Public Comment**

During public comment Jim Patrick shared his displeasure in regard to the number of years it would take to complete the Downtown Rail Extension project. He asked the Board to focus on bringing the best transportation systems possible to the people of



San Francisco and the 60,000 -70,000 Caltrain riders.

Amy Vu spoke in support of Assembly Bill 362, that would create safe injection sites in San Francisco to help combat opioid overdoses.

David Su said he was concerned with congestion at Muni's Embarcadero station and believed that Muni operator shift changes at the station were responsible for the delays. He suggested operator shift changes at stations that were closer to the end of each line.

**11. Adjournment**

The meeting was adjourned at 11:03 a.m.





RESOLUTION ALLOCATING \$870,000, WITH CONDITIONS, AND APPROPRIATING \$5,700,000 IN PROP K SALES TAX FUNDS FOR 6 REQUESTS

WHEREAS, The Transportation Authority received six requests for a total of \$6,570,000 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: Downtown Extension to a Rebuilt Transbay Terminal; Caltrain Capital Improvement Program; Street Resurfacing, Rehabilitation and Maintenance; and Transportation/ Land Use Coordination; and

WHEREAS, As required by the voter-approved Expenditure Plan, 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 in the Downtown Extension to a Rebuilt Transbay Terminal category, which has no 5YPP requirement; and

WHEREAS, Four of the six requests are consistent with the Prop K Strategic Plan and/or 5YPPs for their respective categories; and

WHEREAS, The Prop K Strategic Plan establishes that all remaining funds for the DTX to a Rebuilt Transbay Terminal, beyond those already programmed for Phase 1, shall be for construction of Phase 2 (DTX); and

WHEREAS, The proposed appropriation for the Pennsylvania Avenue Extension Pre-environmental project requires a policy exception to appropriate \$1.1 million in Prop K funds programmed for construction of the DTX (Phase 2) to the planning phase in Fiscal Year 2019/20 in order to perform alternatives analysis, scope development and stakeholder outreach; and

WHEREAS, In December 2018 the Board approved a Prop K/SB 1 Local Partnership Program (LPP) fund exchange with San Francisco Public Works street resurfacing projects for the US 101/I-280 Managed Lanes Project, now called the 101/280 Carpool and Express Lane



Project, pending the outcome of Prop 6 on the state ballot, which would have repealed the SB 1 revenues that fund the LPP; and

WHEREAS, With the defeat of Prop 6 Transportation Authority staff has requested that the approved Prop K funds be programmed and appropriated for the 101/280 Carpool and Express Lane project, requiring amendments to the Strategic Plan and the Street Resurfacing, Rehabilitation, and Maintenance 5YPP to advance \$4.1 million from the outyears of the Prop K program to FY 2019/20; and

WHEREAS, The requested Strategic Plan amendment would result in an increase of 0.06% (\$1,711,806) to the assumed level of financing costs for the Prop K program as a whole over its 30-year life; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$870,000, with conditions, and appropriating \$5,700,000 in Prop K funds, 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 October 23, 2019 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby amends the 2019 Prop K Strategic Plan to advance \$4,100,000 in Prop K funds from Fiscal Years 2029/30 and 2030/31 to Fiscal Year 2019/20, with a corresponding amendment to the Street Resurfacing, Rehabilitation, and Maintenance 5YPP, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$870,000, with conditions, and appropriates \$5,700,000 in Prop K funds, with conditions, as summarized in



Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds 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, Strategic Plan, and 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:

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

Enclosure:

Allocation Request Forms (6)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)	
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>			
Prop K	5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$ 1,600,000	\$ 1,600,000	86%	0%	Planning	6, 10	
Prop K	7	PCJPB	22nd Street ADA Study	\$ 350,000	\$ 350,000	69%	0%	Planning	10	
Prop K	7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$ 380,000	\$ 2,000,000	69%	81%	Planning	6, 10	
Prop K	7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$ 60,000	\$ 5,000,000	69%	99%	Planning	6, 10	
Prop K	34	SFCTA	101/280 Carpool and Express Lane	\$ 4,100,000	\$ 7,000,000	79%	41%	Environmental	6, 9, 10	
Prop K	44	SFMTA	Hyde Street Safety	\$ 80,000	\$ 380,000	40%	79%	Planning	6	
<b>TOTAL</b>					<b>\$ 6,570,000</b>	<b>\$ 16,330,000</b>	<b>74%</b>	<b>60%</b>		

## Attachment 1: Summary of Requests Received

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### Footnotes

- <sup>1</sup> "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).
- <sup>2</sup> Acronyms: PCJPB (Peninsula Counties Joint Powers Board); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)
- <sup>3</sup> "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%.
- <sup>4</sup> "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 <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$1,600,000	The Downtown Rail Extension (DIX) will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard to the Salesforce Transit Center. The Pennsylvania Avenue Extension (PAX) has been endorsed by Mayor Breed and the SFCTA Board as the preferred route for the DIX to continue south from 4th and King via tunnel along Pennsylvania Avenue to avoid at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving Mission Bay, and Mission Bay Drive. PAX will improve vehicular and pedestrian safety by separating train movements from surface traffic at multiple crossings where Caltrain currently runs through San Francisco at grade, and will allow the re-connection of various city streets that are now truncated by the rail alignment. This request will fund the initiation of the PAX development process by performing pre-environmental analyses and scoping work, along with public outreach. We expect the resulting Project Initiation Document to be complete by June 2021.
7	PCJPB	22nd Street ADA Study	\$350,000	Requested by Commissioner Walton, this request will fund a feasibility study for Americans with Disabilities Act (ADA) improvements at the 22nd Street station in San Francisco so that it is compliant with the ADA in terms of street to platform access. The study will explore ramps, elevators, or a combination of these along with associated improvements such as lighting and utilities. A community stakeholder committee will be established in consultation with Commissioner Walton's office to enable input at key points in the study. Caltrain expects to complete the final report by October 2020.
7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$380,000	This project will further define future Caltrain maintenance and storage needs at existing sites (e.g. 4th & King in San Francisco and the Central Equipment and Maintenance Facility in San Jose) as well as options for potential sizing and citing of new or supplemental facilities at both the north and south ends of the system. This will include analyses of long term storage and maintenance needs at the north end of the system and their potential spatial configuration across combinations of various possible sites and geographies (e.g. 4th & King, Salesforce Transit Center, potential new facilities). The final report is expected to be done by December 2021. This work builds on recommendations from the Caltrain Business Plan.

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$60,000	This effort will lead to development of a corridor-wide grade separation policy, advancing the recommendations of the Caltrain Business Plan. The policy will include goals, objectives, and prioritization criteria for grade separations and best practice resources for grade separations projects from planning through implementation. The effort will be informed by existing and future conditions analysis of existing grade crossings and by robust stakeholder engagement. Caltrain anticipates completing this project by March 2022.
34	SFCTA	101/280 Carpool and Express Lane	\$4,100,000	This request is to fund development of a draft environmental document for a proposed project to implement carpool and express lanes along the US-101/I-280 corridor from San Mateo County to 5th and King streets in downtown San Francisco. The project is part of a regional network of managed lanes which seeks to reduce travel time, increase person throughput, and improve reliability. The proposed project, along with planned projects in San Mateo County, would provide a continuous carpool or express lane between San Francisco and Santa Clara. This request will also fund an equity study to understand the user profile of the planned traffic corridor and catchment area. The study data will be used to inform project decisions about equity and support project alternatives which advance social justice within the Bay Area. We expect to complete this scope of work by June 2021.
44	SFMTA	Hyde Street Safety	\$80,000	Prop K funds will leverage a Caltrans Planning Grant for a planning and engagement effort encompassing seven blocks of Hyde Street, from Grove to O'Farrell streets. The planning process will allow users of the corridor to re-envision the street from the current function of a vehicle through-way in an at-risk community to a safer and livable space. SFMTA will partner with the Department of Public Health and community-based organizations to work with the community to define and prioritize their transportation needs for Hyde Street. SFMTA will complete the final report, including an implementation plan, by March 2022.
<b>TOTAL</b>			<b>\$6,570,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
5	SFCTA	Pennsylvania Avenue Extension Pre-environmental	\$ 1,600,000	<b>Exception to Prop K Strategic Plan Policy:</b> The recommended appropriation is contingent upon an exception to the Prop K policy establishing that all remaining funds programmed in the DTX to a Rebuilt Transbay Terminal category, beyond those already programmed for Phase 1 (transit center), shall be for construction of Phase 2 (DTX). This policy exception is required to appropriate the requested Prop K funds for the Pennsylvania Avenue Extension Pre-Environmental project.
7	PCJPB	22nd Street ADA Study	\$ 350,000	
7	PCJPB	Major Initiatives - Major Stations and Terminals - Planning and Development	\$ 380,000	
7	PCJPB	Major Initiatives Corridor-wide Grade Separation Study	\$ 60,000	
34	SFCTA	101/280 Carpool and Express Lane	\$ 4,100,000	<b>Prop K Strategic Plan and 5-Year Prioritization Program Amendments:</b> Recommendation is contingent on concurrent amendments to the Prop K Strategic Plan and the Street Resurfacing, Rehabilitation, and Maintenance 5YPP to advance \$4.1 million from the outyears of the Prop K program to FY 2019/20 for this project. This is consistent with a Prop K/Local Partnership Program fund exchange previously approved by the Board for this purpose. See memo and enclosed Strategic Plan and 5YPP amendments for details.
44	SFMTA	Hyde Street Safety	\$ 80,000	
<b>TOTAL</b>			<b>\$6,570,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

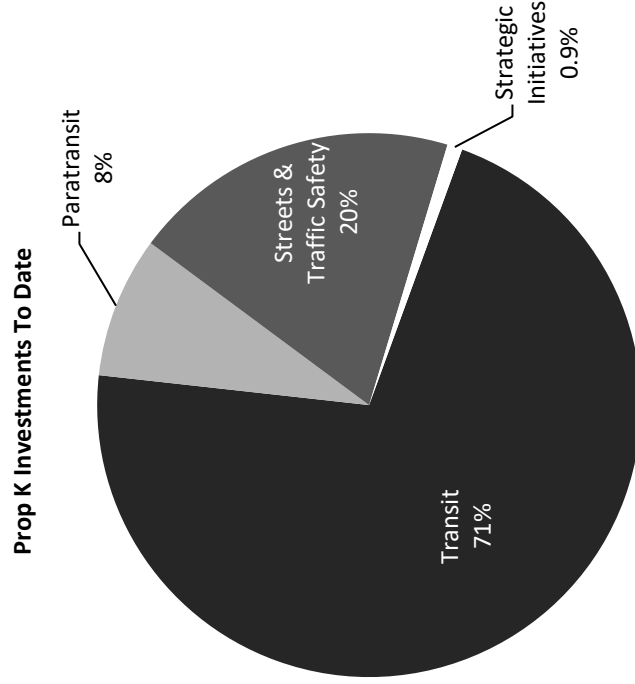
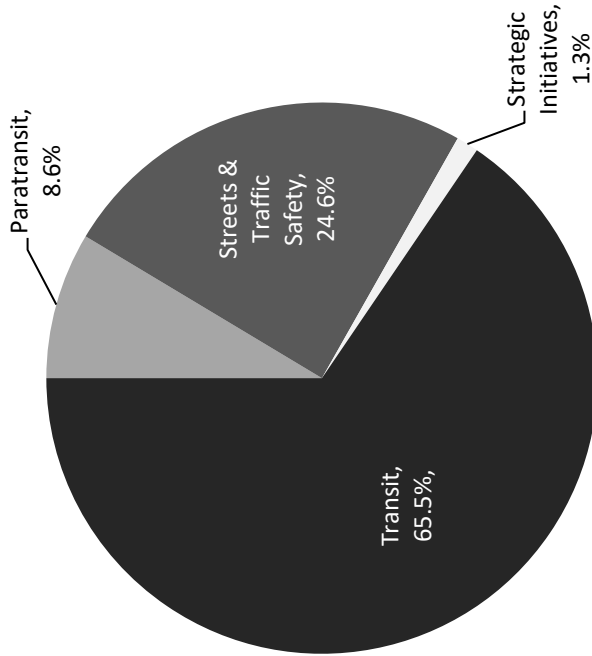


Attachment 4.  
Prop K and Prop AA Allocation Summaries - FY 2019/20

PROP K SALES TAX										
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26			
Total	\$ 67,887,653	\$ 28,501,591	\$6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
Prior Allocations	\$ 6,570,000	\$ 3,979,734	\$ 20,000	\$ -	\$ -	\$ -	\$ -			
Current Request(s)	\$ 74,457,653	\$ 31,071,857	\$ 6,052,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
New Total Allocations										

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**





## Memorandum

### AGENDA ITEM 5

**DATE:** October 17, 2019

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 11/5/2019 Board Meeting: Allocate \$870,000, with Conditions, and Appropriate \$5,700,000 in Prop K Sales Tax Funds for 6 Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$790,000 in Prop K funds to the Peninsula Corridor Joint Powers Board (PCJPB or Caltrain) for 3 requests:</p> <ol style="list-style-type: none"> <li>1. 22nd Street ADA Study (\$350,000)</li> <li>2. Major Initiatives - Major Stations and Terminals - Planning and Development (\$380,000)</li> <li>3. Major Initiatives Corridor-wide Grade Separation Study (\$60,000)</li> </ol> <p>Allocate \$80,000 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>4. Hyde Street Safety</li> </ol> <p>Appropriate \$5,700,000 in Prop K funds for two requests:</p> <ol style="list-style-type: none"> <li>5. Pennsylvania Avenue Extension Pre-environmental (\$1,600,000)</li> <li>6. 101/280 Carpool and Express Lane Project (\$4,100,000)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including requested phase(s) and supervisorial district(s) for each project. Attachment 2 provides a brief description of each project. Attachment 3 contains the staff recommendations.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input 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>
---	--

### 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.

#### **Prop K Strategic Plan Amendment to Fund the 101/280 Carpool and Express Lane Project.**

In December 2018 the Transportation Authority Board approved the final Freeway Corridor Management Study Phase 2 report and a Prop K/SB 1 Local Partnership Program (LPP) fund



exchange for the US 101/I-280 Managed Lanes Project, now called the 101/280 Carpool and Express Lane Project. This fund exchange approved \$6 million in LPP formula funds for SFPW's street resurfacing projects in exchange of \$4.1 million in Prop K funds for the 101/280 Carpool and Express Lane Project.

We did not program the \$4.1 million for the 101/280 project in the 2019 5-Year Prioritization Program (5YPP) for street resurfacing given the uncertainty created by Prop 6, which would have repealed the SB 1 revenues that fund the LPP. Since Prop 6 was defeated and the 101/280 project is now ready to begin the environmental phase, we are now seeking Board approval to advance \$4.1 million in Prop K funds in the street resurfacing category to Fiscal Year 2019/20 for the 101/280 Carpool and Express Lane Project. This requires a concurrent Strategic Plan amendment.

## **FINANCIAL IMPACT**

The recommended action would allocate and appropriate \$6,570,000 in Prop K funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Funding the proposed appropriation for the 101/280 Carpool and Express Lane Project requires a Prop K Strategic Plan amendment to advance \$4,100,000 in the Street Resurfacing, Rehabilitation, and Maintenance category from Fiscal Years 2029/30 and 2030/31 to Fiscal Year 2019/20. The amendment would result in an increase of 0.06% (\$1,711,806) in anticipated financing costs for the Prop K program as a whole over its 30-year life, which we consider to be insignificant. See the enclosed allocation request form for the amendment details.

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 October 23, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Enclosure 1 - Allocation Request Forms (6)

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RESOLUTION APPROVING AN AMENDED 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 (MTC) and the California Transportation Commission (CTC); and

WHEREAS, On October 22, 2019, through approval of Resolution 20-12, the Board approved San Francisco's 2020 RTIP project priorities, including \$7,174,000 in new funding for the San Francisco Municipal Transportation Agency's (SFMTA's) New Flyer Midlife Overhaul - Phase III project and \$13,752,000 in Fiscal Year 2020/21 for the SFMTA's Restoration of Light Rail Lines - Axle Counters project carried forward from the 2018 RTIP (Attachment 1); and

WHEREAS, In September 2019, SFMTA notified Transportation Authority staff that it would like to incorporate the Restoration of Light Rail Lines - Axle Counters project scope into its larger, multiphase Communications-Based Train Control (CBTC) project, which will provide the same functionality as axle counters in tracking train movements but with modern technology and extended benefits such as reliability, capacity, and ease of maintenance to the entire Muni Metro, not just the subway; and

WHEREAS, SFMTA staff requested and Transportation Authority staff recommended reprogramming the \$13,752,000 in RTIP funds from the Axle Counters project to the first two phases of the seven phase CBTC project, with Phase 1 extending from 23<sup>rd</sup> Street along the T-Third line to the subway entrance at The Embarcadero and Phase 2 encompassing the entire Muni Metro Subway from West Portal to The Embarcadero with additional details on scope, schedule, cost and funding show in Attachment 2; and

WHEREAS, Through Resolution 20-12, the Transportation Authority recommended programming all new available capital funding (\$7,174,000) in the 2020 RTIP to the SFMTA's 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; and

WHEREAS, Subsequently, MTC staff discovered an error in the Transportation



Authority staff's calculation of 2020 RTIP funding available, and as a result determined that there is an additional \$778,000 available for programming this cycle; and

WHEREAS, In consultation with the SFMTA, Transportation Authority staff recommended programming the additional \$778,000 in 2020 RTIP funds to the New Flyer Midlife Overhaul - Phase III project, bringing the total proposed 2020 RTIP funds from \$7,174,000 to \$7,952,000 and increasing the number of buses to be overhauled from 13 to 14 as shown in Attachments 1 and 2; and

WHEREAS, Subject to approval by the MTC and CTC, the amended 2020 RTIP program of projects would reduce the Transportation Authority's remaining RTIP commitment to the SFTMA's Central Subway project, which the Transportation Authority is fulfilling by programming RTIP funds to other RTIP-eligible SFMTA projects, to \$32,798,000 (Attachment 3); and

WHEREAS, At its October 23, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support to reprogram \$13,752,000 in Fiscal Year 2020/21 RTIP funds from the Restoration of Light Rail Lines - Axle Counters project to the CBTC - Phases 1 and 2 project; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves an amended San Francisco Program of Projects for the 2020 RTIP as summarized in Attachment 1; and be it further

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

Attachments:

- Attachment 1 – Proposed Amended 2020 RTIP Program of Projects
- Attachment 2 – Project Programming Request Forms (for amended projects)
- Attachment 3 – Draft Remaining RTIP Commitments

**Attachment 1  
Proposed Amended San Francisco 2020 Regional Transportation Improvement Program (RTIP) Programming Priorities**

Project Totals by Fiscal Year (\$ 1,000's)								
CTIC has advised that new programming is only available in FYs 2023/24 and 2024/25.								
Agency <sup>1</sup>	Project	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Phase
<b>Existing 2018 RTIP Programming Priorities</b>								
SFMTA	Restoration of Light Rail Lines - Axle Counters Communications-Based Train Control - Phases 1 and 2	\$13,752	\$13,752					Construction
				SFMTA will request 100% federal RTIP funds.				
SFCTA	Planning, programming, and Monitoring	\$778	\$260	\$259				n/a
MTC	Planning, Programming, and Monitoring	\$237	\$76	\$79	\$82			n/a
<b>Existing Funds Programmed in 2018 RTIP</b>		\$14,767	\$14,088	\$338	\$341			

Project Totals by Fiscal Year (\$ 1,000's)								
CTIC has advised that new programming is only available in FYs 2023/24 and 2024/25.								
Agency <sup>1</sup>	Project	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Phase
<b>New 2020 RTIP Programming Priorities</b>								
SFMTA	New Flyer Midlife Overhaul - Phase III	\$7,174 \$7,952					\$7,174 \$7,952	Construction
				SFMTA will request 100% federal RTIP funds				
SFCTA	Planning, programming, and Monitoring	\$245				\$46	\$199	n/a
MTC	Planning, Programming, and Monitoring	\$173				\$85	\$88	n/a
<b>Proposed 2020 RTIP Programming</b>		\$7,592 \$8,370				\$131	\$7,464 \$8,239	
<b>Total RTIP Funds Available</b>		<b>\$22,359</b>						
<b>Surplus / (Shortfall)</b>		<b>\$23,137</b>						
<b>Surplus / (Shortfall)</b>		<b>\$0</b>						

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

## 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				2137			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				SFMTA			
				MPO	Element		
				MTC	MT		
Project Manager/Contact		Phone		E-mail Address			
Alex Hallowell		(415) 646-4112		<a href="mailto:Alexandra.Hallowell@sfmta.com">Alexandra.Hallowell@sfmta.com</a>			
<b>Project Title</b>							
Communications-Based Train Control - Phases I & 2							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
A new Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The SFMTA will install a new CBTC system, starting with Phase 1 between 23rd Street and the subway portal at Market Street. Phase 2 will include the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. CBTC will include the functionality of the Axle Counters project while taking advantage of newer technology and equipment. Five subsequent phases of the project will deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service (full text on next tab).							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		SFMTA					
PS&E		SFMTA					
Right of Way		NA					
Construction		SFMTA					
<b>Legislative Districts</b>							
Assembly:	17,19		Senate:	11		Congressional:	12,14
<b>Project Benefits</b>							
To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications Based Train Control System (CBTC) along 9 bidirectional miles of light rail lines and six transit lines. CBTC benefits are improved reliability, safety, line capacity, and decreased travel times for the most heavily-traveled segments of the light rail system.							
<b>Purpose and Need</b>							
The SFMTA Muni Metro system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):							
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>	
Intercity Rail/Mass Trans		Operational improvements			Miles	18	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved					11/30/19		
Begin Environmental (PA&ED) Phase					03/01/2019	NA	
Circulate Draft Environmental Document			<b>Document Type</b>	CE/CE			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/30/2019	03/31/20	
Begin Design (PS&E) Phase					07/01/2019	03/31/20	
End Design Phase (Ready to List for Advertisement Milestone)					06/01/2020	03/31/20	
Begin Right of Way Phase						NA	
End Right of Way Phase (Right of Way Certification Milestone)						NA	
Begin Construction Phase (Contract Award Milestone)					12/01/2020	01/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2023	06/30/25	
Begin Closeout Phase					01/01/2024	06/30/25	
End Closeout Phase (Closeout Report)					01/01/2026	12/31/25	

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**PROJECT PROGRAMMING REQUEST**

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

Date: 08/16/19

**Additional Information**

**LOCATION (PROJECT LIMITS), DESCRIPTION ( SCOPE OF WORK) (Full language):**A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The SFTMA will install a new CBTC system, with phasing as follows: Phase 1 between 23rd Street and the subway portal at Market Street. This segment of nine stations serves the new Chase Center (Warriors arena), Oracle Park (Giants stadium) as well as Muni Metro East, one of SFMTA's two light rail maintenance facilities. Following this installation, Phase 2 will be installed throughout the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. Phase 2 serves 9 underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge. It will also include Central Subway's two surface and two subway stations. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the project's Phases 1 and 2. CBTC will include the functionality of the "Restoration of SFMTA Light Rail Lines - Axle Counters" project while taking advantage of newer technology and equipment. These two phases are part of a larger seven-phase project to deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service.

**PURPOSE & NEED (Full language):** The SFMTA Muni Metro system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations:

- 1) essential safety features to ensure light rail vehicles never collide while operating underground.
- 2) higher travel speeds under a computerized system.

This system keeps vehicles safely and evenly spaced, permitting lower headways than could be achieved under manual operation. Today's SFMTA train control system is beyond its useful life and over capacity. The majority of the LRV network, including the Phase 1, 9-station segment, is governed by line-of-sight rules and signals working in isolation. The full CBTC system installation will expand the centralized vehicle control beyond the Market Street tunnel and along all surface lines. This will permit a more coordinated and centralized management of the entirety of our light rail system by using integrated signals to better manage vehicle flows along the surface. Additionally, CBTC will incorporate decades of technological improvements resulting in more flexible operations, lower operating and maintenance costs, and a better and more intuitive user interface.

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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, ,	, ,			2137	
<b>Project Title:</b> Communications-Based Train Control - Phases I & 2						

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)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON		32,000						32,000	SFMTA
<b>TOTAL</b>		<b>32,000</b>						<b>32,000</b>	
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)	2,435	6,000	500					8,935	
PS&E		8,569	4,856	1,475				14,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752	40,072	12,551	825			67,200	
<b>TOTAL</b>	<b>2,435</b>	<b>28,321</b>	<b>45,428</b>	<b>14,026</b>	<b>825</b>			<b>91,035</b>	

Fund No. 1:	STIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752						13,752	
<b>TOTAL</b>		<b>13,752</b>						<b>13,752</b>	
Proposed Funding (\$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		13,752						13,752	
<b>TOTAL</b>		<b>13,752</b>						<b>13,752</b>	

Fund No. 2:	FTA \$5337 State of Good Repair								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									FTA (programmed by MTC)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		18,248						18,248	
<b>TOTAL</b>		<b>18,248</b>						<b>18,248</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E		2,760						2,760	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			816	403				1,219	
<b>TOTAL</b>		<b>2,760</b>	<b>816</b>	<b>403</b>				<b>3,979</b>	

Fund No. 3:		Operating/Population Baseline							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)									SFMTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)	2,435	4,243	500					7,178		
PS&E		690	3,856	1,475				6,021		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			1,782	4,328				6,110		
TOTAL	2,435	4,933	6,138	5,803				19,309		

Fund No. 4:		Low Carbon Transit Operations Program							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)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)		1,757						1,757		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		1,757						1,757		

Fund No. 5:		General Funds							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)									SFMTA	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		1,000						1,000		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL		1,000						1,000		

Fund No. 6:		SB1 State of Good Repair							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)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		1,993	1,000					2,993		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			13,507	4,750	825			19,082		
TOTAL		1,993	14,507	4,750	825			22,075		

Fund No. 7:		Other FTA / Match Programming (MTC discretion)							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)									MTC	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E		2,126						2,126		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			23,967	3,070				27,037		
TOTAL		2,126	23,967	3,070				29,163		

**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				2137	

**SECTION 1 - All Projects****Project Background**

As with the original 2018 STIP project, the SFMTA continues to work to grow light rail ridership and expand service frequency. Our outdated centralized train control system is under constant pressure and is operating beyond the capacity for which it was designed three decades ago. The risk to service disruption is growing with the recent expansion of our light rail fleet by 68 vehicles (45%) and with the incredible growth in development particularly along the Mission Bay corridor (which corresponds to the Phase 1 geography). To increase rail network capacity, the SFMTA proposes implementing a new Communications-Based Train Control (CBTC) system: a CBTC system possesses the greatest potential of any single investment to improve our light rail operations. The CBTC updates the scope of the Restoration of SFMTA Light Rail Lines - Axle Counters project with new technology. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the

**Programming Change Requested**

The SFMTA will complete its Restoration of SFMTA Light Rail Lines - Axle Counters project, which is currently programmed to receive \$13.752 M in the STIP, by folding its scope and purpose into its larger CBTC Phases 1 and 2 project. The requested scope amendment (and related amendments to project milestones) incorporates the train 'tracking' feature of the Axle Counter project as a core function of the new CBTC system. Essentially, the Axle Counter functionality as originally proposed would have been to enhance the original and old train control system, and investment in CBTC would instead replace it with a new system with a multitude of additional benefits to speed up and improve reliability in an expanded service area. Note the project sponsor has been and remains "SFMTA," not "San Francisco County MTA / Dept. of Parking and Traffic", and this is now reflected throughout the PPR.

**Reason for Proposed Change**

The SFMTA has developed a vision for the train control system and has determined that the most beneficial path is to replace and expand the existing system due to its limitations and remaining life cycle. This CBTC project replaces the previous plan of staged upgrades to the legacy system. This legacy project was of smaller scope, and would deliver limited benefits as compared with this new project. Based on project development that has occurred since the approval of the 2018 STIP, the SFMTA will launch the full CBTC system in phases. The 2018 STIP funds will be devoted to Phase 1 and 2 improvements on light rail's surface corridor from 23rd Street and the Portal leading to the Market Street subway and the Market Street subway itself along with Central Subway. This includes and expands the geography of the original Axle Counter project, and will provide far superior benefits to the public. It also leverages significantly more federal, state, and local funds than the original

**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**

There would be no delay. The cost increase is due to the expanded scope of work and will be funded with non-STIP funds as shown in the "Funding Info" tab (federal, state and local funds).

**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:	10/22/19	
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		<a href="mailto:Alexandra.Hallowell@sfmta.com">Alexandra.Hallowell@sfmta.com</a>			
<b>Project Title</b>							
New Flyer Midlife Overhaul - Phase III							
<b>Location (Project Limits), Description ( Scope of Work)</b>							
The New Flyer Midlife Overhaul – Phase III of SFMTA’s overhaul program will perform midlife overhauls on fourteen 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.							
<b>Component</b>		<b>Implementing Agency</b>					
PA&ED		NA					
PS&E		SFMTA					
Right of Way		NA					
Construction		SFMTA					
<b>Legislative Districts</b>							
Assembly:	17, 19		Senate:	11		Congressional:	12, 14
<b>Project Benefits</b>							
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.							
<b>Purpose and Need</b>							
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.							
<b>Category</b>		<b>Outputs</b>			<b>Unit</b>	<b>Total</b>	
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	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>	
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: 10/22/19

**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: 10/22/19

District	County	Route	EA	Project ID	PPNO
04	SF	var			
<b>Project Title:</b> 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						9,879		9,879	
TOTAL						9,879		9,879	

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 funds requested as project is not Article XIX-eligible
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,952		7,952	
TOTAL						7,952		7,952	

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	

Attachment 3  
San Francisco County Transportation Authority  
Draft Remaining Regional Improvement Program (RIP) Commitments<sup>1</sup>  
Updated October 28, 2019

Project <sup>2</sup>	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 [SFCIA 1st priority] <sup>3</sup>	\$92,000,000	\$40,750,000	\$7,174,000 \$7,952,000	<del>\$33,576,000</del> \$32,798,000
MTC STP/CMAQ Advance for Presidio Parkway [SFCIA 2nd priority] <sup>4</sup>	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCIA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
<b>Total</b>	<b>\$262,101,000</b>	<b>\$92,597,000</b>	<b>\$7,174,000</b> <b>\$7,952,000</b>	<b>\$85,423,000</b> <b>\$84,645,000</b>

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

<sup>2</sup> 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).

<sup>3</sup> 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~~ \$7,952,000 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.

<sup>4</sup> 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.



## Memorandum

### AGENDA ITEM 6

**DATE:** October 25, 2019  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 11/5/2019 Board Meeting: Approve an Amended Program of Projects for the 2020 Regional Transportation Improvement Program

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Approve an amended Program of Projects for the 2020 Regional Transportation Improvement Program (RTIP).</p> <ul style="list-style-type: none"> <li>Reprogram \$13,752,000 in Fiscal Year (FY) 2020/21 RTIP funds from San Francisco Municipal Transportation Agency's (SFMTA's) Restoration of Light Rail Lines - Axle Counters project to the Communications-Based Train Control (CBTC) - Phases 1 and 2 project.</li> <li>Program \$778,000 in additional FY 2024/25 RTIP funds to the New Flyer Midlife Overhaul - Phase III project.</li> </ul> <p><b>SUMMARY</b></p> <p>As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. As part of the 2018 RTIP, the Board recommended, and the Metropolitan Transportation Commission (MTC) and California Transportation Commission (CTC) approved, \$13,752,000 for SFMTA's Restoration of Light Rail Lines - Axle Counters project. In September 2019, SFMTA notified Transportation Authority staff that it would like to incorporate the project scope into its larger, multiphase CBTC project, which will provide the same functionality as axle counters in tracking train movements but with modern technology and extended benefits to the entire Muni Metro, not just the subway. We also request programming \$778,000 in additional RTIP funds for the New Flyer Midlife Overhaul - Phase III project, as approved last month, for one additional bus overhaul (14 versus 13 buses), increasing RTIP funding to \$7,952,000 due to a funding calculation error.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## **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 rail line extensions.

On October 22, 2019, the Board approved San Francisco's 2020 RTIP project priorities for \$7,592,000 of new funding (see Attachment 1 for details). As CMA, the Transportation Authority must submit its new 2020 RTIP priorities and any amendments to existing RTIP projects to MTC for approval by mid-November 2019.

### **SFMTA's Train Control.**

Of the entire Muni Metro system, only the Market Street Subway has centralized train control which was installed 30 years ago. Most of the 74-mile light rail vehicle (LRV) network is governed by signals that work in isolation rather than as a connected system. SFMTA staff estimates that this outdated train control system accounts for around half of the subway's acute delay incidents due to communication failures, failed entry into the subway, computer failures, and equipment failures.

Restoration of Light Rail Lines - Axle Counters [Current Project]: Axle counters are currently used to identify the locations of trains. As approved in the 2018 RTIP, this project would upgrade 83 rail-side axle counters to more current technology and install 20 additional axle counters to improve the spacing of the counters between Forest Hill and Eureka and outbound Embarcadero to Montgomery stations. The \$13,752,000 programmed in the 2018 RTIP would have leveraged \$18,248,000 in federal funds to complete the installation of the axle counters, with a contract awarded in late 2020 and project completion by early 2024. While this project would have provided operational benefits, it would be a solution that upgraded only one component of the system with old technology rather than addressing the larger need for a systemwide and modernized upgrade.

CBTC Phases 1 and 2 [Proposed Project]: SFMTA has decided to change its approach to train control. Rather than implementing incremental improvements, it is planning to replace the existing system with a modern Communications-Based Train Control (CBTC) system that would extend to the entire light rail system rather than just the Muni Metro Subway. The CBTC system will provide better technology to track train movements using an on-board control computer and global positioning system to communicate directly with the Operations Control Center. It would also allow systemwide management of the Muni Metro system including integration with surface traffic signals. This would allow trains to travel closer together and increase allowable train speeds. SFMTA staff anticipates CBTC will reduce subway delays by 20-25%, allow for improved maintainability, reduce the variability of surface trip times, better address bottlenecks, and increase overall capacity of the system. The project



will increase the number of trains through the subway from approximately 35 trains per hour to roughly 45 per hour in each direction.

SFMTA plans to implement the overall CBTC project in seven phases, as shown in Attachment 2. We are proposing to reprogram the RTIP funds to the first two phases of the project, leveraging \$77,283,000 in federal, state, and local funds for a project cost of \$91,035,000. Phase 1 extends from 23<sup>rd</sup> Street along the T-Third line to the subway entrance at The Embarcadero. Phase 2 will implement CBTC on the entire Muni Metro Subway from West Portal to The Embarcadero. Construction on Phase 1 will begin in early 2022 and conclude in late 2023. Construction on Phase 2 will begin in mid-2023 and conclude in mid-2025. The project will be delivered using a design-build contracting approach. Depending upon securing full funding, SFMTA will complete the deployment of CBTC across the entire Muni Metro System by late 2027 with a total cost estimate of \$300 million.

Attachment 3 contains a draft of the Project Programming Request form for the CBTC project, with basic information about scope, schedule, budget, and funding plan. Additional details are shown in the presentation (Attachment 4), which SFMTA staff will present at the November 5 Board meeting.

#### **Additional Funds for SFMTA's New Flyer Midlife Overhaul - Phase III Project.**

The Board-approved 2020 RTIP committed all new available capital funding (\$7,174,000) to the New Flyer Midlife Overhaul - Phase III project. The scope of work includes scheduled midlife overhauls on 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.

Subsequent to Board action, MTC staff discovered an error in our calculation of RTIP funding available, and as a result we have an additional \$778,000 available for programming this cycle. We are recommending increasing 2020 RTIP programming to the New Flyer project, which would allow the SFMTA to add one additional vehicle to the scope of work, resulting in fourteen vehicle overhauls instead of thirteen. This would bring the total amount of RTIP funds programmed to the project to \$7,952,000. A revised Project Programming Request form is included as Attachment 5.

Subject to Board approval, the proposed amended 2020 RTIP program of projects would reduce the Transportation Authority's remaining funding commitment to the SFMTA's Central Subway, being paid down by programming RTIP funds to other SFMTA RTIP-eligible projects such as the New Flyer Midlife Overhaul, to \$32,798,000 (Attachment 6).

#### **Next Steps.**

Subject to Board approval at the November 19 meeting, we would submit the amended San Francisco 2020 RTIP Program of Projects to the MTC. 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. If approved, SFMTA would be able to allocate the funds for the CBTC project as



soon as July 2020. Funds for the New Flyer Midlife Overhaul project would be available in Fiscal Year 2024/25.

## **FINANCIAL IMPACT**

The recommended action would not have an impact on the adopted FY 2019/20 budget.

## **CAC POSITION**

The CAC was briefed at its October 23, 2019 meeting, and unanimously approved a motion of support to reprogram the \$13,752,000 in FY 2020/21 RTIP funds from the Restoration of Light Rail Lines - Axle Counters project to the CBTC - Phases 1 and 2 project. Information regarding the recommendation to program an additional \$778,000 to the New Flyer Midlife Overhaul - Phase III project was presented to the CAC but was not part of its action as we identified the additional RTIP funding after finalizing the meeting materials.

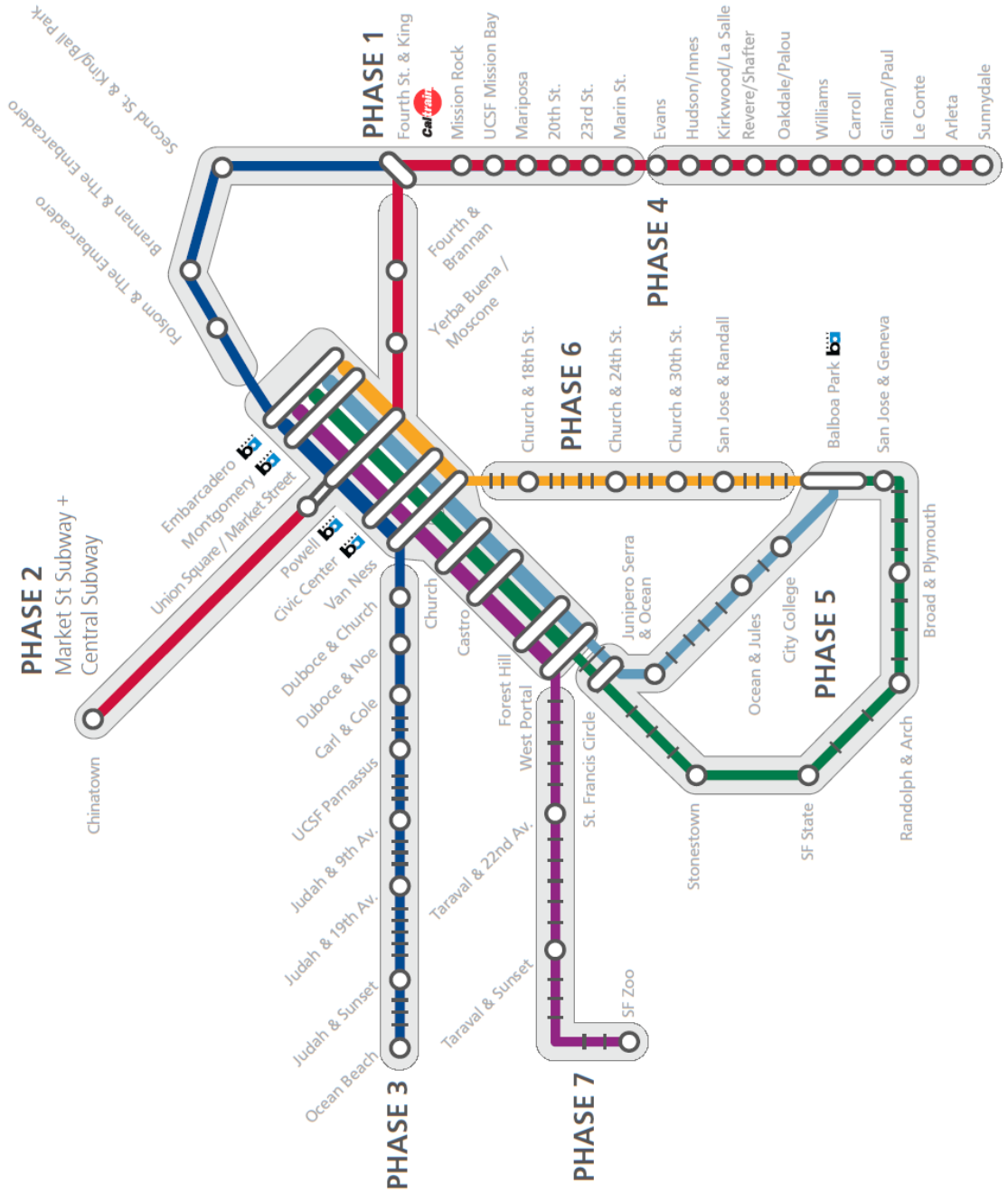
## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Proposed Amended 2020 RTIP Program of Projects
- Attachment 2 - Map of CBTC Implementation by Phase
- Attachment 3 - CBTC - Phases 1 and 2 Project Programming Request Form
- Attachment 4 - SFMTA presentation on the CBTC project
- Attachment 5 - New Flyer Midlife Overhaul - Phase III Revised Project Programming Request Form
- Attachment 6 - Proposed Remaining RTIP Commitments

Attachment 2

Map of Communications-Based Train Control System Implementation by Phase

# Preliminary Project Phasing





SFMTA



# Communications Based Train Control (CBTC) – STIP

**Daniel Howard**  
**Transit | SFMTA**



# What is automatic train control?

Primarily, train control is a **safety system** which is designed to prevent **train-to-train** collisions.



# SFMTA's train control system:



The current train control system operates in the Market Street tunnel between Embarcadero and West Portal Stations

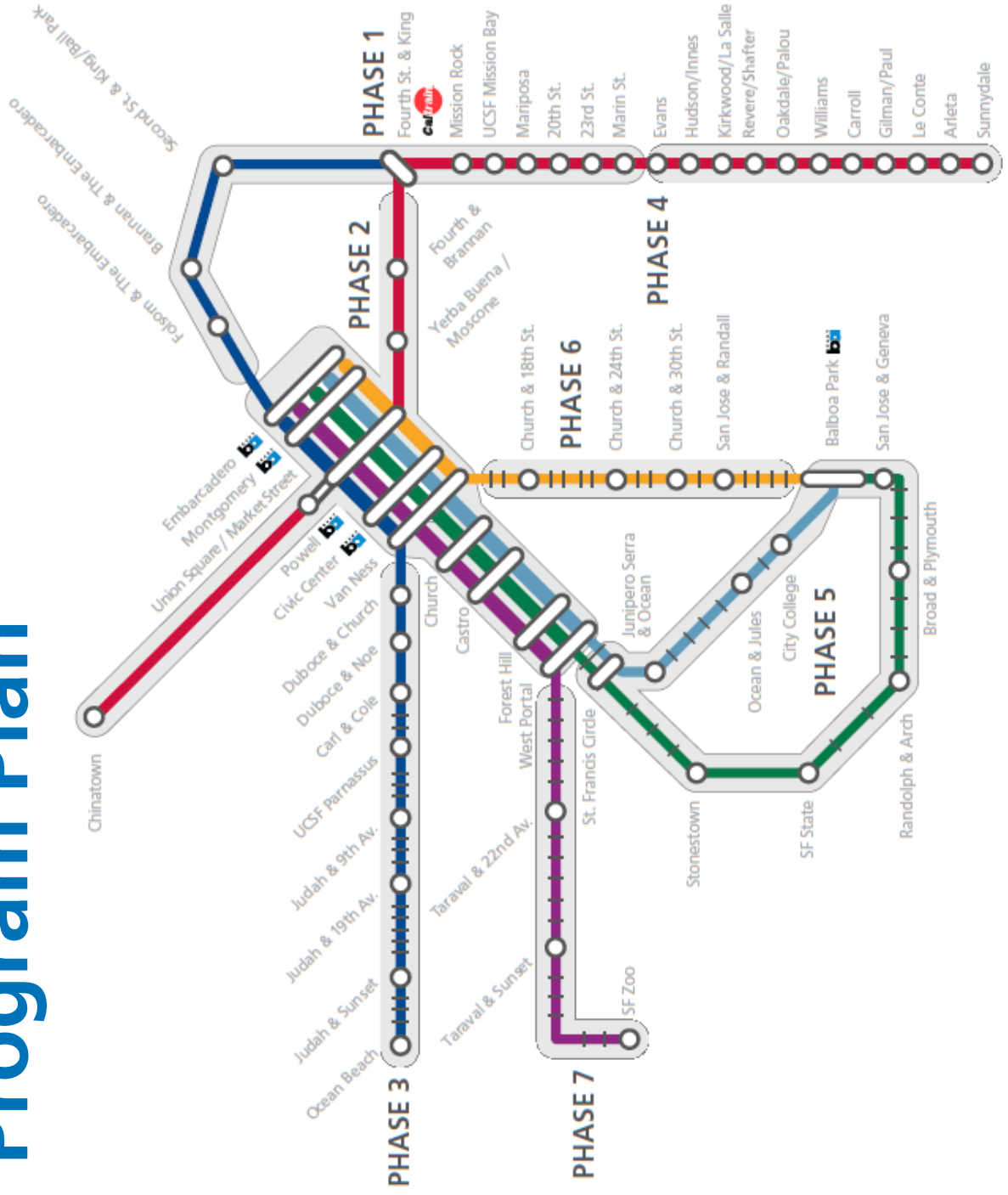
- A train entering a portal pings the central computer system
- The system does a “handshake” with the vehicle, then routes it automatically
- System keeps vehicles safely spaced
- System controls use and activation of switches to route vehicles

# How does our system perform?

The present system was rolled out in the 1990s—it experienced significant issues then, and continues to cause headaches today

<b>Three entry portals</b>	<b>Twenty-year-old system</b>	<b>Rigid infrastructure</b>	<b>Congestion</b>
Multiplies the opportunity for system failures, makes systemic management of entire rail system complex	Components fail regularly, technology has significant capacity issues, fewer and fewer people have expertise to understand system	Extremely unforgiving system design, system is slow to come back up and results in delays that are disproportionate to significance of initial failure	We are operating at (or even above) capacity of the train control system, leaves zero room for error

# Program Plan



# New Train Control System

<b>Modern Equipment</b>	<b>Better Software</b>	<b>Traffic Signal Coordination</b>	<b>Supervision Everywhere</b>
<p>New systems use modern standards like WiFi and cellular, provide redundant communication to keep trains connected. New equipment is less failure-prone than today.</p>	<p>Better software will allow for increases in capacity through more efficient operations. Software can also predict faults to reduce delay-causing failures in service.</p>	<p>Train control system communicates with traffic signals so trains don't get stopped by red lights.</p>	<p>A system-wide train control allows trains to enter system at yards, cutting out portal entry delays. It also permits better sequencing on the surface to avoid bunches/gaps.</p>

# Budget & Funding Plan: STIP

## Phase I: 23<sup>rd</sup> St-Ferry Portal

Detail Design	\$ 3,450,000
Construction	\$ 23,250,000
	\$ 26,700,000

### Funding plan

FTA 5337	\$ 3,576,000
Transit Capital Priorities (MTC)	\$ 4,344,000
STIP	\$ 13,752,000
Population Baseline GF	\$ 3,271,000
SB1 State of Good Repair	\$ 1,757,000

## Phase II: Subway

Detail Design	\$ 11,450,000
Construction	\$ 43,950,000
	\$ 55,400,000

### Funding plan

FTA 5337	\$ 403,000
Transit Capital Priorities (MTC)	\$ 24,820,000
General Fund	\$ 1,000,000
Population Baseline GF	\$ 8,860,000
SB1 State of Good Repair	\$ 20,317,000

Geography for Phases I and II aligns with original Axle Counter project and provides substantially larger scope and benefits

# Total Program Cost & Schedule

Phase	Location	Q3 FY21	Q4 FY21	Q1 FY22	Q2 FY22	Q3 FY22	Q4 FY22	Q1 FY23	Q2 FY23	Q3 FY23	Q4 FY23	Q1 FY24	Q2 FY24	Q3 FY24	Q4 FY24	Q1 FY25	Q2 FY25	Q3 FY25	Q4 FY25	Q1 FY26	Q2 FY26	Q3 FY26	Q4 FY26	Q1 FY27	Q2 FY27	Q3 FY27	Q4 FY27	Q1 FY28
Phase 1 DD	Embarcadero + 3rd to MME																											
Phase 1 CON	Embarcadero + 3rd to MME																											
Phase 2 DD	Subways																											
Phase 2 CON	Subways																											
Phase 3 DD	N Judah (Duboce to Ocean Bch)																											
Phase 3 CON	N Judah (Duboce to Ocean Bch)																											
Phase 4 DD	T Third (MME to Sunnydale)																											
Phase 4 CON	T Third (MME to Sunnydale)																											
Phase 5 DD	K & M Lines (WP to Balboa Pk / Parkmerced)																											
Phase 5 CON	K & M Lines (WP to Balboa Pk / Parkmerced)																											
Phase 6 DD	J Church (Duboce to Balboa Park)																											
Phase 6 CON	J Church (Duboce to Balboa Park)																											
Phase 7 DD	L Taraval (West Portal to Zoo)																											
Phase 7 CON	L Taraval (West Portal to Zoo)																											
<b>FY18</b>	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	<b>FY25</b>	<b>FY26</b>	<b>FY27</b>	<b>FY28</b>																		
Project Cost	1,335,000	0	3,100,000	23,000,000	36,875,000	53,425,000	46,525,000	49,100,000	32,800,000	2,400,000																		
Escalation (5%/yr)			1,150,000	1,940,000	2,950,000	2,690,000	1,960,000	3,130,000	2,200,000	170,000																		
<b>TOTAL</b>	<b>1,335,000</b>	<b>0</b>	<b>3,100,000</b>	<b>24,150,000</b>	<b>38,815,000</b>	<b>56,375,000</b>	<b>49,215,000</b>	<b>52,230,000</b>	<b>35,000,000</b>	<b>2,570,000</b>																		
											<b>296,975,000</b>																	

## Potential funding sources for Phases 3-7 include:

- **Federal:** Capital Investment Grant program
- **State:** Transportation Infrastructure and Rail Capital Program, Affordable Housing/Sustainable Communities, CalTrans State of Good Repair Funds
- **Local:** GO Bond, Population Baseline funds, Developer feeds, future revenues (TNC tax)

\*Preliminary project cost estimate is subject to change, figures rounded

# Questions?



SFMTA





RESOLUTION INCREASING THE PROFESSIONAL SERVICES CONTRACT WITH CIVIC EDGE CONSULTING FOR STRATEGIC COMMUNICATIONS, MEDIA AND COMMUNITY RELATIONS FOR THE CONNECTSF PROGRAM BY \$100,000, TO A TOTAL AMOUNT NOT TO EXCEED \$250,000, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF Program which is a multi-agency collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco's future; and

WHEREAS, Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision, including the Statement of Needs, Transit Corridors Study and Streets and Freeways Study; and

WHEREAS, The outcome of Phase 2 will be a prioritized list of project concepts and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision; and

WHEREAS, Given the ConnectSF vision's emphasis on equity and diversity, it is critical that communications and outreach for the program reach the broadest audience possible, but especially people of color, people with low incomes, persons with disabilities, and other vulnerable populations, as well as non-governmental organizations that support these communities; and

WHEREAS, In July 2018, through Resolution 19-05, the Transportation Authority awarded a three-year professional services contract in the amount of \$150,000 to Civic Edge Consulting for strategic communications, media and community relations services; and



WHEREAS, The Transportation Authority consultant support is intended to help all participating agencies devise effective ways of communicating to the public, community based organizations, elected leaders and others in a way that is seamless and that communicates why the studies being developed under the ConnectSF umbrella are important and why people should be engaged; and

WHEREAS, The ConnectSF project team is seeking additional funding in order to increase consultant support for outreach activities, including additional public workshops and engagement events, creating more opportunities for the public to provide feedback; and

WHEREAS, The Transportation Authority has budgeted \$100,000 for the requested services, funded by a prior Prop K appropriation for the San Francisco Transit Corridor Study; and

WHEREAS, A portion of the proposed amendment is included in the adopted Fiscal Year 2019/20 budget, and sufficient funds will be included in future budgets to accommodate the activities in future years; and

WHEREAS, At its October 23, 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 increases the professional services contract with Civic Edge Consulting for strategic communications, media and community relations services for the ConnectSF Program by \$100,000, to a total amount not to exceed \$250,000; and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean



contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

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



## Memorandum

### AGENDA ITEM 7

**DATE:** October 28, 2019

**TO:** Transportation Authority Board

**FROM:** Eric Young, Director of Communications

**SUBJECT:** 11/05/19 Board Meeting: Increase the Amount of the Professional Services Contract with Civic Edge Consulting by \$100,000, to a Total Amount Not to Exceed \$250,000, for Strategic Communications, Media and Community Relations Services for the ConnectSF Program

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Increase the amount of the professional services contract with Civic Edge Consulting by \$100,000, to a total amount not to exceed \$250,000, for strategic communications, media and community relations services for the ConnectSF Program</li> <li>• Authorize the Executive Director to modify contract payment terms and non-material terms and conditions</li> </ul> <p><b>SUMMARY</b></p> <p>We have an existing contract with Civic Edge Consulting for strategic communications, media and community relations services for ConnectSF, which is a multi-agency, collaborative, long-range planning process to build an effective, equitable, and sustainable transportation system for San Francisco's future. We are seeking to increase the amount of the subject contract for additional community engagement and public outreach. At the Board meeting, we will provide a brief update on upcoming ConnectSF outreach starting in November (Attachment 2).</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input checked="" type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## DISCUSSION

### Background

The Transportation Authority is collaborating with the San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco Planning Department to facilitate the ConnectSF program. Phase 1 of ConnectSF has defined a 50-year vision of San Francisco's future that represents San Francisco's goals and aspirations as a city within the larger Bay Area. The vision will be used as a framework for future studies related to transportation and land use planning



in San Francisco and constitutes ConnectSF's first phase of work. The vision is available on [connectsf.org/about/components/vision](https://connectsf.org/about/components/vision).

Phase 2 of ConnectSF, now underway, involves several major efforts that support the transportation vision. Those efforts and the timeframes in which they are anticipated to take place include: The Statement of Needs (2019), Transit Corridors Study (2019-21) and Streets and Freeways Study (2019-21). The outcome of Phase 2 will be a prioritized list of project concepts and strategies that are needed to move the city towards meeting the goals and objectives agreed upon in the Phase 1 Vision.

Phase 3 of ConnectSF will include an update to the countywide transportation plan or San Francisco Transportation Plan (SFTP 2050), and a new Transportation Element of the City's General Plan.

The subject contract is intended to provide outreach for Phase 2 of ConnectSF. Outreach for Phase 3 will be a subsequent effort and not part of the subject contract.

Given the ConnectSF vision's emphasis on equity and diversity, it is critical that communications and outreach for the program reach the broadest audience possible. ConnectSF staff are highly interested in engaging people of color, people with low incomes, persons with disabilities, and other vulnerable populations, as well as non-governmental organizations that support these communities. The above studies listed are complex and different from each other. Yet, they are tied together by the ConnectSF vision goals and objectives and time horizon (2050).

### **Consultant Support**

We enlisted consultant support to help all participating agencies devise effective ways of communicating to the public, community based organizations, elected leaders and others in a way that is seamless and that communicates why the studies being developed under the ConnectSF umbrella are important and why people should be engaged. We are seeking amendment of the consultant contract to add more funding in order to (1) augment consultant staffing at outreach events, and (2) hold more events, creating more opportunities for the public to provide feedback.

In July 2018, through Resolution 19-05, we awarded a three-year professional services contract in the amount of \$150,000 to Civic Edge Consulting for strategic communications, media and community relations services. We are seeking to increase the amount of the contract by \$100,000 for further consultant support for outreach activities, including additional public workshops and engagement events. We had previously planned for additional consultant support for communications for Phase 2 of the ConnectSF Program and secured \$100,000 in Prop K funds for this purpose through Board approval of Resolution 19-14. We are now requesting the corresponding contract amendment.

The DBE goal for this contract is 14% and Civic Edge Consulting has achieved 5% DBE participation to date from two subconsultants: RDJ Enterprises, a San Francisco-based African American-owned firm, and TransSight, an Asian Subcontinent-owned firm. Civic Edge Consulting is on track to achieve the DBE goal for this contract as the DBE subconsultants have yet to perform the majority of their portion of the scope.



## **FINANCIAL IMPACT**

The original contract was funded by a Memorandum of Agreement with the Planning Department and a federal Surface Transportation Planning grant. This amendment will be funded through a Prop K appropriation for the San Francisco Transit Corridor Study, approved through Resolution 19-14. A portion of the amendment is included in the adopted Fiscal Year 2019/20 budget, and sufficient funds will be included in future budgets to accommodate the remaining amount.

## **CAC POSITION**

The CAC was briefed on this item at its October 23, 2019 meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

Attachment 1 - Contract Scope of Services

Attachment 2 - Presentation: ConnectSF Outreach Update

## Attachment 1 Scope of Services

ConnectSF seeks assistance with developing a strong, integrated public outreach plan for its Transportation Network Development, the Transit Corridors Study and the Streets and Freeways Study (also known as ConnectSF Phase 2). The Transit Corridors Study and the Streets and Freeway Study are two stand-alone studies that will be prepared in parallel to identify the long-term projects and policies needed on the City's transit system, streets, and freeways to achieve the ConnectSF vision. Given the studies' broad reach and long-range horizon, an effective communications and engagement plan is needed to inform stakeholders and the general public about these efforts and solicit feedback on their development and content.

In seeking assistance with the ConnectSF program's communications, outreach and engagement efforts, the Transportation Authority seeks to advance the following goals and objectives:

- Raise awareness about ConnectSF to the general public.
- Provide consistent and easy-to-understand public communication regarding ConnectSF and Phase 2 efforts.
- Create messaging, collateral, and branding that is informative, relevant, and engaging to the general public.
- Maintain a common voice and look and feel for ConnectSF materials.
- Strengthen quality assurance/quality control, while maintaining the flexibility for rapid responses.
- Engage with, and solicit input from, policymakers, the public, and stakeholder groups about Phase 2 activities, and in particular develop methods to obtain meaningful input from hard-to-reach-population segments.

The following Scope of Services is to be used as a general guide and is not intended to be a complete list of all work necessary to build an integrated communications and engagement plan for Phase 2 of the ConnectSF program.

Specific tasks include: 1) Project Kick-Off Meeting, Information Review, and Work Plan, 2) Planning for Public Outreach and Engagement, 3) Outreach Support Services, 4) Data Visualization, and 5) Administration and Reporting. The tasks are detailed below:

### Task 1. Project Kick-Off Meeting, Information Review, and Work Plan

Work Plan will include analysis of different groups for outreach and preferred methods to reach each one. Key audiences to targeted include, but are not limited to:

- a. Community-based Organizations, including transportation-focused groups and others
- b. General public
- c. Underrepresented groups, including youth, minorities, and low-income residents
- d. Groups representing the elderly or people with disabilities
- e. Employers
- f. Tourism interests
- g. ConnectSF Futures Task Force
- h. Transportation Authority Citizens Advisory Committee
- i. San Francisco Municipal Transportation Agency Citizens' Advisory Council
- j. Boards and Commissions
- k. Other transportation agencies

### *Deliverables:*

1. *Work plan outlining outreach methods, including specific outreach techniques for the various communities and entities identified above*

### Task 2. Planning for Public Outreach and Engagement

- a. Develop and implement a robust outreach strategy and communications plan

## Attachment 1 Scope of Services

- b. Support the development and/or review of project communications collateral, such as in-language fact sheets, flyers, handouts, posters, mailers, surveys, social media, content and attachments for the website, and frequently asked questions

*Deliverables:*

1. *Execute the outreach plan, develop supporting collateral*

Task 3. Outreach Support Services

- a. Secure venues for public meetings
- b. Develop and vet open house and workshop outreach plan
- c. Translation of materials
- d. Public notifications for open house, workshop events, or other public meetings
- e. Provide materials and logistical support for open house, workshop events, or other public meetings

*Deliverables:*

1. *Public meeting spaces identified and secured*
2. *Translation services secured*
3. *Meeting notifications*
4. *Prepare and staff three public workshops*
5. *Prepare and staff one pop-up event in each of the city's 11 districts*
6. *Prepare and conduct a webinar*
- ~~7.~~ *Create an online survey*

Task 4. Data Visualization

Provide support to staff to create compelling visualizations, "games," and/or other materials to engage the public.

*Deliverables:*

1. *Data visualization platform selected*

Task 5. Administration and Reporting

Weekly/monthly project phone calls/in-person progress meetings with ConnectSF staff, including agendas and meeting minutes. Management of overall project tasks and invoice preparation.

*Deliverables:*

1. *Meeting notes, progress updates*
2. *Project reporting and monthly invoices by task*





# ConnectSF Outreach Update SFCTA Board Item #8 November 5, 2019

# About ConnectSF

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future

San Francisco  
**Planning**

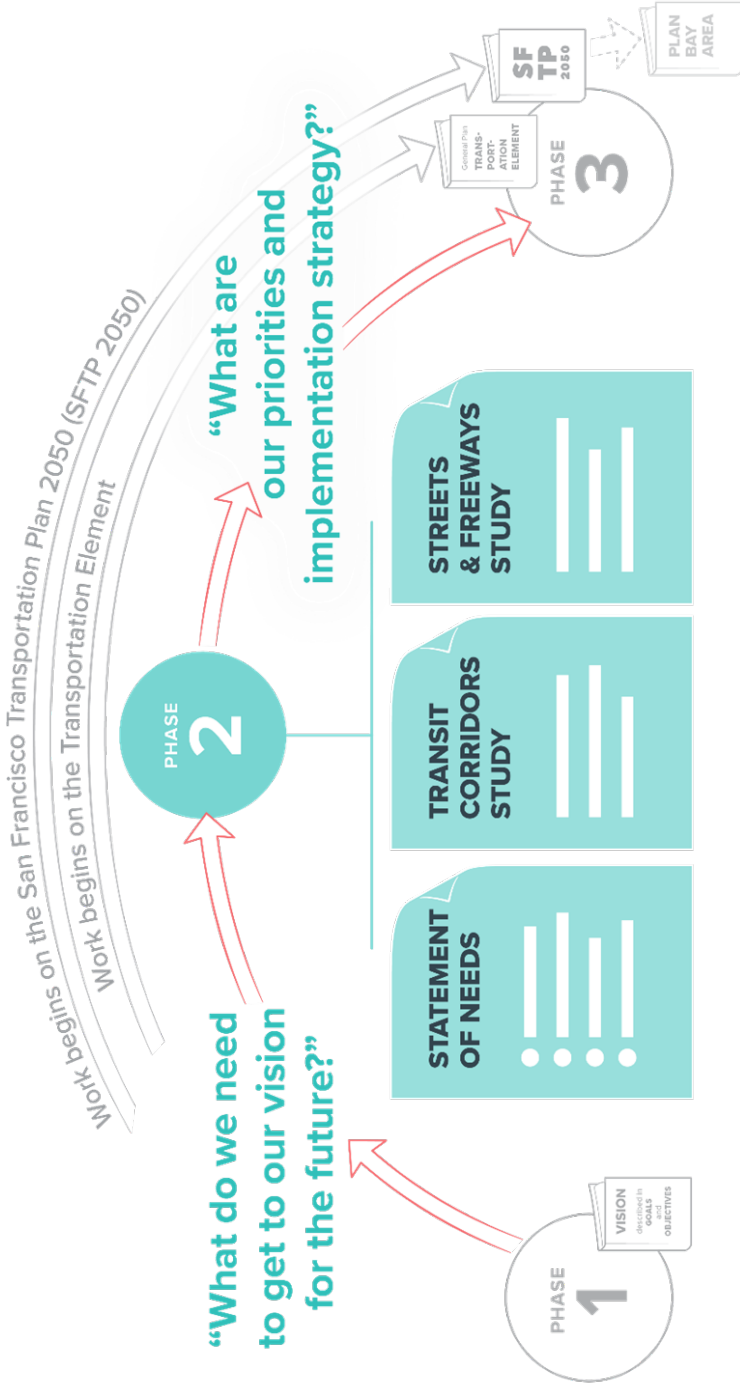


San Francisco  
County Transportation  
Authority

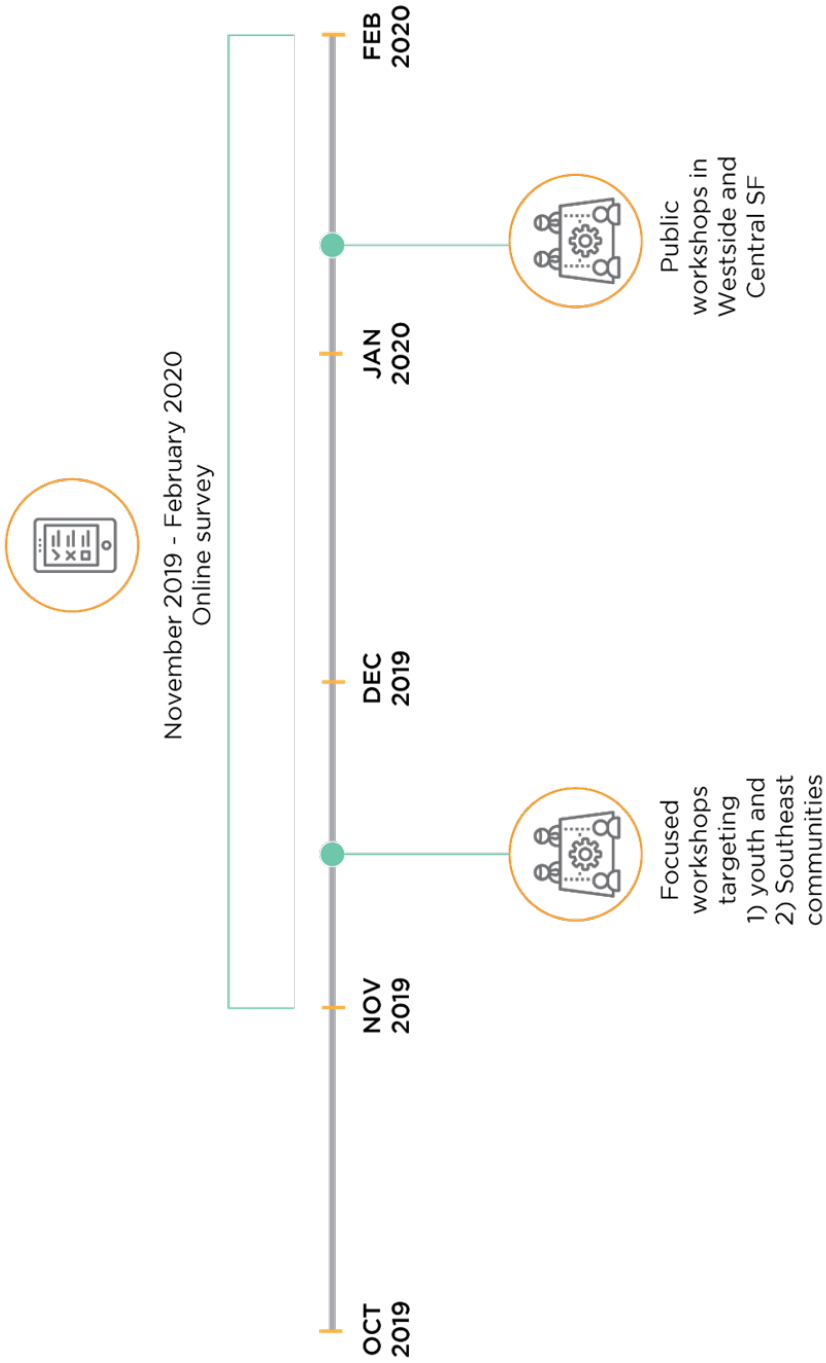


ConnectSF

# About ConnectSF: Phase 2



# Current Outreach







Thank you

Website:

[www.connectsf.org](http://www.connectsf.org)

Email:

[connectsf@sfgov.org](mailto:connectsf@sfgov.org)

**ConnectSF**

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RESOLUTION APPOINTING UP TO TWO MEMBERS TO THE CITIZENS ADVISORY  
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There are two open seats on the CAC resulting from the resignation of two members from the CAC; and

WHEREAS, At its November 19, 2019 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appoint up to two members to serve on the CAC for a period of two years, with final approval to be considered at the December 10, 2019 Board meeting; now therefore, be it

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

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



## Memorandum

### AGENDA ITEM 8

**DATE:** November 13, 2019  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo - Chief Deputy Director  
**SUBJECT:** 11/19/19 Board Meeting: Appointment of Up to Two Members to the Citizens Advisory Committee

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There are two open seats on the CAC requiring Board action. The vacancies are the result of the resignations of Myla Ablog (District 5 resident) and Kian Alavi (District 9 resident). There are currently 62 applicants to consider for the open seat.</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 type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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### DISCUSSION

#### BACKGROUND.

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





## **PROCEDURES.**

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

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

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

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

## **FINANCIAL IMPACT**

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

## **CAC POSITION**

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

## **SUPPLEMENTAL MATERIALS**

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

**Attachment 1 (Updated 11.06.19)**  
**CITIZENS ADVISORY COMMITTEE <sup>1</sup>**

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

<sup>1</sup> Shading denotes open seats on the CAC.

Attachment 2 (Updated 11.06.19)

APPLICANTS

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

**Name Gender Ethnicity District Neighborhood Affiliation/Interest**

<b>17</b>	Virginia Jaramillo*	F	NP	9	Bernal Heights	Business, Disabled, Neighborhood, Senior Citizen
<b>18</b>	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
<b>19</b>	Jeremy Kazzaz*	M	NP	9	Mission	Business, Environment, Labor, Neighborhood, Public Policy
<b>20</b>	John Hyung-Jun Kim*	M	A	9	Mission	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>21</b>	Stephen Kubick*	M	C	10	Potrero Hill	Business, Neighborhood, Public Policy
<b>22</b>	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
<b>23</b>	Matthew Laroche*	M	C	4	Outer Sunset	NP
<b>24</b>	John Lisovsky*	M	C	5	Panhandle	Environment, Labor, Neighborhood, Public Policy
<b>25</b>	Stephanie Liu*	F	A	5	Western Addition	Environment, Neighborhood, Public Policy
<b>26</b>	John Loeber*	NP	NP	3	Nob Hill	Business, Environment, Neighborhood, Public Policy,
<b>27</b>	Dale Low*	M	A	9	Bernal Heights	Environment, Neighborhood, Public Policy
<b>28</b>	Patrick Maley*	M	NP	1	Richmond	Environment, Labor, Neighborhood, Public Policy
<b>29</b>	Gail Mallimson*	F	C	9	Bernal Heights	Business, Environment, Neighborhood, Public Policy
<b>30</b>	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
<b>31</b>	Michael McDougall*	NP	NP	8	Glen Park	Disabled, Environment, Public Policy
<b>32</b>	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
<b>33</b>	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>34</b>	Maer Melo*	M	AA	9	Mission	Business, Disabled, Environment, Neighborhood, Public Policy

**Name Gender Ethnicity District Neighborhood Affiliation/Interest**

<b>35</b>	Laura Milivy*	NP	NP	9	Portola	Labor, Neighborhood
<b>36</b>	Meaghan Mitchell*	F	AA	10	Bayview	Business, Labor, Neighborhood, Public Policy
<b>37</b>	Antoinette Mobley*	NP	AA	10	Bayview	Business, Environment, Neighborhood
<b>38</b>	Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
<b>39</b>	Vi Nguyen*	F	NP	9	Bernal Heights	Business, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>40</b>	Wayne Norton*	M	AA	10	Bayview/Hunter's Point	Business, Environment, Neighborhood, Public Policy
<b>41</b>	Kevin Ortiz*	M	H/L	9	Mission	Neighborhood, Public Policy
<b>42</b>	Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
<b>43</b>	Ian Poirier*	M	NP	10	Dogpatch	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>44</b>	John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>45</b>	Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
<b>46</b>	Jacqueline Sachs	F	C	2	Western Addition	Disabled, Neighborhood
<b>47</b>	Ramy Shweiky*	M	NP	10	Bayview	Business, Environment, Labor, Neighborhood, Public Policy
<b>48</b>	Jeff Silver*	M	C	8	Buena Vista Park / Financial District	Business, Neighborhood
<b>49</b>	Gregory Smith*	M	C	1	Mid Richmond	Environment, Labor, Senior Citizens
<b>50</b>	Abraham Snyder*	M	C	9	Mission / SOMA	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>51</b>	Stephanie Soler*	F	H/L	9	Noe Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>52</b>	Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy

**Name Gender Ethnicity District Neighborhood Affiliation/Interest**

<b>53</b>	Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
<b>54</b>	Bradley Tanzman	M	C	6	Treasure Island	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
<b>55</b>	Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
<b>56</b>	Anne Widera*	F	NP	10	Potrero Hill	Business
<b>57</b>	Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
<b>58</b>	Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
<b>59</b>	Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy
<b>60</b>	David Young*	NP	NP	6	SOMA	Business, Environment, Neighborhood, Public Policy
<b>61</b>	Bozhao Yu	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy
<b>62</b>	Yan Zhu*	NP	NP	6	Western SOMA / SOMA	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen

A - Asian

AA - African American

AI - American Indian or Alaska Native

C - Caucasian

H/L - Hispanic or Latino

NH - Native Hawaiian or Other Pacific Islander

NP - Not Provided (Voluntary Information)

\*Applicant has not appeared before the Board.



**San Francisco  
County Transportation  
Authority**

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

## Memorandum

### AGENDA ITEM 9

**DATE:** November 13, 2019

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy Director

**SUBJECT:** 11/19/2019 Board Meeting: 2019 State and Federal Legislation Summary

**RECOMMENDATION**  Information  Action

None. This is an information item.

**SUMMARY**

Every year, the Transportation Authority adopts a State and Federal Legislative Program (Attachment 1) to establish a general framework to guide our legislative and funding advocacy efforts at the state and federal levels. We have provided a summary of state and federal activity over the last year in this memo, including the status of state bills on which the Board took positions (Attachment 2). We anticipate transportation-related themes of the second year of the 2019-2020 state legislation to include new mobility, bicycle and pedestrian safety measures, climate initiatives, and congestion relief. Our Sacramento advocate, Mark Watts, will present on key takeaways from the state legislation sessions and what this might mean for the upcoming session. At the federal level, our advocacy next season is likely to focus on autonomous vehicle regulation and providing input on a potential federal transportation reauthorization bill. We are seeking feedback to guide our 2020 Legislative Program, which we will bring to the Board for consideration early next year.

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

### DISCUSSION

**Background.**

Throughout the year, we review legislation and make recommendations for positions the Board can take consistent with the goals and objectives of our legislative program. We then advocate on behalf of the Transportation Authority in Sacramento and at the federal level, in coordination with the Bay Area delegation, the Mayor's Office, the San Francisco Municipal Transportation Agency (SFMTA), other San Francisco agencies, the Metropolitan



Transportation Commission (MTC), peer County Transportation Agencies, and advocacy organizations such as the Self-Help Counties Coalition. At the direction of the Board, we may sponsor specific legislation and work with the author to advance it through the State Legislature.

**State Legislation.**

Given the passage of Senate Bill (SB) 1 - also known as the Road Repair and Accountability Act, in 2017 and its successful defense at the ballot in November 2018, legislators turned their focus this year to other issues, primarily housing. The Legislature did, however, take up several transportation bills of interest to San Francisco.

**Safety.** Bike and pedestrian transportation bills were generally sparse, with focus on the state's new Zero Fatalities Task Force. This group was established through last year's Assembly Bill (AB) 2363 (Friedman), which mandated the development of a Record of Findings by January 1, 2020 related to bicycle and pedestrian safety, in particular on how speed limits are set. One bill that did make it through the Legislature was SB 127 (Wiener), which would have required Caltrans to include complete streets elements on certain state highway projects. Despite the support of many public sector and bicycle and pedestrian advocacy organizations and both houses of the legislature, the Governor vetoed SB 127 because of the mandate's perceived cost and because he felt he had already directed to Caltrans to accelerate its investments in active transportation where feasible.

**New Mobility.** As local and state governments continue to wrestle over how to regulate emerging mobility such as ride hailing, scooters, and automated transportation, we have had to address numerous bills that attempted to standardize regulation of these new modes across the state, pre-empting or overriding potential local regulations. Most proposals were insufficient to allow us to maintain our current ability to regulate these services such as through the SFMTA's permit programs, to support city policies related to Vision Zero, and to promote equitable access for disadvantaged communities. They also would have limited our access to anonymized trip data that is critical to the city's planning and regulatory functions. Several bills that the Transportation Authority opposed unless amended were continued until the next half of the session, including AB 326 (Muratsuchi), which would authorize autonomous carrying devices on sidewalks, and AB 1112 (Friedman), which would significantly restrict local jurisdictions' ability to regulate any type of shared mobility. Assemblymember Friedman has been open to working with SFMTA and others on amendments, and we will work closely with SFMTA and her office as discussions over AB 1112 and other bills pick back up in 2020.

**SB1 fund programming.** The Transportation Authority adopted support positions on SB 152 (Beall) and SB 277 (Beall), which sought to increase the share of funding and the decision-making authority on local project programming to regional and local governments rather than the state for the Active Transportation Program and the SB 1 Local Partnership Program, respectively. The Transportation Authority endorsed both bills. Neither bill was successful, with SB 152 not making it out of the Legislature and SB 277 vetoed by the Governor. Both bills would have shifted some allocation authority from the California Transportation Commission (CTC) to regional or local entities. We understand they were rejected in order to





maintain the CTC's ability to award funds on a competitive basis to ensure the program achieves statewide goals.

Finally, one Bay Area-specific bill that was approved was AB 1487 (Chiu) which established the San Francisco Bay Area Housing Finance Authority and authorized the MTC and the Association of Bay Area Governments to seek voter approval of a range of possible revenue measures for affordable housing production, protection, and preservation. SB 50 (Wiener) was another housing-related bill which would have reduced barriers to building affordable housing but with significant repercussions to San Francisco's ability to regulate local land use decisions. The Transportation Authority did not take positions on either bill, but in coordination with the San Francisco Planning Department, we will continue to monitor the anticipated return of SB 50 or a similar bill and the potential development of a ballot measure for the November 2020 election. We will provide regular updates to the Board, especially given the possibility of a regional transportation measure on the same ballot as a regional housing bill.

#### **AB 1605 (Ting) - Lombard Crooked Street Reservation and Pricing Program.**

This bill, sponsored by the Transportation Authority on behalf of Commissioner Stefani, would have authorized the San Francisco Board of Supervisors to implement a pilot reservation and pricing program on the Lombard Crooked Street. This program would have provided congestion relief and generated revenues to manage one of San Francisco's most popular attractions, which is also a local residential street. Visitors would have been required to make an advance reservation to drive down the street, and would be charged a fee to cover administration, maintenance, and traffic management costs.

After being passed by both the Senate and the Assembly in September, the Governor vetoed the bill on October 12, citing equity concerns about charging a fee to access the iconic street. We are working with Supervisor Stefani's office, Assemblymember Ting's office, and other partners to consider alternative solutions, which may include seeking alternative legislation in 2020.

#### **Federal Legislation.**

At the federal level, most of our advocacy has focused on the annual appropriations process to ensure commitments are met regarding transit formula programs and capital appropriations for the Caltrain Modernization project. In late 2019, the Senate Environment and Public Works Committee released its draft proposal for reauthorization of the highway portion of the current federal transportation bill, which expires in September 2020. However, the other Senate committees dealing with transit and financing have not acted, and the House has not released its version either. Discussions will likely be slow until after the 2020 election, requiring continuing resolutions of the current bill. There have also been discussions about federal autonomous vehicle (AV) regulations, and we are participating with the SFMTA, the MTC, ITS America, and other stakeholders to help craft a bill that meets the needs of San Francisco.

On November 26, 2019, the Trump Administration's Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule will go into effect, rolling back federal fuel efficiency standards and removing



California's exemption that allowed it to pass its own fuel efficiency standards. It also declared the state's cap-and-trade program unconstitutional. California has sued the federal government over both actions but until that is resolved it will limit the state's ability to gain environmental approval for transportation projects and to access federal funding.

**Initial Thoughts on the 2020 Legislative Program.**

Based on the Transportation Authority's established priorities and our understanding of topics likely to return for consideration at the state and federal levels, we anticipate our draft 2020 Legislative Program to focus on several specific topics. We welcome input from Board members on these and other topics, such as ongoing working group meetings on a potential state road use charge, that we should focus on next year.

- **New mobility.** The State Legislature is currently holding joint hearings and has sought testimony from local governments (including the SFMTA) and industry representatives about regulations and data privacy considerations with regard to new mobility. The bills from last year (AB 2363 and AB 1112) are likely to return, and we will stay engaged as new ones emerge. At the federal level, there are indications that a bipartisan AV bill may advance, and we will continue to actively participate in ongoing discussions.
- **Vision Zero.** With the Zero Fatalities Task Force wrapping up, we anticipate the introduction of bills advancing roadway safety, in particular around speed limits, complete streets, and other potential safety measures. In October, House Representative Earl Blumenauer introduced the Vision Zero Act of 2019 that would allow federal transportation funding to be made available for communities to design and implement Vision Zero programs. We will monitor this legislation and will partner with the SFMTA to advocate at the state and federal level for policies consistent with San Francisco's Vision Zero efforts.
- **Climate policy.** In October, Governor Newsom issued a controversial Executive Order calling for transportation funding to align with state goals on climate and the environment, specifically to help reduce driving. Whether he means to introduce new funding opportunities or realign current programs to align with his new vision, we will be an active participant in the development of any new policy. At the federal level, we will continue to support efforts to fight the SAFE Rule and the Trump Administration's attempt to undo the state's cap-and-trade program.
- **Congestion management.** With Board direction, we have launched our Downtown Congestion Pricing Study, and will look out for legislation that would authorize pricing strategies and/or pilots, consistent with that work, as well as possibly seeking authorization for a revised approach to managing congestion on Lombard Street.

**Regional transportation measure.** As the Board heard in October, we will continue to engage in efforts that are underway to develop an expenditure plan for a new Bay Area transportation revenue measure. Any such measure will require authorization by the State Legislature and



the Governor. We will provide regular reports to and seek guidance from the Board on the potential measure.

**Next Steps.**

We are currently consulting with local, regional, and state partners about their legislative priorities. In early 2020 we will seek approval of the Transportation Authority's 2020 State and Federal Legislative Program.

**FINANCIAL IMPACT**

None. This is an information item.

**CAC POSITION**

None. This is an information item. The CAC will see this item at its November 20 meeting.

**SUPPLEMENTAL MATERIALS**

- Attachment 1 - 2019 State and Federal Legislative Program
- Attachment 2 - 2019 State Legislative Update

**Attachment 1**  
San Francisco County Transportation Authority  
Draft 2019 State and Federal Legislative Program

<b>STATE</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
1. Funding	<p>a. Protect transportation funding</p> <p>b. Enact new revenue and financing measures for transportation</p>	<ul style="list-style-type: none"> <li>• Advocate that funds dedicated to transportation not be eliminated or diverted to other purposes.</li> <li>• Educate public about transportation projects funded by state programs and the associated benefits.</li> <li>• Support efforts at the state to raise additional dedicated transportation revenue to address ongoing funding shortfalls for both capital projects and operations.</li> <li>• Support efforts at the state to establish new transportation revenue mechanisms that local and regional entities can choose to implement to fund both capital projects and operations. This includes amendments to existing statutes that may make existing revenue options more feasible.</li> <li>• Support efforts at the state to broaden the sales tax base to include collection from out-of-state internet retailers.</li> <li>• Continue to monitor and, as appropriate, provide input into the next phase of the California Road Charge Pilot Program.</li> </ul>
	c. Secure cap-and-trade revenues for transportation	<ul style="list-style-type: none"> <li>• Maintain funding for current transportation and affordable housing programs and seek opportunities to direct additional cap-and-trade funds to them.</li> <li>• Advocate for the dedication of a significant portion of future cap-and-trade expenditure plans to transportation and to San Francisco's investment priorities.</li> </ul>
	d. Modify allocation formulas for state transportation funds	<ul style="list-style-type: none"> <li>• Advocate for using factors that better tie transportation funding to the true demands placed on the system, such as daytime population or transit usage.</li> <li>• Advocate to broaden the state definition of disadvantaged communities (DACs) to better align with San Francisco's communities of concern.</li> </ul>
	e. Improve implementation of state grant programs (e.g. cap-and-trade, Active Transportation Program, Senate Bill 1 program)	<ul style="list-style-type: none"> <li>• Advocate for grant application and allocation processes that are clear, streamlined, and flexible.</li> <li>• Advocate for a stronger role for regional and local governments in prioritizing local and regional projects for funding.</li> </ul>

**Attachment 1**  
 San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

<b>STATE</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
	<p>f. Lower the 2/3 supermajority voter approval requirement for transportation taxes</p> <p>a. Advance San Francisco's Vision Zero goals, improving safety for all users</p>	<ul style="list-style-type: none"> <li>• Support a constitutional amendment to lower the voter approval requirement for special taxes dedicated to local transportation projects from 66.67% to 55% or a simple majority.</li> <li>• Work with local partners to identify and secure state and federal funding for Vision Zero projects.</li> <li>• Support efforts to improve safety for all road users, including supporting bills that advance Complete Streets or provide municipalities the flexibility to reduce speed limits and educating stakeholders about automated speed enforcement.</li> <li>• Advocate for urban representation in the state's new Zero Fatalities Task Force and engage in the Task Force process to build support for innovative safety measures.</li> </ul>
	<p>b. Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island</p>	<ul style="list-style-type: none"> <li>• Support funding for study, piloting, and implementation of innovative mobility management such as tolling infrastructure, transportation and housing affordability programs, bike and car share initiatives, and autonomous vehicles.</li> </ul>
	<p>c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies</p>	<ul style="list-style-type: none"> <li>• Support new legislation that promotes innovative TDM strategies authorizes area-wide congestion pricing pilot programs.</li> <li>• Seek state authorization for a toll and/or reservation system on the crooked portion of Lombard Street.</li> <li>• Advocate for measures to provide flexibility and local control over the operation of managed lanes and pricing programs with respect to access, toll and fee levels, expenditure plans, and enforcement.</li> <li>• Support MTC's efforts to strengthen enforcement of High Occupancy Vehicle lanes.</li> </ul>

**Attachment 1**  
 San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

<b>STATE</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
	d. Advance the adoption and integration of emerging mobility innovations in a way that balances their benefits and impacts, and ensures safety, equity and accessibility	<ul style="list-style-type: none"> <li>• Support legislation and regulation to ensure that shared mobility services (e.g. Transportation Network Companies, commuter shuttles, private transit, bike share, and scooters) balance their benefits and impacts, and ensure safety, equity, and accessibility.</li> <li>• Seek authorization for local regulation of certain aspects of emerging mobility, where appropriate (e.g. operational standards, local mitigation fees).</li> <li>• Advocate to require access to critical data for local and regional governments (e.g. open Application Programming Interfaces).</li> <li>• Participate in efforts to develop a policy framework for testing, deploying, and regulating autonomous and connected vehicles and consider pursuing pilot opportunities.</li> <li>• Support funding opportunities for EV infrastructure planning, promotion, and deployment.</li> <li>• Advocate for EV legislation to be equitable and consistent with San Francisco's other mobility policies (e.g. transit-first, emerging mobility).</li> </ul>
	e. Advance the adoption and integration of electric vehicles (EVs) in a manner consistent with other city priorities	
	f. Authorize parking and curb management policy reform	<ul style="list-style-type: none"> <li>• Support SFMTA's coordination with other public parking stakeholders on policy advocacy efforts, including accessible parking reform and curbside management strategies.</li> </ul>
	g. Modernize Congestion Management Program (CMP) regulations	<ul style="list-style-type: none"> <li>• With other Congestion Management Agencies (CMAs), engage in efforts to modernize CMP regulations to support key policies and reinforce CMAs' role in state, regional, and local transportation planning and funding.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

STATE		
Area	Goal	Strategy
	h. Advance measures to increase production of affordable housing	<ul style="list-style-type: none"> <li>• Support efforts to revive the authority of local governments to use tax-increment financing for affordable housing and related improvements including transportation.</li> <li>• Support efforts to establish new, dedicated state and regional funding for affordable housing.</li> <li>• Support legislative efforts to incentivize and reduce barriers to the construction of new housing, in particular affordable and moderate rate housing, that are consistent with San Francisco's growth strategy.</li> </ul>
3. High-Speed Rail (HSR)	Strengthen state commitment to a blended HSR and electrified Caltrain system from San Francisco to San Jose	<ul style="list-style-type: none"> <li>• Work with partner agencies to advocate that the HSR early investment projects are implemented in a manner consistent with the northern California Memorandum of Understanding to develop a blended system, including achieving level boarding at all shared Caltrain/High Speed Rail facilities.</li> <li>• Advocate for full funding of the Caltrain Downtown Extension, and advance the Caltrain Modernization Program.</li> </ul>

**Attachment 1**  
 San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

<b>FEDERAL</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
4. Transportation Funding	a. Sustain or increase federal transportation funding	<ul style="list-style-type: none"> <li>• Ensure Congress appropriates funding consistent with the amounts authorized in the Fixing America's Surface Transportation (FAST) Act.</li> <li>• Advocate for San Francisco priorities in any federal infrastructure bill and/or reauthorization of the federal surface transportation bill, anticipated in 2020.</li> <li>•</li> <li>• Retain a strong multi-modal focus for federal grant programs and ensure funding is spread equitably among rural and urban jurisdictions.</li> <li>• Advocate for increasing the federal gasoline tax, and for indexing it to inflation to help close the Highway Trust Fund funding deficit.</li> <li>• Support study and piloting of innovative approaches to transportation challenges such as road usage charges, technology demonstration, and alternative project delivery methods.</li> </ul>
	b. Secure federal appropriations for San Francisco's Core Capacity and New and Small Starts priorities	<ul style="list-style-type: none"> <li>• Advocate that Congress approves annual Core Capacity appropriations consistent with the Full Funding Grant Agreement for the Caltrain Modernization project.</li> <li>• Seek entry of Geary Boulevard Bus Rapid Transit project into the Federal Transit Administration New Starts Program.</li> <li>• Work with local and regional partners to secure federal funding for San Francisco's other New Starts, Small Starts and Core Capacity project priorities, including the BART Core Capacity Program, Better Market Street, and the Caltrain Downtown Extension.</li> </ul>
5. Transportation Policy Initiatives	a. Preserve and expand pre-tax commuter benefits on par with parking benefits	<ul style="list-style-type: none"> <li>• Defend the pre-tax commuter and employer benefit for transit and bicycling.</li> <li>• Advocate to expand pre-tax benefits for other non-single occupancy vehicle modes such as bikeshare and private transit services.</li> </ul>



**Attachment 1**  
 San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

<b>FEDERAL</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
	b. Advance connected and autonomous vehicle regulations that advance safety and preserve local control	<ul style="list-style-type: none"> <li>Support efforts to regulate connected and autonomous vehicles that aim to accelerate safety, mobility, environmental, equity, and economic benefits while ensuring the availability of collected data to enable research and inform future policies.</li> <li>Partner with state and local governments to advocate for regulations that preserve the ability of jurisdictions to appropriately oversee safe operation of vehicles on their own highways and local roads.</li> </ul>
	c. Advance regulatory actions in support of other city policy goals	<ul style="list-style-type: none"> <li>Support state agencies' advocacy efforts to preserve California's ability to set the state's own vehicle fuel efficiency standards, independent of federal standards.</li> <li>Monitor other potential regulation activities (e.g. emerging mobility, mobile applications, privacy protection) that would impact San Francisco's range of transportation services.</li> </ul>

<b>PROJECT DELIVERY AND ADMINISTRATION (State and Federal)</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
6. Project Delivery	a. Expand use of innovative project delivery strategies for transportation infrastructure	<ul style="list-style-type: none"> <li>Advocate for additional opportunities to use alternative delivery methods to manage risk and increase local control for transportation infrastructure projects.</li> <li>Advocate for retention and expansion of financing programs such as Transportation Infrastructure Finance and Innovation Act (TIFIA).</li> </ul>
	b. Seek integrated state and federal environmental impact studies and streamlined permitting	<ul style="list-style-type: none"> <li>Support state legislation to sustain the delegation of National Environmental Policy Act (NEPA) activity to the California Department of Transportation (Caltrans).</li> <li>Advocate for more efficient environmental processes (both CEQA and NEPA) to reduce administrative inefficiencies, expedite project delivery, and reduce costs.</li> <li>Support efforts to increase the efficiency of Caltrans in reviewing and approving documents and permits.</li> </ul>

**Attachment 1**

San Francisco County Transportation Authority  
 Draft 2019 State and Federal Legislative Program

<b>PROJECT DELIVERY AND ADMINISTRATION (State and Federal)</b>		
<b>Area</b>	<b>Goal</b>	<b>Strategy</b>
7. General Administration	Ensure efficient and effective Transportation Authority operations	<ul style="list-style-type: none"> <li>• Advocate for the streamlining of administrative requirements when multiple fund sources are used on a single project.</li> <li>• Oppose legislation and regulations adversely affecting our ability to efficiently and effectively contract for goods and services, conduct business, and limit or transfer the risk of liability and support legislation and regulations that positively affect our effectiveness.</li> </ul>

**Attachment 2**  
**2019 State Legislative Update**

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

The 2019 State Legislative session has concluded. **Table 1** shows the status of bills on which the Board has already taken a position this session.

**Table 1. Bill Status for Active Positions Taken in the 2019-2020 Session**

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 11/7/2019)
Support/ Sponsor	<a href="#">AB 1605</a> <a href="#">Ting</a> D	City and County of San Francisco: Crooked Street Reservation and Pricing Program.	Vetoed
Support	<a href="#">AB 40</a> <a href="#">Ting</a> D	Zero-emission vehicles: comprehensive strategy.	Two-year bill (Assembly Transportation)
Support	<a href="#">AB 47</a> <a href="#">Daly</a> D	Driver records: points: distracted driving.	Chaptered
Support	<a href="#">AB 147</a> <a href="#">Burke</a> D	Use taxes: collection: retailer engaged in business in this state: marketplace facilitators.	Chaptered
Support	<a href="#">AB 252</a> <a href="#">Daly</a> D	Department of Transportation: environmental review process: federal program.	Chaptered
Support	<a href="#">AB 659</a> <a href="#">Mullin</a> D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Two-year bill (Assembly Transportation)
Support	<a href="#">AB 1286</a> <a href="#">Muratsuchi</a> D	Shared mobility devices: agreements.	Two-year bill (Judiciary Committee)
Support	<a href="#">SB 127</a> <a href="#">Wiener</a> D	Transportation funding: active transportation: complete streets.	Vetoed
Support	<a href="#">SB 152</a> <a href="#">Beall</a> D	Active Transportation Program.	Dead
Support	<a href="#">SB 277</a> <a href="#">Beall</a> D	Road Maintenance and Rehabilitation Program: Local Partnership Program.	Vetoed
Support if Amended	<a href="#">AB 1142</a> <a href="#">Friedman</a> D	Regional transportation plans: transportation network companies.	Dead
Oppose Unless Amended	<a href="#">AB 326</a> <a href="#">Muratsuchi</a> D	Vehicles: motorized carrying devices.	Two-year bill (Assembly Appropriations)
Oppose Unless Amended	<a href="#">AB 1112</a> <a href="#">Friedman</a> D	Shared mobility devices: local regulation.	Two-year bill (Senate Transportation)
Oppose	<a href="#">AB 553</a> <a href="#">Melendez</a> R	High-speed rail bonds: housing.	Two-year bill (Assembly Transportation)

Oppose	<a href="#">AB 1167</a> <a href="#">Mathis</a> R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Two-year bill (Assembly Transportation)
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<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.