



# AGENDA

## **Citizens Advisory Committee Meeting Notice**

**Date:** Wednesday, November 20, 2019; 6:00 p.m.

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

**Members:** John Larson (Chair), David Klein (Vice Chair), Ranyee Chiang, Robert Gower, Jerry Levine, Peter Tannen, Danielle Thoe, Sophia Tupuola and Rachel Zack

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- 6:00 1. Call to Order
  - 2. Chair’s Report - **INFORMATION**
  - 6:05 3. Nominations for 2020 Citizens Advisory Committee Chair and Vice Chair - **INFORMATION**
- At the November 20 CAC meeting, nominations will be made for the CAC Chairperson and Vice-Chairperson for 2020. Per the CAC’s By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (i.e. November 20, 2019) to be eligible for election at the first CAC meeting of the following year (i.e. January 22, 2020). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet. The due date is January 15, 2020. The Chairperson and Vice-Chairperson shall be elected by a majority of the appointed members at the January CAC meeting. The term of office shall be for one year. There are no term limits.
- 6:10 **Consent Agenda**
  - 4. Approve the Minutes of the October 23, 2019 Meeting - **ACTION\*** 5
  - 5. Approve the 2020 Meeting Schedule for the Citizens Advisory Committee - **ACTION\*** 15
- Per Article IV, Section I of the CAC’s By-Laws, the regular meetings of the CAC are held on the fourth Wednesday of the month at 6:00 p.m. at the Transportation Authority’s offices. Special meetings are held as needed (e.g. due to holidays or other time constraints). The 2020 Transportation Authority meeting schedule is attached, with proposed CAC meeting dates for approval and Board and Committee meeting dates included for reference.
- 6. 2019 State and Federal Legislation Summary - **INFORMATION\*** 17
  - 7. Progress Report for Van Ness Avenue Bus Rapid Transit Project - **INFORMATION\*** 31



**End of Consent Agenda**

- |             |            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |            |
|-------------|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| <b>6:15</b> | <b>8.</b>  | Adopt a Motion of Support for the Allocation of \$3,330,000 in Prop K Sales Tax Funds, with Conditions, to San Francisco Public Works for Better Market Street 5 <sup>th</sup> to 8 <sup>th</sup> Street Design and Bikeway Pilot - <b>ACTION*</b>                                                                                                                                                                                                                                | <b>37</b>  |
| <b>6:30</b> | <b>9.</b>  | Adopt a Motion of Support for the Allocation of \$1,519,125, with Conditions, and Appropriate \$80,875 in Prop K Sales Tax Funds for 2 Requests - <b>ACTION*</b><br><br><b>Projects:</b> (SFMTA) New Castro Station Elevator (\$1,500,000); (SFCTA) Alemany Realignment Study [NTIP Planning] (\$100,000)                                                                                                                                                                         | <b>73</b>  |
| <b>6:45</b> | <b>10.</b> | Adopt a Motion of Support for San Francisco's Lifeline Transportation Program Cycle 5 Participatory Budgeting Program of Projects - <b>ACTION*</b>                                                                                                                                                                                                                                                                                                                                | <b>101</b> |
| <b>7:00</b> | <b>11.</b> | Adopt a Motion of Support for the Approval of the 2019 San Francisco Congestion Management Program - <b>ACTION*</b>                                                                                                                                                                                                                                                                                                                                                               | <b>125</b> |
| <b>7:20</b> | <b>12.</b> | Update on Caltrans U.S. 101 Deck Replacement at Alemany Circle Project - <b>INFORMATION*</b>                                                                                                                                                                                                                                                                                                                                                                                      | <b>147</b> |
| <b>7:35</b> | <b>13.</b> | Potential Regional Transportation Measure Update - <b>INFORMATION*</b><br><br>This item was carried forward from the October 23 CAC meeting to allow representatives from Voices for Public Transportation to present their proposal. Representatives from both Voices for Public Transportation and FASTER Bay Area will be present to answer any questions the CAC may have about a potential regional transportation measure under consideration for the November 2020 ballot. | <b>167</b> |

**Other Items**

- |             |            |                                                                                                                                                                                                                            |
|-------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>7:50</b> | <b>14.</b> | Introduction of New Business - <b>INFORMATION</b><br><br>During this segment of the meeting, CAC members may make comments on items not specifically listed above, or introduce or request items for future consideration. |
|             | <b>15.</b> | Public Comment                                                                                                                                                                                                             |
| <b>8:00</b> | <b>16.</b> | Adjournment                                                                                                                                                                                                                |

\*Additional Materials

**Next Meeting: January 29, 2020**

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The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Board at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485.

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





**San Francisco  
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Citizens Advisory Committee Meeting Agenda

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# DRAFT MINUTES

## Citizens Advisory Committee

Wednesday, October 23, 2019

### 1. **Committee Meeting Call to Order**

Chair Larson called the meeting to order at 6:00 p.m.

CAC members present: Kian Alavi, Robert Gower, David Klein, John Larson, Jerry Levine, Peter Tannen, Danielle Thoe, Sophia Tupuola and Rachel Zack (9)

CAC Members Absent: Ranyee Chiang (entered during Item 2) (1)

Transportation Authority staff members present were Amber Crabbe, Michelle Beaulieu, Anna LaForte, Maria Lombardo, Alberto Quintanilla, Yana Waldman and Eric Young.

### 2. **Chair's Report - INFORMATION**

Chair Larson introduced Danielle Thoe, District 6 representative, to the Citizens Advisory Committee (CAC) and recognized departing CAC member Kian Alavi for his two years of service. Chair Larson announced that at the November 20 CAC meeting, nominations would be made for the CAC Chairperson and Vice-Chairperson for 2020. Per the CAC's By-Laws, nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year to be eligible for election at the first CAC meeting of the following year. He informed the CAC that a copy of the Executive Director's Report from the October 22, 2019 Board meeting had been placed in-front of them for their reference.

There was no public comment.

### Consent Agenda

#### 3. **Approve the Minutes of the September 25, 2019 Meeting - ACTION**

#### 4. **Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION**

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

#### 6. **Citizens Advisory Committee Appointment - INFORMATION**

During public comment Aaron Goodman, District 11 resident, in regard to the Van Ness Bus Rapid Transit project said he had suggested having Bus Rapid Transit continue south of Van Ness Avenue and providing public transportation options connecting Saint Luke's, San Francisco General and University of California San Francisco hospitals.

Jerry Levine moved to approve the Consent Agenda, seconded by Robert Gower.

The Consent Agenda was approved by the following vote:



Ayes: CAC Members Alavi, Chiang, Gower, Klein, Larson, Levine, Tannen, Thoe, Tupuola and Zack (10)

### **End of Consent Agenda**

#### **7. Update on the Geneva/San Jose Intersection Study - INFORMATION**

Tony Henderson, Engineer at the San Francisco Municipal Transportation Agency (SFMTA), presented the item.

Robert Gower said he appreciated the pedestrian focus of the recommendations and commented that the city was fortunate that there had not been significant pedestrian injuries to date. He said the area around the intersections of San Jose to Ocean and San Jose to Geneva was remarkable for the level of activity there, including the J,K and M Line being street level, Muni yard entries and exits that included a substantial number of vintage street cars, the number of street car line crossings going across the intersections, three entrances and exits to Interstate 280, City College and Balboa Park all there. He said it was a high pedestrian and vehicle traffic area and that it was still confusing to him after living nearby for a number of years, so the importance of pedestrian-focused redesign could not be over emphasized.

Peter Tannen asked if the increased walking distance would affect riders needing to transfer to bus lines.

Mr. Henderson said the walking distance would only increase by 100-150 feet.

Peter Tannen asked what the actual walking path that was proposed for the plaza because the diagram showed a line cutting diagonally across.

Mr. Henderson said the walking path would follow the path of the roadway and would be in between the drop off loop and the building. He said BART was continuing to work on the plaza but he did not have design details.

Peter Tannen asked if the increased walking distance yielded any feedback during public meetings.

Mr. Henderson said there was not much feedback regarding the increased walking distance but did note that there was a discussion at an SFMTA Mobility and Accessibility Advisory Committee (MAAC) meeting. He said the SFMTA's Accessibility Coordinator, Annette Williams, conveyed that the walking path while longer, would also be an easier and less steep path to travel for riders.

Peter Tannen said he was in favor of the pop-up meetings during commute hours and said it could get people who did not normally attend public meetings. He asked for an update on the project to convert the old Muni building into a community center.

Mr. Henderson said there was a schedule and funding available for the project so it was moving but he did not have additional details on hand.

Danielle Thoe noted that the bulbouts on the study's diagram did not appear to adequately meet the length of a two-car train.

Mr. Henderson confirmed that the proposed bulbouts were not as long as a two-car train. He said because of the curved track going in and out of the yards, the ends of the trains swung beyond the edge of the track, which meant that boarding facilities could not be built up to the edge of the track, as they normally would be. He said the



study proposed building an island that would cover the first train. He said there would be a parking strip adjacent to the second train, not a traffic lane, to ensure riders were not boarding adjacent to a moving lane of traffic, as was currently the case. He said that the length of the boarding island was one of the technical tradeoffs considered in the study.

Chair Larson asked if the Transportation Authority Board had provided feedback on the study.

Mr. Henderson said there were no questions asked by the Board, but did state that Commissioner Safai was in favor of the study and had been meeting regularly with the project team.

Chair Larson asked if an approximate timeline was known for BART's plaza redevelopment project.

Mr. Henderson said BART's goal was to have the opening of the plaza coincide with the completion of the housing development. He noted that BART was still seeking funding.

Chair Larson asked who owned the upper yard and if it was transferred to BART's ownership.

Mr. Henderson said the plaza and drop off loop locations of the yard were owned by BART and the remaining upper yard was owned by the SFMTA, but had since been transferred to the Mayor's Office of Housing and Community Development. The Mayor's Office of Housing Development subsequently transferred the land as a ground lease to the housing developer.

During public comment Aaron Goodman, Balboa Park Station Area CAC member, said his concerns for the area were long-term planning goals. He noted that it was the second largest transportation hub in the city and said it needed to have an improved transit network that better linked to and parts within the southern portion of the city. He suggested adding back the Muni T line as part of the study, because of its ability to serve a large number of riders and to connect to BART and a future high-speed rail line.

**Chair Larson called Item 8 after Item 12.**

**8. Adopt a Motion of Support for the Allocation of \$870,000, with Conditions, and Appropriation of \$5,700,000 in Prop K Sales Tax Funds for 6 Requests - ACTION**

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

Robert Gower said Transportation Network Companies (TNCs) were a major reason for freeway congestion and asked if TNCs would have the same level of access to the carpool lanes planned as part of the 101/280 Carpool and Express Lane project.

Yana Waldman, Assistant Deputy Director for Capital Projects, said the project team proposed the High-occupancy Toll (HOT) 3+ alternative as a way to reduce the number of TNC vehicles expected to use the new carpool lane, since most TNC vehicles carry only one passenger in addition to the driver.

Maria Lombardo, Chief Deputy Director, added that the Transportation Authority did not have the authority to preclude TNCs from using the express lanes and noted that



Transportation Authority staff was continuing to work with the Board on a legislative strategy to enable more local regulation.

Kian Alavi seconded the comments made by Robert Gower. He said he thought express lanes would be used heavily by Lyft line (TNC carpools) taking people to/from the airport who could easily afford the fee and raised skepticism about whether the express lanes would work. Mr. Alavi then asked how the equity study would be conducted.

Ms. Waldman said a major focus of the study would be an analysis of the communities that would be impacted by the express lane project and finding solutions that would make the project equitable for everyone.

Kian Alavi asked how the project team would reach the hard-to-reach communities, noting that most working class residents - who might take transit or drive on the freeway, would be unlikely to attend public meetings. He also asked when the equity study plan would be presented.

Ms. Waldman said the plan was to conduct outreach to communities that would be impacted by the project, including those with homes and jobs proximate to the corridor. She noted that the exact outreach method had not been developed but that the goal was to reach as many people who could be affected as possible.

Kian Alavi asked why funding for the project was being sought not without having the equity study methodology or outreach strategy worked out.

Ms. Lombardo said the requested funds would be used to develop a community engagement plan and the methodology for the equity study, and said that staff could return to the CAC to present this information as soon as it is developed.

Ms. Lombardo said the requested funds would be used to develop a community engagement plan and the methodology for the equity study, and said that staff could return to the CAC to present on these topics once the drafts are developed.

Peter Tannen said he was happy to see that part of the Hyde Street Safety project included working with Community Based Organizations (CBOs) that serve youth and families in the Tenderloin.

Chair Larson asked if there was elevator access for disabled passengers at the 22<sup>nd</sup> Street Caltrain station.

Sebastian Petty, Caltrain Senior Advisor, said the station was not currently compliant with the Americans with Disabilities Act (ADA), and noted that it had been constructed prior to the ADA. He said it would be a significant challenge to make the station ADA accessible, and that the study would assess expected long-term changes to the corridor in developing its recommendations.

Chair Larson suggested that short-term ADA improvements would be appropriate, given the possibility that the entire station could be moved or replaced.

Chair Larson requested that the CAC be kept updated on Caltrain's progress in identifying and selecting an alternative maintenance yard. He noted the importance of transparency.

Jerry Levine said some of the options under consideration in the Hyde Street Safety project were in conflict. In particular, he noted that 2-way conversion might not be



possible in conjunction with bike lanes and wider sidewalks due to limited right-of-way. He asked how such conflicts would be resolved.

Joel Goldberg, Grants Procurement Manager at the SFMTA, said he would convey Jerry Levine's concerns to the project manager, and said at this point the options were still in the discussion phase and nothing was set yet.

David Klein thanked staff for their clarity in presenting each project.

During public comment Aaron Goodman suggested a dedicated lane for trucks and delivery vehicles as a strategy for equitable use and reduced congestion in the 101/280 corridor. He pointed out that construction workers and delivery drivers were generally afforded the least access to dedicated lanes, and said regular travel lanes would operate at higher speeds if they were less obstructed by heavy vehicles.

Ranyee Chiang moved to approve the item, seconded by Kian Alavi.

The item was approved by the following vote:

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

Absent: CAC Member Zack (1)

**9. Adopt a Motion of Support for the Approval of Reprogramming \$13,752,000 in Fiscal Year 2020/21 Regional Transportation Improvement Program Funds from the San Francisco Municipal Transportation Agency's (SFMTA's) Restoration of Light Rail Lines - Axle Counters Project to the SFMTA's Communications-Based Train Control (CBTC) - Phases 1 and 2 Project - ACTION**

Amber Crabbe, Public Policy Manager and Alexandra Hallowell, Transportation Planner (SFMTA), presented the item per the staff memorandum.

Chair Larson asked how Phases 1 and 2 of the project were determined.

Ms. Hallowell said Phase 1 already had a signaling project planned in advance of the strategic vision and said that project scope was rolled into Phase 1. She said Phase 2 would have the greater impact, with all service either initiating or terminating in the Muni Metro Subway. She said Phase 2 would introduce flexibility into the subway service operations plan which would subsequently enable a wider range of choices down the road. She added that the additional project phases were sequenced based on the SFMTA's understanding of the anticipated complexity and cost.

Ranyee Chiang noted that some lines would be on different communication systems at the same time and asked how the installation of the upgraded system would affect service.

Ms. Hallowell said the base plan of installing the upgraded system would not impact most service since other than the Muni Metro Subway, there was no existing train control so they could just install it and turn it on. In contrast, she explained that Phase 2 of the project in the Muni Metro Subway would require both train control systems to operate at the same time, and would be the most complex, the most expensive, and would require California Public Utilities Commission's (CPUC) authorization.

Robert Gower asked if the upgraded system would be able to communicate with



traffic lights system.

Ms. Hallowell said the upgraded system would be able to communicate with existing traffic lights and would use the signals to help SFMTA address train bunching and resolve service gaps by controlling which trains get priority when entering the Muni Metro Subway.

Robert Gower said it would nice to utilize the upgraded communication system to improve pedestrian safety at busy intersections, such as triggering all red phases at intersections where there are transit stops.

Kian Alavi asked if there were any risks with the new technology.

Ms. Hallowell said the technology was new to SFMTA, but was commonly used around the globe. She said she would defer to the project manager who could better answer questions about broader risks.

Peter Tannen asked what lessons were learned based off the 1998 Muni meltdown.

Ms. Hallowell said the SFMTA had learned how to better roll out technology systems. She suggested having the project manager attend a future CAC meeting and address the steps SFMTA was taking to reduce risk as the system was rolled out.

Peter Tannen asked if it would be possible to go back to the old system if any issues were encountered with the new system.

Ms. Hallowell replied in the affirmative and said the new system would be integrated side-by-side with the older system during Phase 1 of the project. She said if SFMTA encountered problems with the new system it could just turn it off and rely on the older system.

Danielle Thoe asked if train signal priority would be available once the new technology was installed or if there would be additional barriers to allow signal priority.

Ms. Hallowell said SFMTA would roll out the system by turning it on at each signal and linking them one by one to the central train control system.

There was no public comment.

Sophia Tupuola moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

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

Absent: CAC Member Zack (1)

**10. Adopt a Motion of Support to 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.

Sophia Tupuola asked what type of outreach would be conducted in the southeast of





the city and if there would be a focus on youth engagement.

Mr. Young said the project team was reaching out to churches, schools, youth and family groups and community centers through the help of CBOs in the southeast of the city. He added that those groups would also be invited to a two-hour workshop at the Southeast Community facility in November. He said the youth outreach would be done city wide, with a workshop held the week after the previously mentioned workshop.

Sophia Tupuola asked if the outreach list could be shared with the CAC.

Mr. Young said he would follow up with the outreach list.

Jerry Levine asked when Phase 3 of the ConnectSF project would be completed and what kind of testing would be used to determine its effectiveness.

Linda Meckel, Senior Transportation Planner, said Phase 3 was about the countywide transportation plan and transportation element update. She said both the countywide transportation plan - known as the San Francisco Transportation Plan, and Transportation Element documents had begun preliminary work, but had different timelines. She said both documents would be informed by the project concepts developed during Phase 2. She said the countywide transportation plan update was targeting late 2021[...and the Transportation Element would follow.]

Kian Alavi asked if the outreach was occurring during an inopportune season, what a proper outreach sample size would be, and if teens would be involved during the outreach process.

Mr. Young said the project team felt that the workshops were being held well in advance of the Thanksgiving holiday, but noted that the general outreach would be held after New Year's. He said outreach was an on-going effort and done through multiple venues to attempt to reach a strong sample size. He said the youth specific workshop was meant to provide the youth an opportunity to get involved and provide their opinions and ideas.

During public comment Aaron Goodman said getting feedback from institutions in regard to institutional growth was instrumental. He highlighted upcoming events on the west side of the city.

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

The item was approved by the following vote:

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

Absent: CAC Member Zack (1)

#### **11. Potential Regional Transportation Measure Update - INFORMATION**

Michelle Beaulieu, Senior Transportation Planner and Stuart Cohen, FASTER Steering Committee Member, presented the item.

Chair Larson commented that if Edward Mason were in attendance, he would be glad to see the proposal for a regional bus network. He noted that the Voices for Public Transportation presentation implied trains and a new transbay rail crossing and asked about the degree to which the measure would have project specificity, stating that



there would probably have to be some degree of specificity of projects for the ballot. Lastly, Chair Larson observed that as of late, a lot of projects were behind schedule, over budget, and when they open, they break and that presented a big hurdle to restore credibility for any potential measure.

Mr. Cohen said FASTER did not know what projects would make sense in 25 years which was why, unlike some other funding measures, the FASTER initial proposal had 4 programmatic buckets that could be decided upon at the agency level, for example, bike/ped money might go back to the counties. He said that legislators and Metropolitan Transportation Commission (MTC) commissioners, stated loud and clear that, they wanted some projects in the measure. FASTER was now figuring out what might make sense for 5-10 years of funding. If they are really good projects people might have confidence that in a few years, they would be able to get the money out the door. He added that FASTER wanted to focus on getting transit out of traffic, such as with buses on arterials or on express lanes. There was a lot of potential to use buses better in the future.

Kian Alavi agreed with Chair Larson's questioning of the use of FASTER for branding, transit is not FASTER now and this sets up unrealistic expectations. He also stated that it was confusing if a new authority was going to be developed or just additional branding stickers on everything. He asked if mobile apps were not already going to do the wayfinding work being proposed by the FASTER branding plan and said as a voter he was not sure about putting a cent down knowing transit grinds along and only incrementally gets better.

Mr. Cohen he said the idea was that transit vehicles branded with a FASTER sticker would let you know that something branded FASTER was connected into this regional system, it's out of traffic, and will be more reliable than something without that branding.

Peter Tannen said this generally sounds like a good program, coordinating with an independent oversight body over the 27 individual transit agencies in the region. However, he said he was a little skeptical that this could work because there had been ideas to do something like this in the past that had all failed.

Mr. Cohen said that with money on the table, the transit agencies had come together and had serious discussions with FASTER, and now there was a large study coming on fare integration. Mr. Cohen reported that the agencies have said that it was complicated but if there was enough money that the agencies can be held whole, they think it makes sense for the region to move toward fare integration. And if there are regional discounted fares given, they don't want to pay for that either. Money was bringing the transit operators to the table.

Peter Tannen asked if the difference between Voices for Public Transportation and FASTER was the support and nonsupport of the one cent sales tax.

Mr. Cohen replied in the affirmative, stating that he was amazed that the investment strategies of the business community and the equity groups were so close together, that they are 90% aligned but that the revenue measure was where the differences were.

During public comment Aaron Goodman suggested projects that could be developed on the west side of the city, connecting that part of the city to the rest of



San Francisco and to other regional transit systems.

Jackie Sachs said she was in favor of light rail on Geary Boulevard as opposed to the Bus Rapid Transit and requested funding for a Geary Boulevard light rail project.

**Chair Larson called Item 12 after Item 7.**

**12. Update on the Downtown Rail Extension Peer Review Panel's Findings and Recommendations on Governance, Oversight, Management and Project Delivery - INFORMATION**

John Fisher, Vice President and Nor Cal District Manager at WSP USA, presented the item staff memorandum.

Rachel Zack asked if the report detailed each role the partner agencies would play or if a timeline was created.

Luis Zurinaga, Consultant to the Transportation Authority, said the panel had begun the conversation and that a Memorandum of Understanding (MOU) was needed to clarify and assign roles.

Chair Larson asked what the government structure would look like after the Integrated Program Team's (IPT) initial two-year action plan.

Mr. Fisher said the governance structure after the initial two-years was still to be determined and said the report offered example of construction delivery methods adopted by Los Angeles Metro as one example. He said the report showed procurement for the construction phase at the conclusion of the two-year work plan.

David Klein asked if there were staffing concerns for the project in terms of its ability to attract highly qualified personnel.

Mr. Fisher said the panel felt that creating momentum with a funding plan would help attract high-level experts.

During public comment Aaron Goodman said Berlin, Germany was able to complete a similar project and said the project needed to be completed regardless of cost.

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

There were no new items introduced.

**14. Public Comment**

There was no public comment.

**15. Adjournment**

The meeting was adjourned at 8:29 p.m.



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## Proposed 2020 Regular Transportation Authority Meeting Schedule

Subject to change. [www.sfcta.org/meetings](http://www.sfcta.org/meetings)

### January

Board	Tuesday	Jan. 14	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jan. 22	6:00 p.m.
Board	Tuesday	Jan. 28	10:00 a.m.
TIMMA Board	Tuesday	Jan. 28	11:00 a.m.

### February

Board	Tuesday	Feb. 11	10:00 a.m.
Board	Tuesday	Feb. 25	10:00 a.m.
Citizens Advisory Committee	Wednesday	Feb. 26	6:00 p.m.

### March

Board	Tuesday	Mar. 10	10:00 a.m.
Citizens Advisory Committee	Wednesday	Mar. 25	6:00 p.m.
Board	Tuesday	Mar. 31	10:00 a.m.

*Board of Supervisors Recess from March 23, 2020 through March 27, 2020 – No Meetings*

### April

Board	Tuesday	Apr. 14	10:00 a.m.
Citizens Advisory Committee	Wednesday	Apr. 22	6:00 p.m.
Board	Tuesday	Apr. 28	10:00 a.m.

### May

Board	Tuesday	May 12	10:00 a.m.
Board	Tuesday	May 19	10:00 a.m.
Citizens Advisory Committee	Wednesday	May 27	6:00 p.m.

### June

Board	Tuesday	Jun. 9	10:00 a.m.
Board	Tuesday	Jun. 23	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jun. 24	6:00 p.m.

### July

Board	Tuesday	Jul. 14	10:00 a.m.
Citizens Advisory Committee	Wednesday	Jul. 22	6:00 p.m.
Board	Tuesday	Jul. 28	10:00 a.m.

### August

*Board of Supervisors Recess from July 29, 2020 through August 31, 2020 – No Meetings*

### September

Citizens Advisory Committee	Wednesday	Sep. 2	6:00 p.m.
Board	Tuesday	Sep. 15	10:00 a.m.
Board	Tuesday	Sep. 22	10:00 a.m.
Citizens Advisory Committee	Wednesday	Sep. 23	6:00 p.m.



## Proposed 2020 Regular Transportation Authority Meeting Schedule

Subject to change. [www.sfcta.org/meetings](http://www.sfcta.org/meetings)

### October

Board	Tuesday	Oct. 20	10:00 a.m.
Board	Tuesday	Oct. 27	10:00 a.m.
Citizens Advisory Committee	Wednesday	Oct. 28	6:00 p.m.

### November

Board	Tuesday	Nov. 10	10:00 a.m.
Board	Tuesday	Nov. 17	10:00 a.m.

### December

Citizens Advisory Committee	Wednesday	Dec. 2	6:00 p.m.
Board	Tuesday	Dec. 8	10:00 a.m.
Board	Tuesday	Dec. 15	10:00 a.m.

*Board of Supervisors Recess from December 16, 2020 through January 5, 2021 – No Meetings*

## Transportation Authority General Schedule

### Citizens Advisory Committee

Meets regularly every 4<sup>th</sup> Wednesday at 6:00 pm in the SFCTA Hearing Room

### Personnel Committee

Meets at the call of the Chair in City Hall

### Vision Zero Committee

Meets on a quarterly basis in City Hall

### Transportation Authority Board

Meets regularly every 2<sup>nd</sup> and 4<sup>th</sup> Tuesday at 10:00 am in City Hall Room 250

## Treasure Island Mobility Management Agency (TIMMA) General Schedule

### TIMMA Committee

Meets on a quarterly basis in City Hall

### TIMMA Board

Meets on a quarterly basis in City Hall



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County Transportation  
Authority**

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## Memorandum

### AGENDA ITEM 6

**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>
2. Policy Initiatives	f. Lower the 2/3 supermajority voter approval requirement for transportation taxes	<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> </ul>
	a. Advance San Francisco's Vision Zero goals, improving safety for all users	<ul style="list-style-type: none"> <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>
	b. Support the Treasure Island Mobility Management Agency's (TIMMA) work for sustainable mobility on Treasure Island	<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>
	c. Improve effectiveness of managed lanes and other transportation demand management (TDM) strategies	<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	<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>
	f. Authorize parking and curb management policy reform	<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>
	g. Modernize Congestion Management Program (CMP) regulations	

**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.



## Memorandum

### AGENDA ITEM 7

**DATE:** November 15, 2019  
**TO:** Transportation Authority Citizens Advisory Committee  
**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
**SUBJECT:** 11/20/2019 Citizen Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

**RECOMMENDATION**    Information    Action

None. This is an information item.

### SUMMARY

This is the monthly progress report on the San Francisco Municipal Transportation Agency's (SFMTA's) Van Ness Avenue Bus Rapid Transit (BRT) project requested by the CAC. The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$169.6 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. Construction of the project is approximately 43.6% complete. Utility construction remains the current critical work activity and we are hopeful that measures such as utilizing additional sub-contractors will help accelerate this work. The construction team continues to install utilities in the new construction zones after switching to opposite sides of Van Ness Avenue. The construction team restored southbound traffic to the west side of Van Ness Avenue and completed the northbound traffic shift to the center median. SFMTA still anticipates revenue service by December 2021.

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

### **BACKGROUND.**

The Van Ness Avenue BRT aims to bring to San Francisco its first BRT system to improve transit service and address traffic congestion on Van Ness Avenue, a major north-south arterial. The Van Ness Avenue BRT is a signature project in the Prop K Expenditure Plan, a regional priority through the Metropolitan Transportation Commission's Resolution 3434, and a Federal Transit Administration Small Starts program project.

The construction of the core Van Ness Avenue BRT project, that includes pavement resurfacing, curb ramp upgrades and sidewalk bulb outs, is combined with several parallel city-sponsored projects for cost, construction duration and neighborhood convenience. These parallel projects, which have independent funding, include installing new overhead trolley contacts, street lighting and poles replacement; SFgo traffic signal replacement; sewer and water line replacement; and storm water "green infrastructure" installation.

#### **Status and Key Activities.**

The construction team, lead by Walsh Construction, completed the traffic shift for northbound traffic and continues to work along multiple sections of Van Ness Avenue with different activities along the corridor. Ranger Pipelines completed midblock water pipe installation on the east side of Van Ness Avenue between Ellis and O'Farrell streets and completed water pipe installation at the intersection of Post Street. Ranger Pipelines also completed midblock water pipe installation on the west side of Van Ness Avenue between Green and Filbert streets. Ranger Pipelines started midblock sewer installation between Union and Filbert streets. Meanwhile, SFPUC started chlorination of water pipes for completed water installation between McAllister Street and Golden Gate Avenue.

Additionally, Ranger Pipelines and subcontractor, KJ Woods, completed sewer installation on the west side of Van Ness Avenue at the Mission, Oak, and Jackson street intersections. Another Ranger Pipelines subcontractor, Michael O'Shaughnessy, started midblock sewer installation between Grove and McAllister streets.

Bauman Landscape and Construction completed installation of precast curb on the west side of Van Ness Avenue between McAllister and Golden Gate streets. Bauman also completed sidewalk, parking strips and street base replacement on the west side of Van Ness Avenue between Hickory and Fell streets. The construction team finished paving asphalt concrete on the east side of Van Ness Avenue at the Bush, Pine, and Sutter intersections.

Phoenix Electric continued their duct bank installation work between Market and Mission streets. Phoenix employed horizontal directional drilling to install the duct bank underneath Market Street at night to avoid impacting traffic at the intersection of Market Street and Van Ness Avenue. The directional drilling avoids the need for trenching across the intersection. Phoenix also continued to install the duct bank between Market and Oak streets, and between Broadway and Vallejo streets. Phoenix completed streetlight pole foundations between O'Farrell Street and Geary Boulevard, and between Jackson and Union streets. Phoenix continues to install traffic signal and streetlight conduits on Van Ness Avenue.



Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. The project team is using temporary traffic control measures such as channelizer traffic cone and variable message signs to direct traffic. Temporary bus stop platforms have also been installed on both sides of Van Ness Avenue as needed.

**Public and Business Outreach.** SFMTA project staff continues to host monthly Van Ness Business Advisory Committee meetings and Van Ness BRT Community Advisory Committee meetings to provide project updates and address issues businesses and residents are having on Van Ness Avenue. These two advisory committees usually have an average of 12 participants combined each month. Technical advisory services are also provided to impacted businesses by the Office of Economic and Workforce Development's (OEWD's) Open for Business program including legal assistance services, financial assistance, training and technical assistance, grant and loan programs. We are seeking updated metrics on the effectiveness or usage of OEWD's programs to include in the next project update.

#### **Project Schedule, Budget and Funding Plan.**

The project is approximately 43.6% complete, compared to 42% complete reported in October to the CAC. As previously reported, the original late 2019 BRT service start date has been revised to December 2021 (Attachment 1) due to construction difficulties. Walsh Construction expenditures to date totaled \$109.6 million out of the \$214.8 million contract amount for the Van Ness Ave Improvement Project. We have requested, but not yet received, updated information on soft costs (e.g. city agency labor) since the City is still reconciling data in the accounting system. We hope to have that information by the CAC meeting and to include it in future monthly reports to the CAC.

The funding plan is unchanged from last month and still includes a \$9.8 million funding need, which currently falls within the approximately \$27.5 million contingency for the project. SFMTA intends to address this funding gap during its next Capital Improvement Program update, which is underway and anticipated to be adopted in spring 2020. Meanwhile, the SFMTA is seeking additional sources of funds and considering deferring uninitiated projects to fill the anticipated Fiscal Year 2020/21 budget need, toward the end of construction and project closeout.

#### **Current Issues and Risks.**

The project is currently more than a year and half behind schedule due to challenges securing a utility subcontractor and the extent of utility conflicts encountered in the field.

Unanticipated existing water and sewer pipe conditions required design changes such as resequencing of construction, resizing of new pipes, or slip-lining existing sewer lines instead of installing new lines. However, Ranger Pipelines currently has two utility subcontractors installing sewer and water works which we believe will accelerate the project schedule. As previously reported, efforts to mitigate project delay have been offset by the need to install new concrete base at various locations along Van Ness Avenue, which in turn has increased the scope of the project including additional contract work days. Looking ahead, there may be additional potential delays if we experience a heavy rain season this winter. Lastly,



identifying \$9.8 million to fully fund the project contingency as mentioned above, remains an issue.

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**

None. This is an information item.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Project Schedule



**Attachment 1: Van Ness Avenue BRT Project Schedule**

Activities	2013			2014			2015			2016			2017			2018			2019			2020			2021			2022		
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
1. Conceptual Engineering + Environmental Studies*																														
2. Preliminary Engineering (CER)																														
3. Final Design																														
4. Construction Manager-General Contractor Process																														
5. Construction																														
6. Revenue Operations Begin																														
* Conceptual Engineering and Environmental Studies began in 2007																														

Date: June 20, 2019

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## Memorandum

### AGENDA ITEM 8

**DATE:** November 15, 2019

**TO:** Transportation Authority Citizen Advisory Committee

**FROM:** Eric Cordoba - Deputy Director for Capital Projects  
Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 12/10/19 Board Meeting: Allocate \$3,330,000 in Prop K Sales Tax Funds, with Conditions, to San Francisco Public Works for Better Market Street 5<sup>th</sup> to 8<sup>th</sup> Streets Design and Bikeway Pilot

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$3,330,000 in Prop K funds, with conditions to San Francisco Public Works (SFPW) for Better Market Street (BMS) 5<sup>th</sup> to 8<sup>th</sup> Street Design and Bikeway Pilot</p> <p><b>SUMMARY</b></p> <p>Led by SFPW, the BMS project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, turn restrictions implementation, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals. The preliminary cost estimate for all phases of the project is \$604 million. SFPW has developed a proposed phasing plan that could enable construction of Phase 1A (the segment between 5th and 8th streets) to start in late 2020, pending funding availability. Last month, relevant city agencies took the required CEQA approval actions. The 30-day appeal period ended on November 12 and no appeals were filed. The subject request includes \$1.1 million for installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets. The remaining \$2.23 million is to complete design of Phase 1A. The current estimated Phase 1A construction cost is \$178 million, a \$51 million increase from the previous estimate of \$127 million. The project team is seeking funding to fill a \$35 million gap in construction funds.</p>	<ul style="list-style-type: none"> <li><input checked="" 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 checked="" 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.**

**OBAG Reporting Condition:** As a condition of receiving OBAG funds, all project sponsors are required to provide quarterly progress reports to the Transportation Authority through our grants portal to assist with project delivery oversight and compliance with OBAG timely-use-of-funds requirements. In addition, the Board action programming OBAG funds to the BMS project required SFPW to provide quarterly reports and semi-annual updates on the project to the Board, addressing any changes in project schedule and cost, in particular.

**BMS:** Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project will completely reconstruct 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, a new sidewalk-level cycle track, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility.

To support its role as a transit, bike, and pedestrian corridor, the BMS project will prohibit the entry of vehicles on Market Street between Steuart and 9th streets, in the westbound direction, and Market Street between 10th and Main streets, in the eastbound direction, except for buses, taxis, bicycles, commercial vehicles, and emergency vehicles. BMS will also prohibit vehicle entry on Market Street between 9th and 12th streets, in the westbound direction, and between 12th and 11th streets, in the eastbound direction, except for Muni, AC transit, taxis, bicycles, and emergency vehicles. The intent of these changes is to allow space on Market Street to be allocated for pedestrians and bicyclists, thereby improving safety and health, prioritizing transit modes, providing for loading to support adjacent land uses, and improving Market Street as a civic space.

Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which is leading the environmental review.

### **STATUS AND KEY ACTIVITIES.**



### **Environmental Clearance and Preliminary Engineering.**

BMS completed environmental review under the California Environmental Quality Act (CEQA) but is still undergoing environmental review under the National Environmental Policy Act (NEPA). The San Francisco Planning Department issued the Draft Environmental Impacts Report for public circulation on February 27, 2019. The Planning Department accepted comments on the Draft EIR through April 15, 2019, and the Planning Commission held a public hearing on the Draft EIR on April 4, 2019. The project team received 59 comments from public agencies, organizations, and individual persons, which were primarily focused on transportation, including transit stops/bus boarding islands, loading, and vehicle access. The Planning Department prepared a response to comments received on environmental issues, and made minor text changes to the Draft EIR in a Responses to Comments document published on September 23, 2019. The San Francisco Planning Commission, on October 10, 2019, certified the Final EIR and found that the contents of the report and the procedures through which the report was prepared, publicized, and reviewed complied with the provisions of CEQA. The 30-day appeal period ended at 5:00pm on November 12, 2019. No appeal was filed.

SFPW approved the project with the western variant and adopted the CEQA Findings, including a statement of overriding considerations, and the Mitigation Measure and Reporting Program on October 11, 2019. The SFMTA Board of Directors, on October 15, 2019, adopted the BMS Final EIR CEQA findings as its own, including the mitigation measures.

### **Project Phasing, Quick Build Auto Restrictions and Bikeway Pilot.**

Project Phasing. Large projects such as BMS often are implemented in phases due to funding availability (both timing and amount) and a desire to minimize construction impacts and disruptions. The project team has identified Phase 1 as Market Street between 5th and 8th streets and is currently working on the detailed design for this phase. Phase 1 is further divided into Phase 1A, the full suite of improvements planned for BMS on the segment extending from 5<sup>th</sup> to 8<sup>th</sup> streets, and Phase 1B, the aforementioned F-Loop.

Pending funding availability, SFPW is proposing a phasing plan for design and construction that could allow them to advertise Phase 1A construction in Fall 2020 and begin construction by late 2020.

Quick Build Auto Restrictions. SFMTA may implement auto restrictions on Market Street as a quick-build enhancement starting in Spring 2020 to increase safety on this High Injury Network street. Quick-build projects are reversible, adjustable traffic safety improvements that can be installed relatively quickly. The quick-build portion, if implemented, will prohibit cars on eastbound Market Street between 10th to Main Street, and on westbound Market Street from The Embarcadero to 11th Street.



Bikeway Separation Study and Pilot. In summer 2019, the BMS team finished conducting a research study with people with mobility disabilities and people with visual disabilities to identify detectable tactile material that will be used for separation between bike lanes and pedestrian area as part of the proposal for sidewalk-level bikeway on the project. The study evaluated six different materials and the trapezoidal bar was recommended for implementation in the BMS project. This separation material is intended to improve safety for pedestrians with disabilities, and also help deter bicyclists from riding in the pedestrian zone. Although the team completed the materials study, they are still working on the report. The subject Prop K allocation request would fund installation of a pilot project on Market Street between Gough and Franklin streets in Spring 2020 to install asphalt sidewalk level bikeway, proposed ADA pavers and granite curb, and the detectable separation material recommended in the study. The pilot will include a before and after study and the results will be used to inform design of Phase 1A, along with the rest of the BMS project.

#### **Project Schedule.**

SFPW anticipates completion of final design for Phase 1A in Spring 2020 to allow advertisement for construction services in Fall 2020. Under this schedule, Phase 1A construction could start in late 2020, subject to full funding availability. Construction is anticipated to last until early 2023. This schedule also assumes NEPA certification in summer 2020.

A proposed schedule for design and implementation of the remaining segments of the BMS project is included as in the enclosed allocation request form. This schedule also assumes NEPA certification summer 2020 and is subject to funding availability.

As part of the July progress report update, we flagged that SFPW was concerned about schedule implications if the FTA were to take over as NEPA lead since FHWA had been lead to date. The potential change issue arose when the project was granted a \$15 million federal BUILD grant, administered by the FTA, for the new F-Loop streetcar turnaround. With the help of an OBAG fund exchange approved by the Board earlier this year, SFPW reports that this schedule risk has been eliminated as FHWA is the confirmed NEPA lead for the BMS project, including the F-Loop.

#### **Project Cost and Funding.**

The current estimated construction cost for Phase 1A is \$178 million which represents a \$51 million increase from the previous estimate of \$127 million, not including the F- Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place in Phase 1B.

SFPW estimates Phase 1A construction cost of \$178 million and has committed funding from BART Measure RR, the federal BUILD grant program, OBAG, Prop K, and SFMTA's Prop A General Obligation bond. The project still needs to secure construction funding of \$36.5 million from SFPUC for utility works and an additional \$35.3 million in construction funding remains unidentified. The project team has identified additional Prop A General Obligation



bond revenues as a potential fund source. The total Phase 1A cost, including soft costs, is \$220 million.

The total project cost estimate for all phases of the BMS project, based on 10% design, is \$604 million. Like most projects of this size at this stage of development, BMS has a significant funding gap which very little funding identified beyond Phase 1A. SFPW expects this estimate to change as detailed design of each construction phase progresses and as costs are updated to reflect escalation once schedule milestones are more certain. A significant portion of the total project cost represents state of good repair and infrastructure renewal work that would be required regardless of the BMS project.

#### **Current Issues and Risks.**

The BMS Project team is actively considering potential risks to the project scope, schedule, budget, and funding as the Phase 1A final design stages advance. The project team has potholed each block of Phase 1A to identify underground utilities and sub-sidewalk basements. Coordination with utility companies is on-going. When the BART tunnels were originally constructed under Market Street, BART developed detailed utility maps, thus there may be fewer utility conflicts and surprises when digging up and replacing sewer and water lines.

Larger trends also have the potential to impact the BMS project. A competitive construction environment exists across the Bay Area, resulting in construction bids on projects exceeding estimates developed in a slower market by close to 30%. Project cost engineers are aware of these challenges, and will be using the most up-to-date bids when developing the 100% cost estimate early next year. The project is not fully funded, and the shortfall may impact the schedule.

#### **FINANCIAL IMPACT**

The recommended action would allocate \$3,330,000 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedule contained in the attached Allocation Request Form.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amount that are the subject of this memorandum.

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

#### **CAC POSITION**

The CAC will consider this item at its November 20, 2019 meeting.



## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Request Received
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Allocation Request Form



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	22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$ 3,330,000	\$ 18,600,000	78%	82%	Design, Construction	3, 5, 6	
<b>TOTAL</b>						<b>\$ 3,330,000</b>	<b>\$ 18,600,000</b>	<b>78%</b>	<b>82%</b>	

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> Acronym: SFPW (San Francisco Public Works)

<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
22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$3,330,000	The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turnaround in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets, which is anticipated to be complete by June 2020. The request also includes installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets, which will be installed starting in March 2020 and be open for use by late July 2020.
<b>TOTAL</b>			<b>\$3,330,000</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
22U	SFPW	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot	\$ 3,330,000	<p><b>Deliverable:</b> SFPW will present preliminary results of the bikeway pilot with the quarterly project update to the Board in Fall 2020.</p> <p><b>Special Condition:</b> The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.</p>
<b>TOTAL</b>			<b>\$3,330,000</b>	

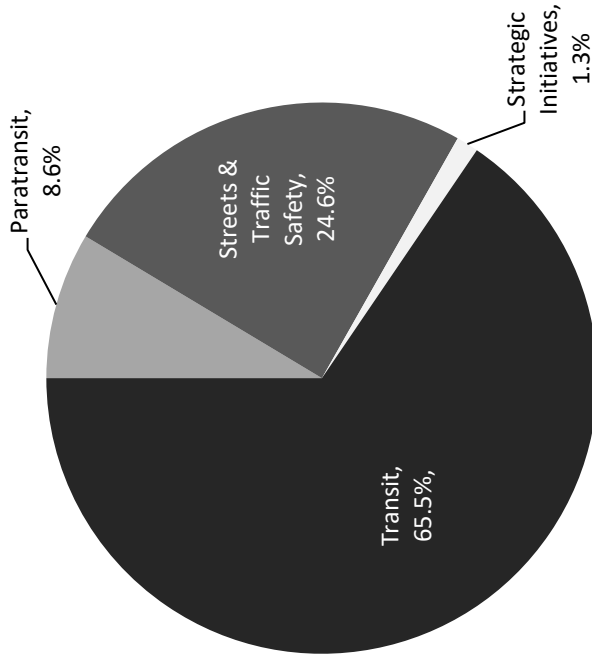
<sup>1</sup> See Attachment 1 for footnotes.

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

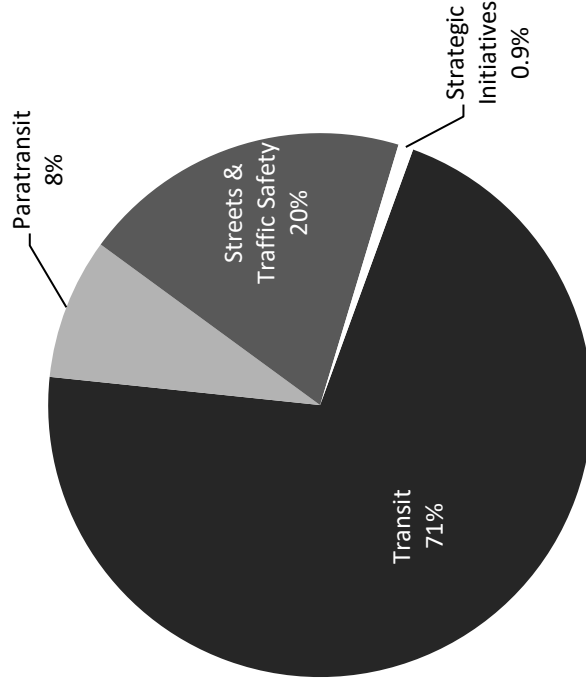
PROP K SALES TAX										
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26			
Total	\$ 66,103,027	\$ 25,872,965	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
Prior Allocations	\$ 25,872,965	\$ 25,407,722	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			
Current Request(s)	\$ 3,330,000	\$ 550,000	\$ -	\$ -	\$ -	\$ -	\$ -			
New Total Allocations	\$ 69,433,027	\$ 28,652,965	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500			

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,  
per Prop K Expenditure Plan**



**Prop K Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Guideways - Undesignated
<b>Current Prop K Request:</b>	\$3,330,000
<b>Supervisory District(s):</b>	District 03, District 05, District 06

### REQUEST

#### Brief Project Description

The Better Market Street project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure along 2.2 miles of Market Street between Steuart Street and Octavia Boulevard. Key features include a new sidewalk-level cycle track and a F-Line loop to enable streetcars to turn around in the mid-Market area. Requested funds are for detailed design from 5th to 8th streets, as well as installation and evaluation of a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets.

#### Detailed Scope, Project Benefits and Community Outreach

##### Overall Project

Market Street is San Francisco's civic backbone, connecting water to hills, businesses to neighborhoods, cultural centers to recreational opportunities. The movement of people and goods, from the very earliest times, has dominated its design and use. Market Street is also San Francisco's most important transportation corridor, serving as the spine roadway within downtown San Francisco and linking the residential neighborhoods from the Twin Peaks foothills, through the Civic Center to the downtown Retail and Financial Districts.

Both the design of San Francisco's street network and its historic land use patterns have served to funnel movement, chiefly transit, to Market Street. Infrastructure investments in the 1970s and 1980s, first in the underground Bay Area Rapid Transit (BART) and Muni Metro systems, and then in the surface historic streetcar system, cemented Market Street's role as San Francisco's key transit corridor. Nearly one-third of Muni's all-day, weekday surface transit lines travel on Market Street. During the busiest hour of the day, over 100 buses and streetcars pass in each direction, transporting over 250,000 daily riders. Transit operational and on-time performance on Market Street impacts the entire Muni system – with delays and inefficiencies rippling out across San Francisco.

Market Street additionally is the Bay Area's most regionally significant rail corridor, providing underground Muni Metro light rail and BART regional rail service. The lower level BART service consists of six routes serving the San Francisco Bay Area with 420,000 average weekday daily passengers. Moreover, 2/3 of all BART trips begin or end at one of the four Market Street shared BART/Muni stations (Civic Center, Powell, Montgomery, and Embarcadero). The upper level consists of six Muni Metro light rail lines. Muni Metro is the United States' third-busiest light rail system, operating a fleet of 151 light rail vehicles (LRVs) with an average weekday ridership of 173,500 passengers.

Market Street is also San Francisco's busiest pedestrian thoroughfare, averaging 500,000 each day. Recently, Market Street also became the most popular route for bicyclists wishing to access downtown San Francisco, surpassing one million annual trips inbound to the Financial District for the first time in 2015, making it the busiest bicycling street west of the Mississippi. It is also part of San Francisco's High Injury Network developed to inform the city's efforts to achieve Vision Zero. In order to address the key challenges, five San Francisco City agencies have collaborated on a vision for a Better Market Street (BMS), which is a comprehensive program of projects to reconstruct 2.2 miles of the San Francisco's premier boulevard and most important transit corridor from Octavia Boulevard to The Embarcadero.

Phase 1A - 5th to 8th Streets

To accelerate project construction while providing time for funding to be secured for the overall project, the BMS program will be implemented in five phases. Phase 1A improvements will cover the portion of Market Street between 5th and 8th Streets and the logical tie-in points with existing infrastructure at each end. This work is located in the Central Market and Civic Center sections of Market Street. Central Market has been a neglected section of Market Street for over 50 years, and activating Central Market remains a priority.

The subject request includes \$2,230,000 to help complete funding for detailed design (currently at about 60%) of the segment along Market Street between 5th and 8th streets. Phase 1A work includes construction of sidewalk-level bicycle lanes, pavement renovation, utilities relocation and upgrades, and improvements on sidewalk; way-finding; lighting; landscaping; transit boarding islands; transit connections; and traffic signals.

SFPW, the SFMTA, PUC and OEWD will develop a Construction Mitigation Plan during the design phase. The project team will conduct outreach in order to collect input from businesses as they develop the plan. The Plan will include outreach during construction, and there will also be a project office for businesses to request support and services.

#### Bikeway Pilot Implementation

In Summer 2019 the project team conducted a Bikeway Separation Study to identify a separation material to install between the bikeway and pedestrian areas of the sidewalk. The material needed to be detectable by the blind and low vision; and it needed to be at least as easy to cross as truncated domes for people with mobility disabilities. The recommended material selected from the study, trapezoidal bar, would also help deter cyclists from riding on the sidewalk.

This request also includes \$1,100,000 to implement a pilot sidewalk level bikeway along the south side of Market Street between Gough and Franklin streets that will test the recommended bikeway separation material. The recommended separation material will be installed as a pilot program that will inform the design of this and future segments.

The pilot project will be implemented at the same site as a previous pilot which tested three different levels of raised bikeway at 2", 4" and 6" from the roadway. Results from the previous pilot project showed that the separation between bikeway and roadway is most effective at 6" since cars will still encroach the bikeway at 2" and 4". The results from that pilot were adopted by the Better Market Street project and are reflected in the proposed design of a sidewalk level bikeway.

Design of the pilot project has been completed (see attachment for design drawings) and is tentatively planned to be constructed between the beginning of March 2020 and the end of July 2020. The pilot project will construct a sidewalk level asphalt bikeway with detectable ADA separation material (trapezoidal bar) recommended by the project study conducted in Summer 2019. The pilot project will also reinstall granite curb, and install an asphalt sidewalk level bikeway and new pavers on the sidewalk as proposed for the Better Market Street project. The pilot project is located in the Better Market Street project segment between Octavia Boulevard and Van Ness Avenue, which is tentatively planned for construction no earlier than 2025. The pilot will run between July 2020 and December 2020. To evaluate the pilot, SFMTA and Public Works will conduct intercept surveys and bike and pedestrian counts.

#### Project Location

Market Street between 5th and 8th streets, Gough to Franklin

#### Project Phase(s)

Design Engineering (PS&E), Construction (CON)

#### Justification for Multi-phase Request

As part of the design phase of Phase 1A, Public Works is proposing implementation of a near-term improvement pilot to inform the design of this and future segments.

### 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$3,330,000

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
<b>Grant Recipient:</b>	Department of Public Works

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	EIR/EIS
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering	Oct-Nov-Dec	2017	Oct-Nov-Dec	2018
Environmental Studies (PA&ED)	Jul-Aug-Sep	2015	Jan-Feb-Mar	2020
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2018	Apr-May-Jun	2020
Advertise Construction	Jul-Aug-Sep	2020		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Jan-Feb-Mar	2023
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2021

### SCHEDULE DETAILS

The schedule dates shown above are for Phase 1A of the Better Market Street project. In order to accelerate construction of the project, SFPW has developed a strategy involving phased design and construction, where final design for later phases continues while earlier phases are under construction. SFPW will develop schedule milestones for construction of the remainder of the corridor as funding is secured.

**Environmental Approval:**

Planning Commission approved the CEQA Final Environmental Impacts Report on October 10, 2019. SFPW hosted a hearing on October 11, 2019 and adopted the project and findings in a Director's Order. The SFMTA Board has approved the legislation for the full corridor on October 15, 2019. The deadline to file an appeal related to CEQA was November 11 and no appeals were submitted. NEPA approval authority has been transferred to FHWA. Caltrans is in the process of reviewing the Environmental Assessment analysis and documents. SFPW anticipates NEPA approval by end of May 2020.

**Bikeway Pilot:**

Between the beginning of March 2020 and the end of July 2020, SFPW anticipates installing an asphalt sidewalk level bikeway, proposed ADA pavers and granite curb, and the trapezoidal bar detectable separation material recommended in the materials study conducted in Summer 2019. The pilot sidewalk level bikeway will be installed on Market Street between Gough and Franklin streets with the pilot anticipated to run from July 2020 to December 2020.

**Public Engagement and Coordination with Other Projects.**

Project team has been presenting the project and design alternative to various CAC and CBD and have hosted Open Houses in June and August 2019 for community outreach. Better Market Street project has been in coordination with Safer Taylor Street and 6th Street Improvement projects since all three projects are scheduled to be constructed in the same timeframe and are geographically close in proximity.



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
<b>Grant Recipient:</b>	Department of Public Works

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Guideways - Undesignated	\$0	\$3,330,000	\$0	\$3,330,000
BART MEASURE RR	\$0	\$225,000	\$0	\$225,000
PROP A GO BOND	\$0	\$0	\$11,545,000	\$11,545,000
PUC FUNDS (E.G. WW & WTR BOND)	\$0	\$3,500,000	\$0	\$3,500,000
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$7,055,000</b>	<b>\$11,545,000</b>	<b>\$18,600,000</b>

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$13,864,000	\$0	\$13,864,000
TBD (E.G. PROP A GO BOND, AHSC, SB1 LOCAL PARTNERSHIP PROGRAM COMPETITIVE)	\$35,296,600	\$0	\$0	\$35,296,600
PUC FUNDS (E.G. WW & WTR BOND)	\$36,500,000	\$3,500,000	\$0	\$40,000,000
PROP A GO BOND	\$0	\$75,653,000	\$24,623,000	\$100,276,000
OCTAVIA LAND SALES	\$0	\$0	\$3,050,000	\$3,050,000
OBAG 2	\$0	\$3,366,000	\$0	\$3,366,000
MTA OPERATING REVENUE	\$0	\$0	\$3,000,000	\$3,000,000
MARKET OCTAVIA IMPACT FEES	\$0	\$0	\$1,000,000	\$1,000,000
GENERAL FUND	\$0	\$0	\$5,100,000	\$5,100,000
BUILD (FEDERAL)	\$0	\$15,000,000	\$0	\$15,000,000
BART MEASURE RR	\$0	\$635,000	\$0	\$635,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$71,796,600</b>	<b>\$112,018,000</b>	<b>\$36,773,000</b>	<b>\$220,587,600</b>

## COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$15,754,000	\$0	Actuals
Environmental Studies (PA&ED)	\$9,474,000	\$0	Actuals and Cost to Complete
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$17,500,000	\$2,230,000	10% of Construction Cost
Construction (CON)	\$177,859,600	\$1,100,000	Engineer's estimate (\$1.1 m for Pilot)
Operations	\$0	\$0	
<b>Total:</b>	\$220,587,600	\$3,330,000	

<b>% Complete of Design:</b>	60.0%
<b>As of Date:</b>	09/10/2019
<b>Expected Useful Life:</b>	50 Years

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 17,500,000	
2. Consultant		
3. Other Direct Costs *		
4. Contingency		
<b>TOTAL PHASE</b>	<b>\$ 17,500,000</b>	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 7,000,000
SFPW	\$ 10,500,000
<b>TOTAL</b>	<b>\$ 17,500,000</b>

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor	
Roadway Work	\$ 111,000				\$ 111,000	
Landscape Work*	\$ 468,000				\$ 468,000	
<b>Subtotal</b>	<b>\$ 579,000</b>				<b>\$ 579,000</b>	
Traffic Routing	\$ 174,000	30%			\$ 174,000	
Mobilization	\$ 46,320	8%			\$ 46,320	
Demobilization	\$ 28,950	5%			\$ 28,950	
<b>Subtotal</b>	<b>\$ 828,270</b>				<b>\$ 828,270</b>	
Construction Contingency	\$ 82,827	10%	\$ 82,827			
<b>Total Construction Estimate</b>	<b>\$ 911,097</b>					
Construction Support	\$ 188,903	21%	\$ 188,903			
<b>TOTAL PILOT IMPLEMENTATION COST</b>	<b>\$ 1,100,000</b>		<b>\$ 271,730</b>	<b>\$ -</b>	<b>\$ 828,270</b>	

\*Landscape Work includes all of the sidewalk work including granite curbs, pavers, and the bikeway separation.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
<b>Grant Recipient:</b>	Department of Public Works

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$3,330,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$3,330,000	Total Prop AA Recommended:	\$0

<b>SGA Project Number:</b>		<b>Name:</b>	Better Market Street - Bikeway Pilot
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	03/31/2024
<b>Phase:</b>	Construction	<b>Fundshare:</b>	17.9

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-120U	\$550,000	\$550,000	\$0	\$0	\$0	\$1,100,000

#### Deliverables

- The first quarterly progress report shall include 2-3 photos of typical before conditions and data on the before conditions to support the pilot evaluation, in addition to all other requirements described in the Standard Grant Agreement (SGA). Over the course of the project, quarterly progress reports should include 2-3 photos of the bikeway pilot under construction and in use. See SGA for definitions.
- With the progress report and quarterly project update to the Transportation Authority Board in Fall 2020, SFPW will provide preliminary results for the Bikeway pilot evaluation.
- Upon completion, SFPW will provide an electronic copy of the results of the Bikeway Pilot evaluation.

#### Special Conditions

- The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.

<b>SGA Project Number:</b>		<b>Name:</b>	Better Market Street - 5th to 8th Streets Design
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2020
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	17.9

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-120U	\$2,230,000	\$0	\$0	\$0	\$0	\$2,230,000

<b>Deliverables</b>
1. With the first quarterly progress report due January 15, 2020, provide 2-3 photos of typical before conditions.
2. Upon project completion, provide evidence of completion of 100% design (e.g. copy of certifications page).
3. Upon completion, provide an updated scope, schedule, budget and funding plan for construction of Phase 1A (5th to 8th streets). This can be satisfied by submitting an allocation request for construction.
<b>Special Conditions</b>
1. The recommended allocation is contingent upon SFPW's continued compliance with quarterly project reporting on the Better Market Street project to the Transportation Authority Board, established as a condition of receiving OBAG funding.

<b>Metric</b>	<b>Prop K</b>	<b>Prop AA</b>
<b>Actual Leveraging - Current Request</b>	82.1%	No Prop AA
<b>Actual Leveraging - This Project</b>	93.71%	No Prop AA

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Better Market Street - 5th to 8th Streets Design and Bikeway Pilot
<b>Grant Recipient:</b>	Department of Public Works

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$3,330,000
--------------------------------	-------------

1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

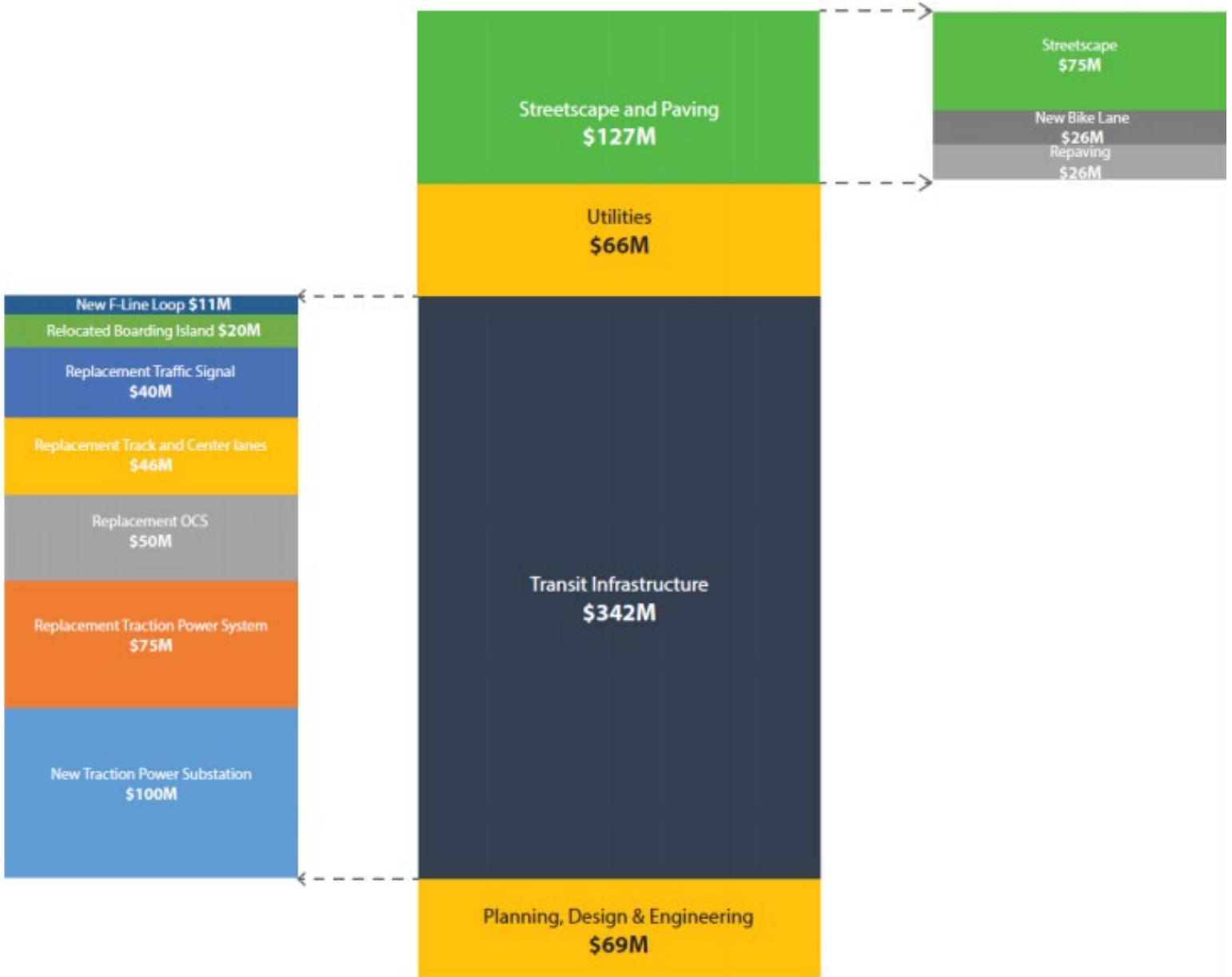
Initials of sponsor staff member verifying the above statement

OQ

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Cristina Olea (SFDPW)	Oscar Quintanilla
<b>Title:</b>	Project Manager	Capital Budget Analyst
<b>Phone:</b>	(415) 558-4004	(415) 554-5847
<b>Email:</b>	cristina.c.olea@sfdpw.org	oscar.quintanilla@sfdpw.org

**Attachment 2: Project Component Cost Breakdown**  
Based on 10% design



**\$604M Cost Estimate**



Better Market Street Funding Plan  
All Dollars in Thousands

<b>SECURED FUNDING</b>						
Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1A	Construction Ph. 1A	Future Phases	Total by Fund Source
General Fund	Allocated	5,100				5,100
Octavia Land Sales	Allocated	3,050				3,050
Market Octavia Impact Fees	Allocated	1,000				1,000
Transit Center Impact Fees	Allocated				2,000	2,000
Prop A GO Bond	Allocated	13,078	11,545			24,623
MTA Operating Funds	Allocated	3,000				3,000
Prop A GO Bond	Programmed			72,123		72,123
BART (8th/Grove/Hyde/Market)	Programmed		225	410		635
OBAG	Programmed			3,366		3,366
Prop K (EP 22 & 44)	Programmed		2,230	11,634		13,864
BUILD	Programmed			15,000		15,000
PUC Sewer and Water Funds	Planned		3,500			3,500
PUC Sewer and Water Funds	Planned			36,500		36,500
TBD (e.g. MTA Bond, AHSC, LPP Competitive)	Planned			38,826		38,826
<b>Total Identified Funding by Phase</b>		<b>25,228</b>	<b>17,500</b>	<b>177,859</b>	<b>2,000</b>	<b>222,587</b>

<b>OTHER POTENTIAL FUNDING SOURCES</b>						
Funding Source	Status	Full Corridor Env. Review & 30% Design	Design Ph. 1A	Construction Ph. 1A	Future Phases	Total by Fund Source
FTA 5309 (New Starts, Small Starts, Core Capacity)	Planned					
FTA 5337 Fixed Guideway	Planned					
BUILD	Planned					
OBAG 3 (FYs 2022/23-2026/27)	Planned					
Senate Bill (SB) 1	Planned					
Cap & Trade	Planned					
Active Transportation Program (ATP)	Planned					
Local Partnership Program (LPP)	Planned					
Regional Measure 3 (bridge tolls): Phase 1	Planned				4,872	
Regional Measure 3 (bridge tolls)	Planned				20,128	
Prop K	Planned					
Transit Center Impact Fees	Planned					
MTA Prop B General Fund set-aside	Planned					
TNC Tax	Planned					
Vehicle License Fee	Planned					
Bonds	Planned					

**Better Market Street**

Project Schedule

Segment	Phase	Schedule, by Fiscal Year									
		FY 18/19	FY 19/20	FY 20/21	FY 21/22	FY 22/23	FY 23/24	FY 24/25	FY 25/26	FY 26/27	
Phase 1a - 5th-8th	Design	X	X								
Phase 1a - 5th-8th	Construction			X	X						
Phase 1b - F Loop	Design		X	X							
Phase 1b - F Loop	Construction				X	X					
Segment 2	Design			X	X						
Segment 2	Construction					X	X				
Segment 3	Design					X					
Segment 3	Construction						X	X			
Segment 4	Design						X				
Segment 4	Construction							X	X		
Segment 5	Design								X		
Segment 5	Construction								X	X	

Possible Segments:

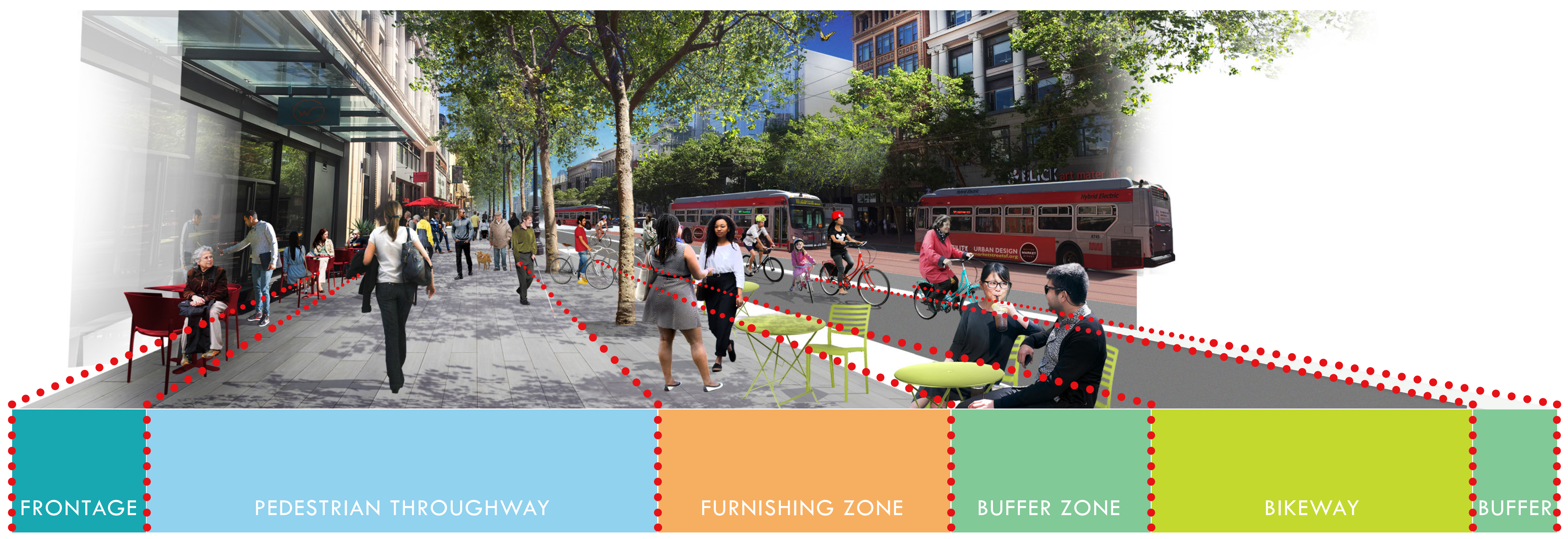
- Steuart St - 2nd St
- 2nd St - 5th St
- 8th St - 12th St
- 12th St - Octavia Boulevard



# PAVING & ACCESSIBILITY




**Better Market Street proposes new sidewalk paving that is accessible, durable and easily maintained.** Sidewalk use zones will be delineated using variations in paving materials and the scale, proportion and color of those materials. The design of paving patterns will result in an urban design that is memorable and unique to Market Street and to San Francisco.



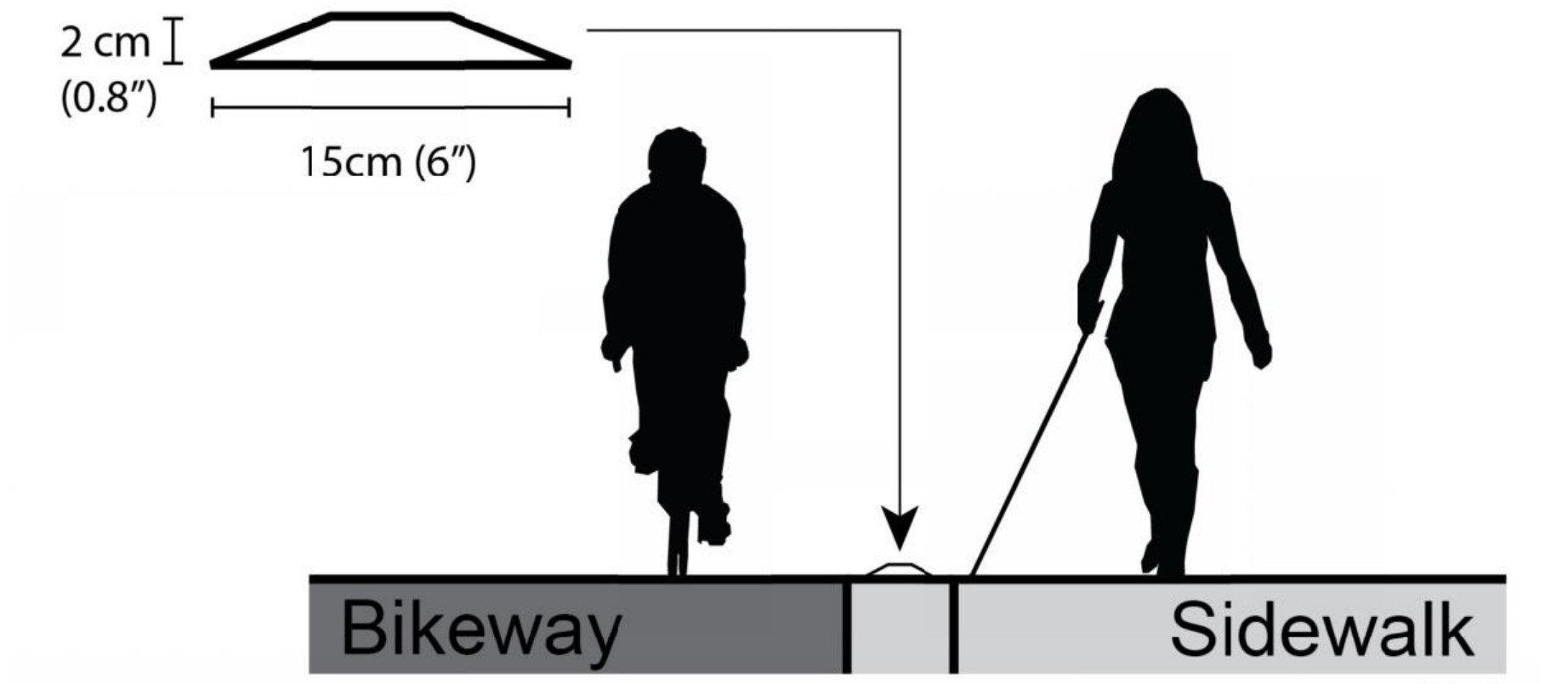

A Pedestrian Realm Focus Group working with the project team and the Mayor's Office on Disability, evaluated the sidewalk paving on Market Street. The resulting report recommended replacing the brick on Market Street with a safe, durable and smooth paver. And in 2018, San Francisco adopted a paving standard for city sidewalks that requires concrete pavers to have joints at least 18" apart.

A delineation zone between the pedestrian walkway and bikeway is recommended. A pilot is underway to develop a standard for this feature.

Potential Path Delineator



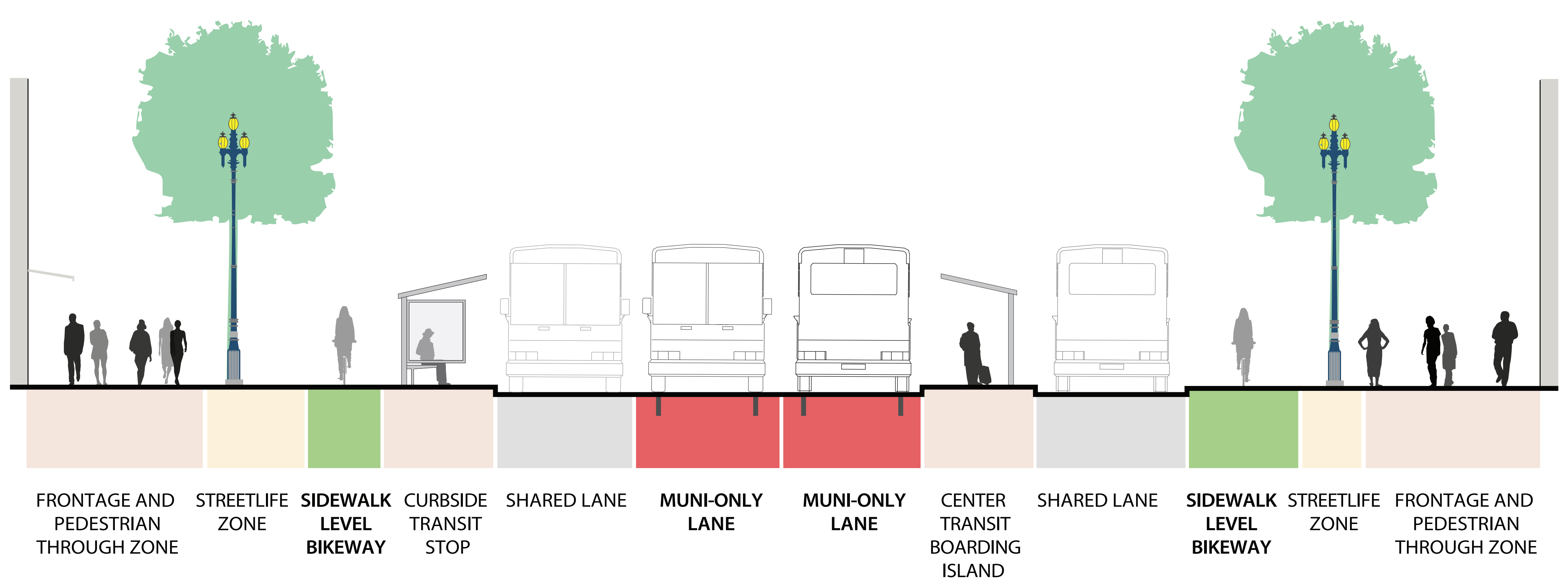
London




Market Street has uniquely oblique intersections. The sidewalk paving design will highlight this characteristic through paving color and texture.



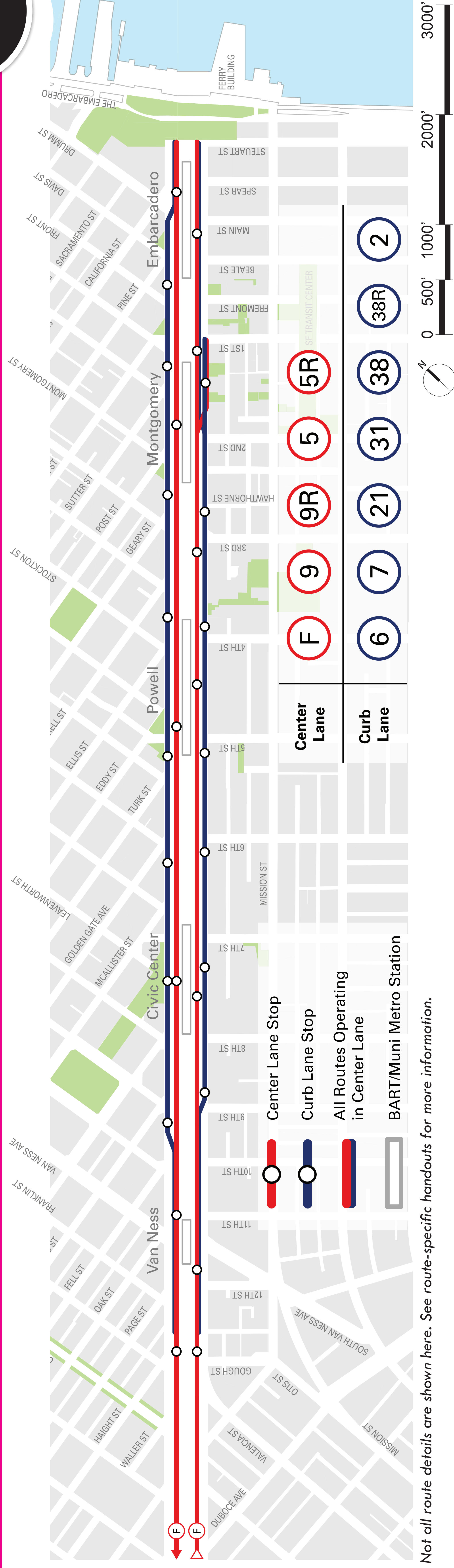
The project intends to reuse the existing granite curbs throughout the street, either as curbs or site furnishings.







# PROPOSED MUNI SERVICE

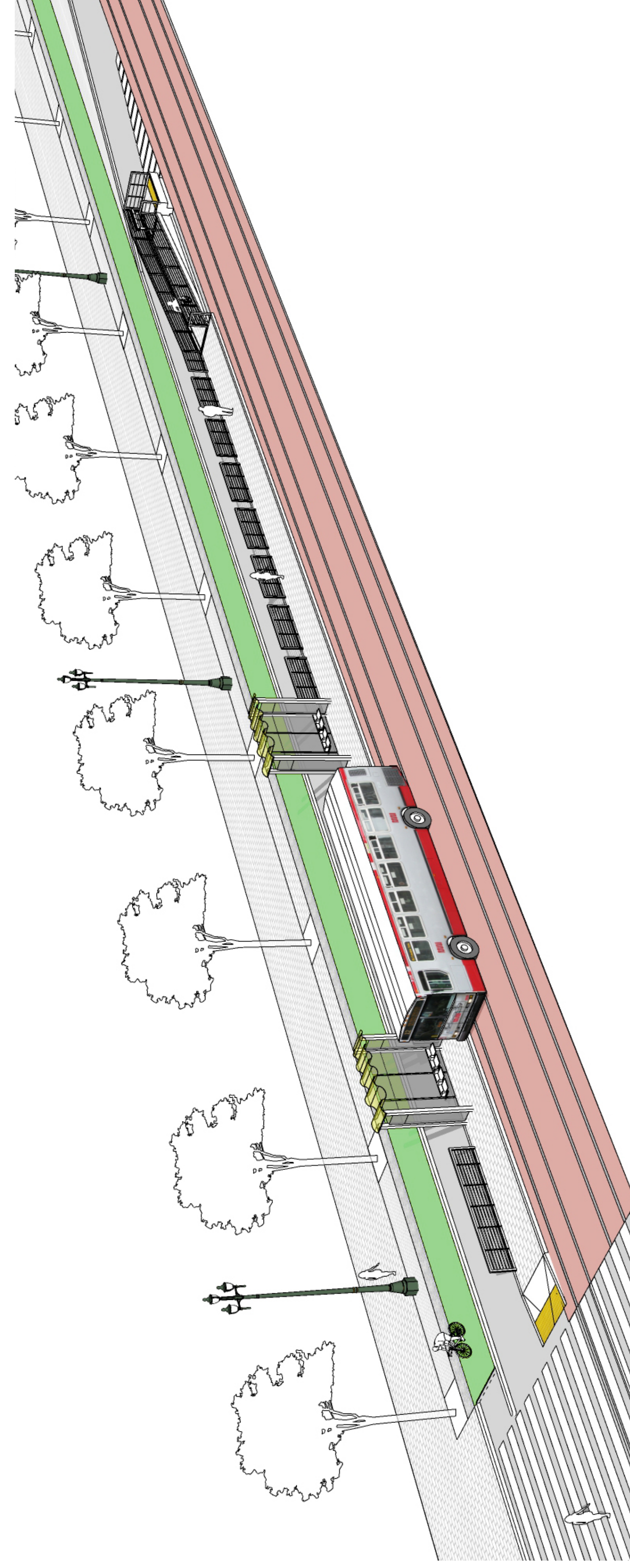


Not all route details are shown here. See route-specific handouts for more information.

**The project is expected to provide up to 25% travel time savings by changing stop spacing, reducing conflicts with bikes, and extending Muni-only lanes.**

## Rapid Center Lane Service:

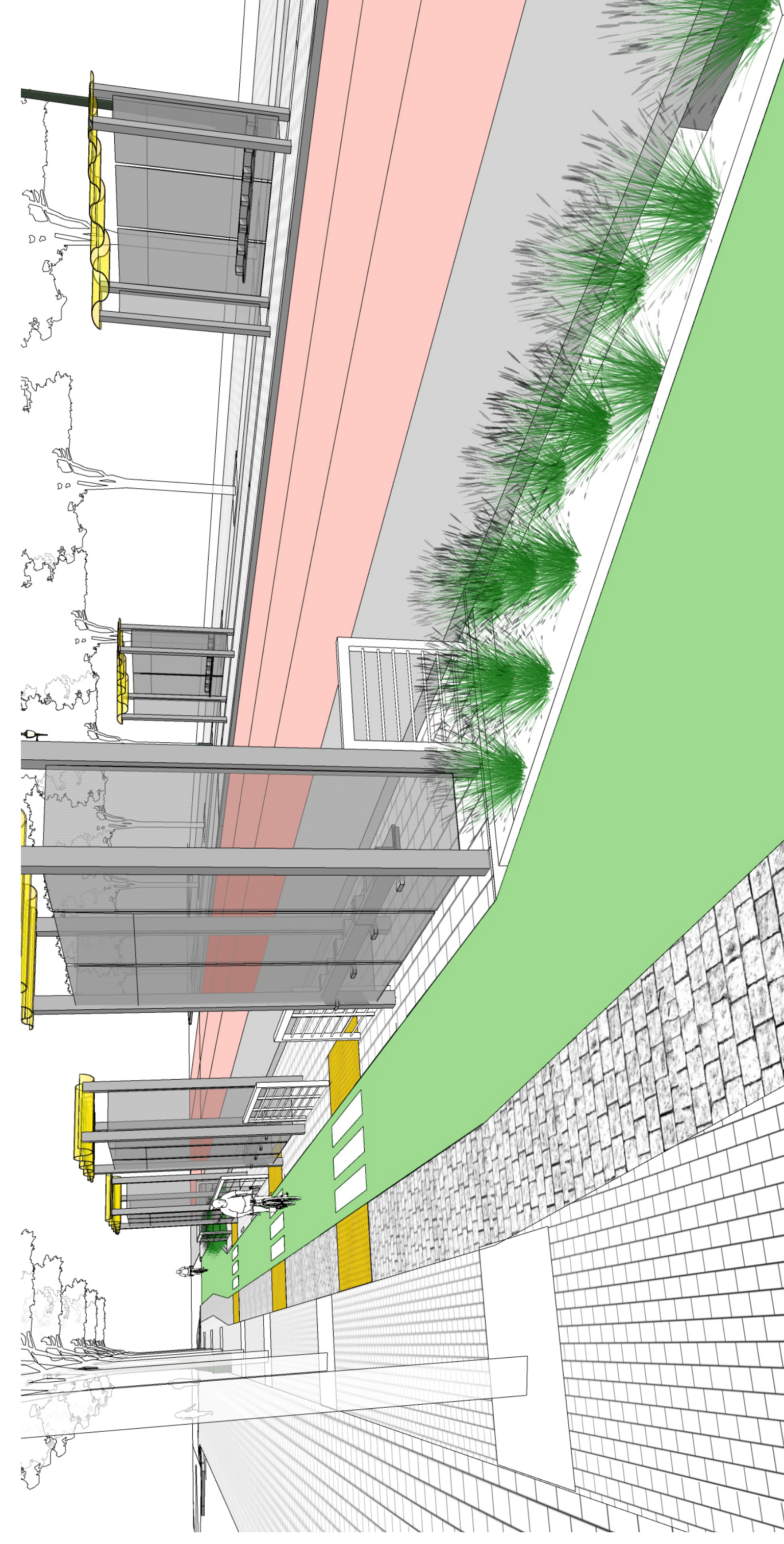
Stops located only at BART/Muni Metro stations would provide easy transfers and faster service. Transit customers would have to walk no more than two blocks to access the closest center-lane stop.



The proposed extension of the red Muni-Only lanes will keep transit moving, even during busy times on Market Street.

## Maintain Curbside Local Service:

Curbside stops would remain at about every block and Civic Center would serve as a convenient transfer point for those wanting to minimize walking.



The proposed sidewalk-level bikeway will help speed up transit by reducing conflicts with people biking.



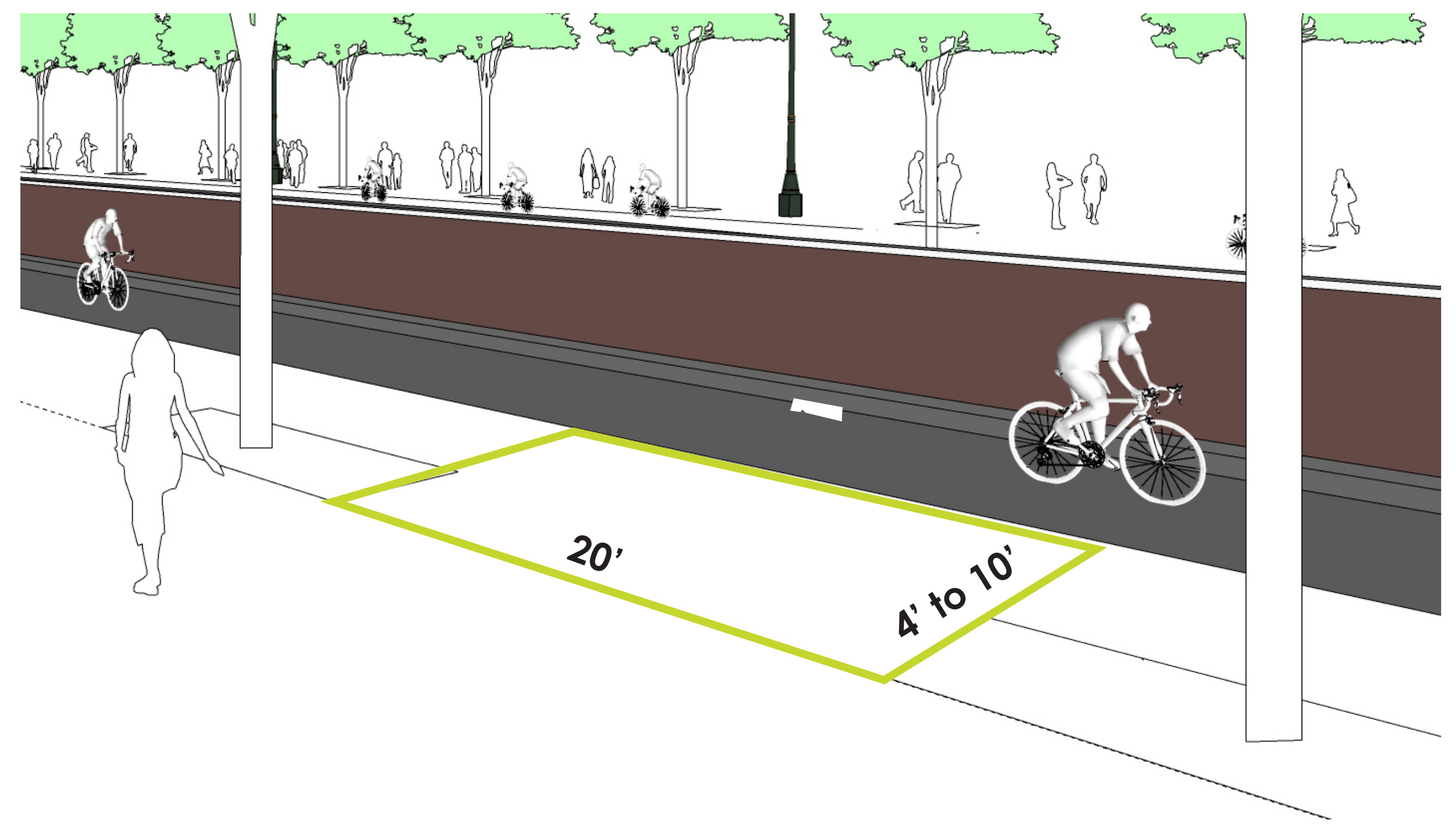


# SITE FURNISHINGS: SEATING

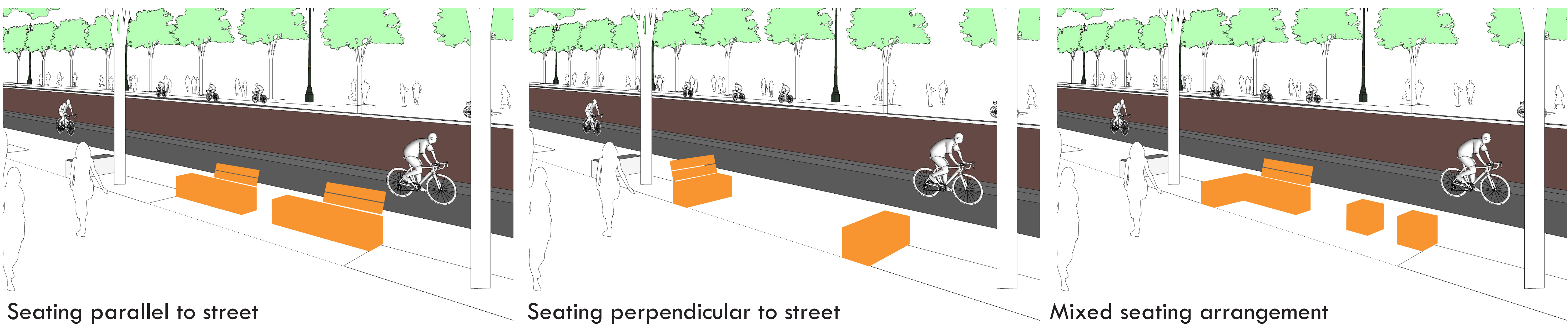
BETTER MARKET STREET

The furnishing zones on Market Street's sidewalks also provide the opportunity for seating, allowing people to socialize and linger. In keeping with the project's goal of sustainability, the existing Sierra White Granite curbs could be refashioned into seating elements. Alternatively, seating could be made from locally sourced or reclaimed lumber.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.



SEATING LAYOUT There are numerous ways that seating elements could be arranged within the furnishing zone.



## SEATING STYLE AND MATERIALS







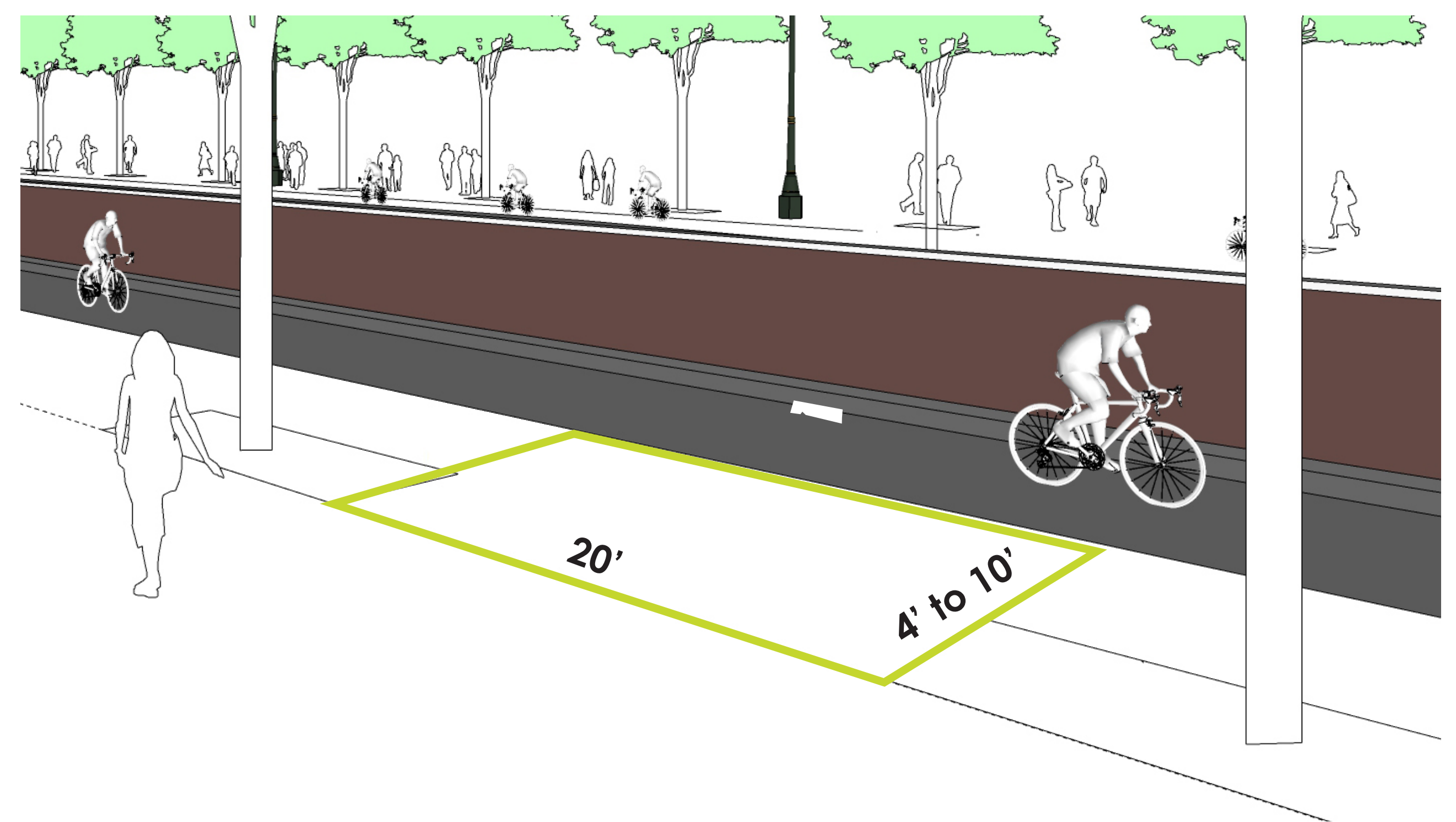
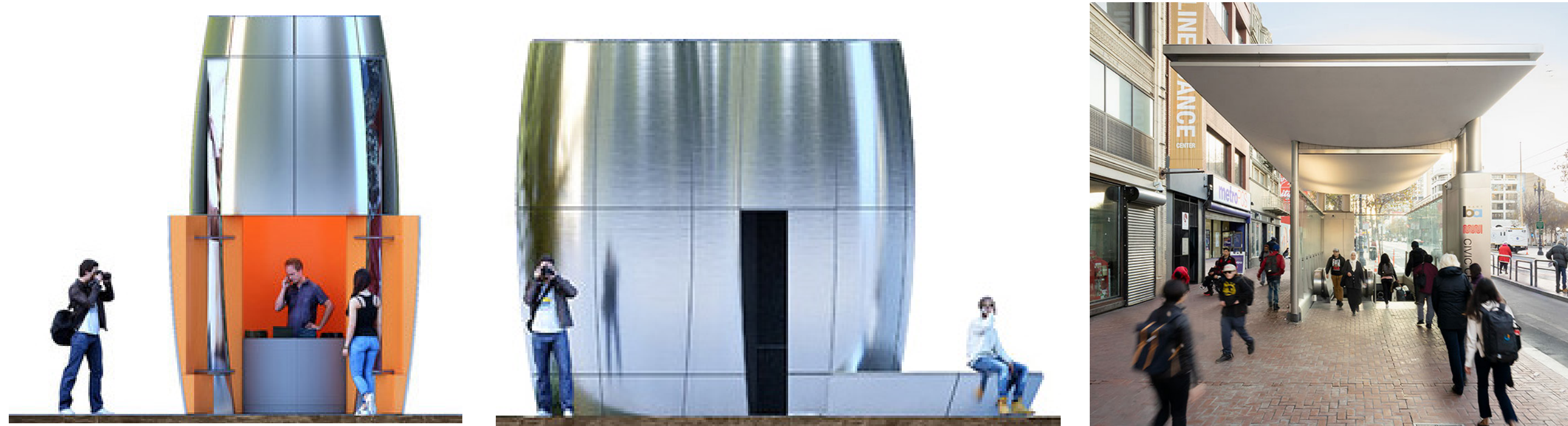
# SITE FURNISHINGS

BETTER MARKET STREET

The furnishing zone on Market Street needs to accommodate many uses and elements, not just seating. Today, the above-ground elements give the street a haphazard and cluttered appearance. Better Market Street will streamline the site furnishings as much as possible.

A 20 foot long furnishing zone can be designed and programmed to accommodate different amenities and uses to provide comfort and engagement along Market Street. The zone width varies from 4 to 10 feet.

## SITE FURNISHINGS TO COORDINATE: Kiosks, restrooms and BART portals



## SITE FURNISHINGS TO ACCOMMODATE: Railings, bus shelters, lights, bike racks and bike amenities



## Bike share, newsracks, advertising panels and trash cans



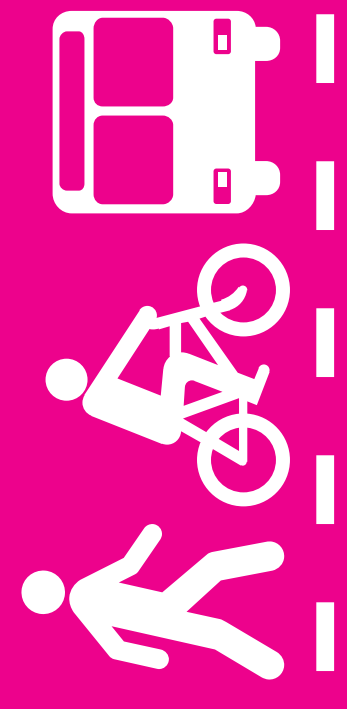
## Kiosks, vendors and events



## Landmarks



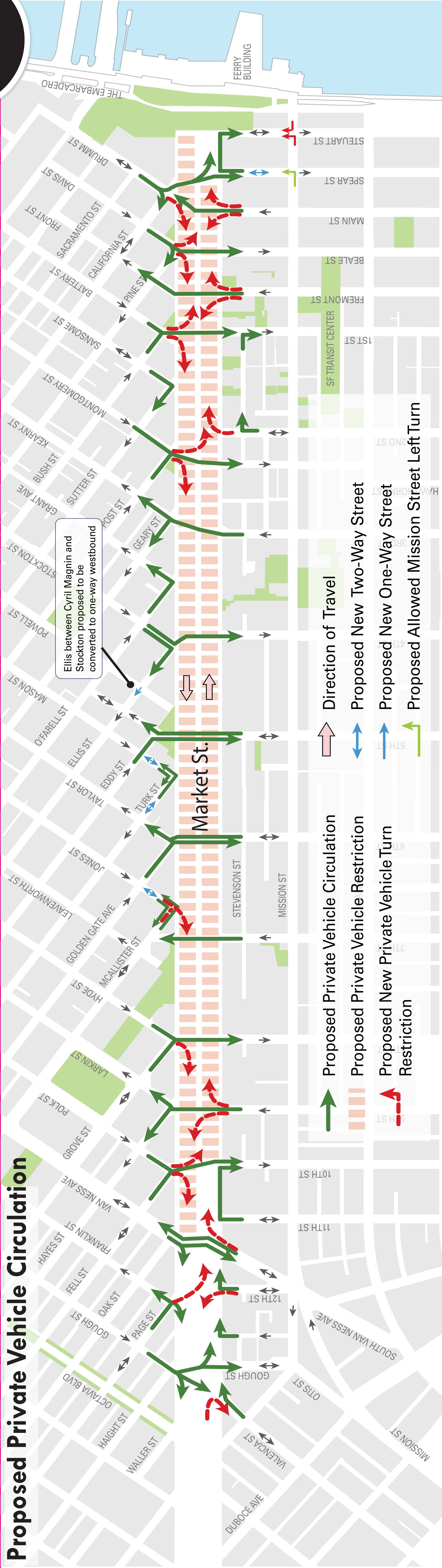




# VEHICLE CIRCULATION

BETTER MARKET STREET

## Proposed Private Vehicle Circulation



### Proposed private vehicle restrictions on Market Street:

- Eastbound between 10th Street and Spear Street
- Westbound between Stewart Street and Van Ness Avenue

The project proposes to accommodate passenger loading by private vehicles, including Uber and Lyft, at cross street and side street passenger loading zones. The project plans to install more than 40 new passenger white zones on streets adjacent to Market Street.



### What are Private Vehicles?

Personal cars, trucks, vans, scooters and motorcycles, including those operating for Uber, Lyft and similar companies



### What are Commercial Vehicles?

Trucks, vans, and taxis with commercial license plates; shuttle buses with 10 or more passengers



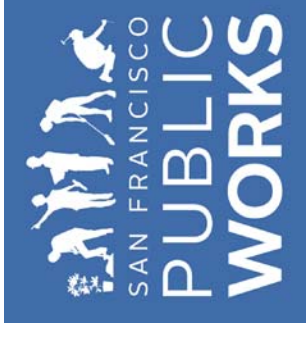




City and County of San Francisco  
 London Breed, Mayor  
 Mohammed Nuru, Director

# SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET PROJECT

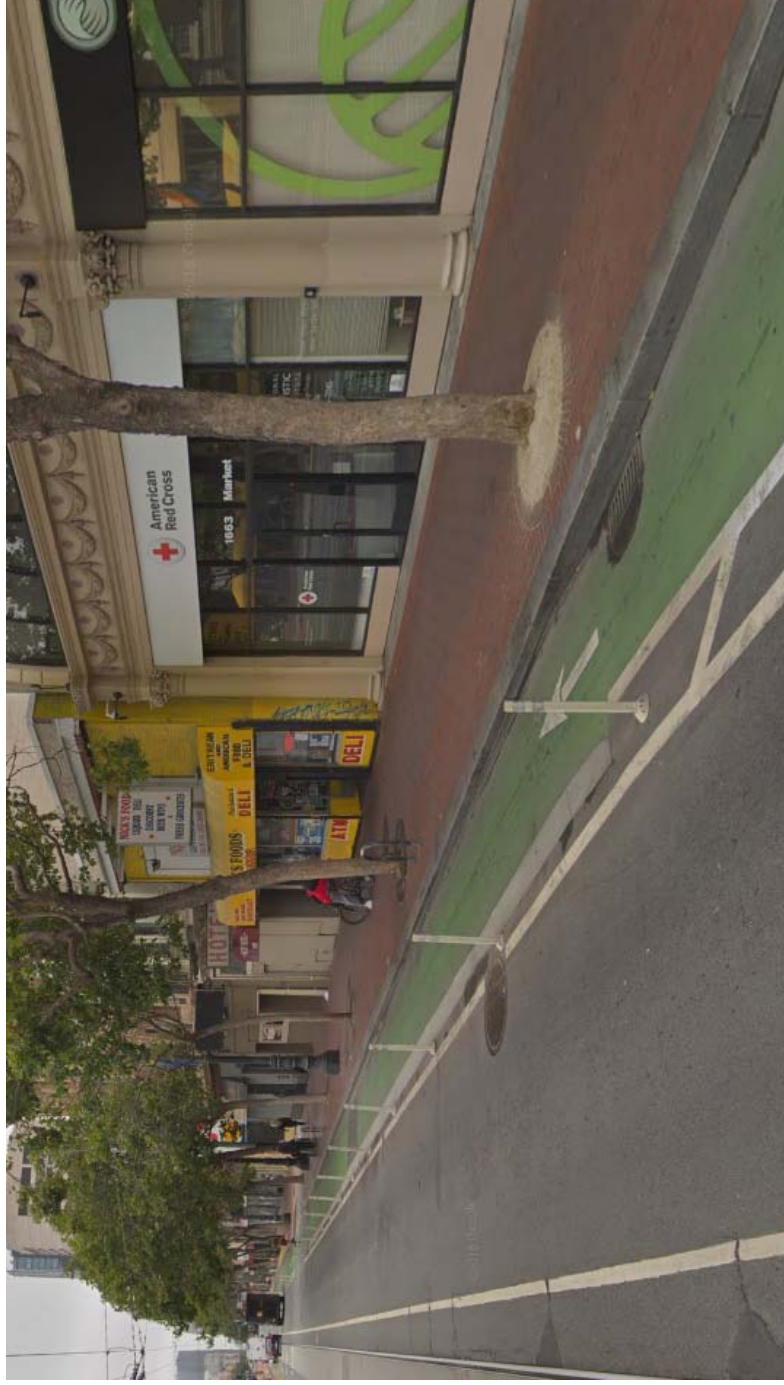
## CONTRACT NO. 2752J



Public Works  
 Design and Construction

John F. Thomas, P.E.  
 City Engineer

LOCATION MAP



NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 11:31, By: jmunoz				

REFERENCE INFORMATION  
 & FILE NO. OF SURVEYS



**BUREAU OF  
 ENGINEERING**  
 CITY & COUNTY OF SAN FRANCISCO  
 SAN FRANCISCO PUBLIC WORKS  
 30 VAN NESS AVENUE, 6TH FLOOR  
 SAN FRANCISCO, CA 94102 - 6028

Acting Section Mgr:	ERIC KJELSBERG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	J. MUNOZ 09/19
Bureau Mgr:	PATRICK RIVERA	DRAWN:	J. MUNOZ 09/19
		CHECKED:	C. YU 09/19

SCALE:	NONE	DESIGNED:	J. MUNOZ 09/19
SHEET OF SHEETS	OF	DRAWN:	J. MUNOZ 09/19
		CHECKED:	C. YU 09/19

CONTRACT NO.	2752J	SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET
DRAWING NO.	R-GO	
FILE NO.		COVER PAGE
REV. NO.		



VICINITY MAP



SIDEWALK-LEVEL BIKEWAY PILOT

INDEX OF DRAWINGS

DWG NO	REV NO	FILE NO	DRAWING TITLE
<b>GENERAL</b>			
G-00			COVER PAGE
G-01			VICINITY MAP & INDEX OF DRAWINGS
G-02			LEGEND AND ABBREVIATIONS
G-03			GENERAL NOTES
<b>ROADWAY DETAILS</b>			
R-1			MARKET ST FROM COUGH ST TO BRADY ST DESIGN DETAIL AND CROSS SECTION
R-2			MARKET ST FROM BRADY TO FRANKLIN ST DESIGN DETAIL AND CROSS SECTION
<b>LANDSCAPE</b>			
L-1			MARKET ST FROM COUGH ST TO BRADY ST DESIGN ...
L-2			MARKET ST FROM COUGH ST TO BRADY ST DESIGN ...

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				
THIS DRAWING WAS LAST MODIFIED: 09/11/19 13:14, Bf: jmunoz				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



**BUREAU OF ENGINEERING**  
 CITY & COUNTY OF SAN FRANCISCO  
 SAN FRANCISCO PUBLIC WORKS  
 30 VAN NESS AVENUE, 6TH FLOOR  
 SAN FRANCISCO, CA 94102 - 6028

Date:  
 Acting Section Mgr: ERIC KJELSBERG  
 Deputy Bureau Mgr: FERNANDO CISNEROS  
 Bureau Mgr: PATRICK RIVERA

DESIGNED: DATE: J. MUNOZ 09/19  
 DRAWN: DATE: J. MUNOZ 09/19  
 CHECKED: DATE: C. YU 09/19

SCALE: NONE  
 SHEET OF SHEETS OF

SIDEWALK-LEVEL BIKEWAY PILOT  
 FOR BETTER MARKET STREET  
 VICINITY MAP AND INDEX OF DRAWINGS

CONTRACT NO. 2752J  
 DRAWING NO. R-G1  
 FILE NO.  
 REV. NO.

**LEGEND**

APPROXIMATE AREA TO BE COLD PLANED 2-INCH FULL DEPTH OF CUT AND RESTORED WITH 2-INCH THICK MINIMUM OF ACWS. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD

APPROXIMATE AREA TO BE RECONSTRUCTED WITH 2-INCH THICK MINIMUM OF ACWS ON 8-INCH THICK CONCRETE BASE. EXACT LOCATION AND DIMENSIONS TO BE DETERMINED BY THE CITY REPRESENTATIVE IN THE FIELD

12-INCH WIDE TRAPEZOIDAL DELINEATOR

INSTALL PRECAST CONCRETE GRANITE FINISH CURB

CONSTRUCT 6-INCH OR 14-INCH WIDE CONCRETE HEADER

APPROXIMATE LIMITS OF EXISTING BASEMENT BENEATH THE SIDEWALK, CURB, AND/OR ROADWAY. PRIOR TO ANY WORK THE CONTRACTOR SHALL VERIFY BASEMENT LIMITS AND NOTIFY THE CITY REPRESENTATIVE IN WRITING ANY CONFLICTS

EXISTING MUNI OVERHEAD CONTACT SYSTEM (OCS) WIRES

EXISTING CURB/GUTTER/PARKING STRIP/ISLAND

APPROXIMATE LOCATION OF PROPERTY LINE

CONFORM LINE

MATCH LINE

TOP OF CURB OR SIDEWALK OR PAVEMENT ELEVATION  
FLOW LINE/GUTTER OR CATCH BASIN ELEVATION

APPROXIMATE DIMENSIONS, IN FEET, OF CONCRETE BASE RECONSTRUCTION

SECTION/DETAIL IDENTIFICATION  
DRAWING NO.

AWNING POLE

BENCH MARK

BIKE RACK

BOLLARD

(N) CATCH BASIN

(E) CATCH BASIN TO REMAIN

(E) CATCH BASIN TO BE ABANDONED

CITY MONUMENT

CONDUIT

DIRECTION OF DRAINAGE FLOW

DOWN SPOUT

ELECTROLIER

FIRE HYDRANT

FIRE HYDRANT VALVE

GAS VALVE

HPFS HYDRANT

HPFS VALVE

HOSE BIB

LIGHT POLE

MUNI GUY POLE

MUNI GUY POLE WITH LIGHT

USPS MAIL BOX

USPS MAIL BOX RELAY

PARKING METER

SEWER CLEAN OUT

SIGN POLE(S)

SPRINKLER

STAND PIPE

SURVEY CONTROL POINT

TRAFFIC SIGNAL

UNKNOWN VALVE


WATER VALVE

TREE

**ABBREVIATIONS**

AB	ASSESSOR'S BLOCK	LE	LINE END
AC	ASPHALT CONCRETE	LPPH	LOW PRESSURE HIGH HYDRANT
ACWS	ASPHALT CONCRETE WEARING SURFACE	L1	LINE 1, ETC
AWSS	AUXILIARY WATER SUPPLY SYSTEM	MAX	MAXIMUM
BC	CURVE BEGINNING	MIN	MINIMUM
BLDG	BUILDING	MFN	METROMEDIA FIBER OPTIC CABLE NETWORK
BLHP	BUREAU OF LIGHT, HEAT AND POWER	MH	MANHOLE
BOT	BOTTOM	MTR	METER
BRK	GRADE BREAK	MON	MONUMENT
BSW	BACK OF SIDEWALK	(N)	NEW
BVC	VERTICAL TANGENT-CURVE INTERSECT	N/A	NOT APPLICABLE
C	CURB	NO.	NUMBER
CB	CATCH BASIN	NIC	NOT IN CONTRACT
CL	CENTER LINE	NTS	NOT TO SCALE
CO	SANITARY SEWER CLEANOUT/VENT	OCS	OVERHEAD CONTACT SYSTEM
COMM	COMMUNICATIONS	OG	OUTSIDE GUTTER
CONC	CONCRETE	PB	PULL BOX
CR	CURB RAMP	PC	POINT OF CURVATURE/
C1	CURVE 1, ETC	PCC	TANGENT-CURVE INTERSECT
DT	DEPARTMENT OF TECHNOLOGY		POINT OF HORIZONTAL COMPOUND CURVE/
DWG	DRAWING		COMPOUND CURVE-CURVE INTERSECT
DWY	DRIVEWAY	PI	POINT OF INTERSECTION/
(E), EX	EXISTING		TANGENT-TANGENT INTERSECT
EA	EACH	PL	PROPERTY LINE
EC	CURVE END	PRC	POINT OF HORIZONTAL REVERSE CURVE/
EL, ELEV	ELEVATION		REVERSE CURVE-CURVE INTERSECT
ENT	ENTRANCE	PT	POINT OF TANGENCY/
EQ	EQUAL		CURVE-TANGENT INTERSECT
EVC	VERTICAL CURVE-TANGENT INTERSECT	PVI	POINT OF VERTICAL INTERSECTION
FA	FIRE ALARM POLE	REF PT	REFERENCE POINT
FH	FIRE HYDRANT	REV	REVISION
FIG	FIGURE	ROW	RIGHT-OF-WAY
FL	FLOW LINE	S, SW	SEWER
G	GUTTER	SWLK	SIDEWALK
GB	GRADE BREAK	SL	STREET LIGHTING
GR	GRATE	STA	STATION
GV	GAS VALVE	TS	TRAFFIC SIGNAL
HYD	HYDRANT	TW	TOP OF WALL
HP	HIGH POINT	TYP	TYPICAL
HPFH	HIGH PRESSURE FIRE HYDRANT	UNK	UNKNOWN
HPFS	HIGH PRESSURE FIRE SERVICE	USPS	UNITED STATES POSTAL SERVICE
IRV	IRRIGATION VALVE	UTIL	UTILITY
LB	LINE BEGINNING	WM	WATER METER
		WV	WATER VALVE

**95% REVIEW**  
**NOT FOR CONSTRUCTION**



 <p><b>BUREAU OF ENGINEERING</b> CITY &amp; COUNTY OF SAN FRANCISCO SAN FRANCISCO PUBLIC WORKS 30 VAN NESS AVENUE, 6TH FLOOR SAN FRANCISCO, CA 94102 - 6028</p>		REFERENCE INFORMATION & FILE NO. OF SURVEYS	DESIGNED: DATE: <b>J. MUNOZ</b> 09/19	SCALE: NONE	CONTRACT NO. 2752J
SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO		Acting Section Mgr: ERIC KJELSBERG	DRAWN: DATE: <b>J. MUNOZ</b> 09/19	SHEET OF SHEETS OF	DRAWING NO. <b>R-G2</b>
TABLE OF REVISIONS THIS DRAWING WAS LAST MODIFIED: 09/11/19 14:38, Bf: jmunoz		Bureau Mgr: PATRICK RIVERA	CHECKED: DATE: <b>C. YU</b> 09/19	FILE NO.	REV. NO.
<b>LEGEND AND ABBREVIATIONS</b>					

# GENERAL NOTES

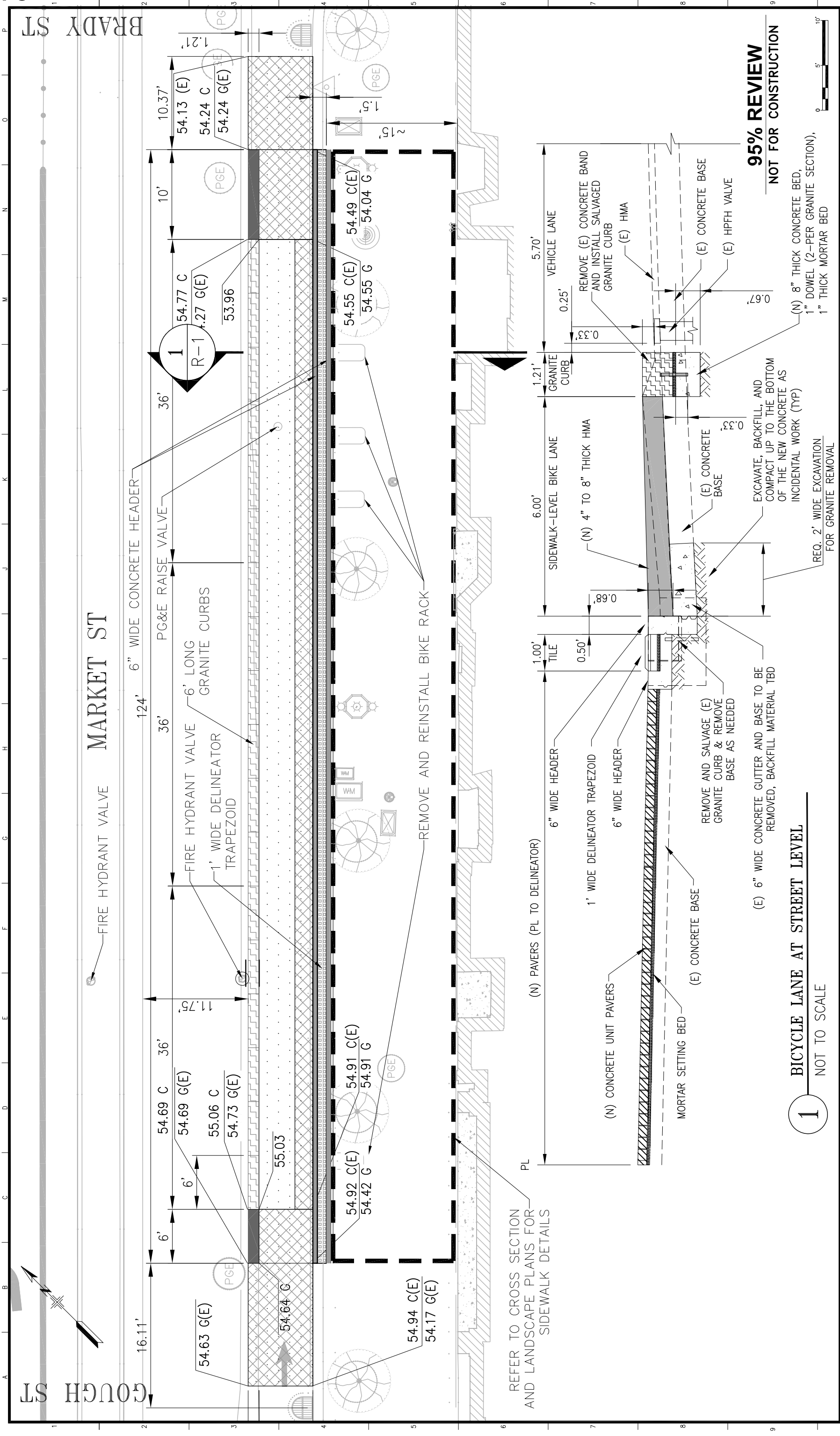
1. ENTERING INTO THIS CONTRACT WITH THE CITY INDICATES THAT THE CONTRACTOR HAS VISITED THE SITE, IS FAMILIAR WITH THE EXISTING CONDITIONS AND REVIEWED SAME WITH THE REQUIREMENTS OF THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING ALL CONTRACT DOCUMENTS AND FIELD CONDITIONS, AND FOR CONFIRMING THAT THE WORK IS BUILDABLE AS SHOWN BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING CLARIFICATION FROM THE CITY BEFORE PROCEEDING WITH THE WORK IN QUESTION OR RELATED WORK. WRITTEN DIMENSIONS SHALL GOVERN. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS PRIOR TO PROCEEDING WITH THE WORK.
3. THE CONTRACTOR SHALL VERIFY EXISTING FACILITIES IN THE FIELD, WHETHER OR NOT THEY ARE SHOWN ON THE DRAWINGS.
4. THE CONTRACTOR SHALL NOTIFY THE CITY REPRESENTATIVE IN WRITING OF CONFLICTS BETWEEN DRAWINGS PRIOR TO PROCEEDING WITH THE WORK IN QUESTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR WORKING AROUND AND PROTECTING ALL EXISTING FACILITIES ADJACENT TO THE WORK AREA. THESE FACILITIES INCLUDE, BUT ARE NOT LIMITED TO, THE FOLLOWING: CABLE CAR TRACKS, TREES, LANDSCAPING, HYDRANTS AND UTILITY POLES.
6. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL WORK UNDER THIS CONTRACT TO AVOID REDUNDANCY BETWEEN PAVING/CURB RAMP WORK AND SEWER AND/OR WATER WORK OR OTHER UTILITY REQUIRED TRENCH RESTORATION.
7. CONFORM LINE SHALL BE FIVE (5) FEET BEYOND THE EXTENDED PROPERTY LINE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
8. THE THICKNESS OF THE NEW ASPHALT CONCRETE WEARING SURFACE (ACWS) SHALL BE TWO (2) INCHES MINIMUM UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
9. CURB GRADE SHALL BE SIX (6) INCHES ABOVE THE ADJACENT PAVEMENT GRADE OR GUTTER GRADE UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
10. WHEN EXISTING AND NEW ELEVATIONS ARE GIVEN FOR THE SAME POINT, THE CONTRACTOR SHALL CONSTRUCT TO NEW ELEVATIONS. UNLESS OTHERWISE DIRECTED BY THE CITY REPRESENTATIVE, THE EXISTING ELEVATIONS ARE FOR INFORMATION ONLY.
11. STANDARD DETAILS AND INFORMATION SHALL BE USED FOR ALL APPLICABLE CASES UNLESS OTHERWISE INDICATED.
12. CROSS SECTION CALL-OUTS ARE SHOWN ONLY ONCE ON THE DRAWINGS AND ARE TYPICAL FOR SIMILAR CONDITIONS UNLESS OTHERWISE INDICATED.
13. EXISTING CATCHBASIN GRADE SHALL BE ADJUSTED IN THE FIELD TO CONFORM TO NEW GUTTER GRADE.
14. NEW GUTTER AND/OR PARKING STRIP SHALL CONFORM TO EXISTING PAVEMENT UNLESS OTHERWISE INDICATED.
15. THE LIMITS OF SIDEWALK RECONSTRUCTION SHOWN ON THE DRAWINGS ARE APPROXIMATE. THE CONTRACTOR SHALL SAWCUT TO THE NEAREST FLAG/Joint AND MATCH THE EXISTING SCORE PATTERNS UNLESS OTHERWISE INDICATED ON THE DRAWINGS OR AS DIRECTED BY THE CITY REPRESENTATIVE.
16. ALL UTILITY VAULTS AND PULL BOXES WITHIN THE SIDEWALK RECONSTRUCTION AREA SHALL BE ADJUSTED TO THE NEW GRADE.
17. FOR ALL TRAFFIC SIGNAL PULL BOXES THAT ARE ROTATED, RELOCATED OR ADJUSTED, THE CONTRACTOR SHALL CONTACT MTA TRAFFIC SIGNAL SHOP STEVE VANNUCCI OR EDDIE TSUI AT LEAST THREE (3) DAYS PRIOR TO SETTING THE PULL BOX AT THE NEW LOCATION AND/OR GRADE. ALL WORK SHALL MEET REQUIREMENTS OF SFDWP STANDARD PLAN 87,201
18. THE 12-INCH WIDE GROOVED BORDERS (WARNING BANDS) ON CURB RAMPS SHALL NOT BE PART OF THE SLOPED RAMP AND WING SURFACES UNLESS OTHERWISE INDICATED.
19. CURB RAMPS WITH GRADE BREAKS SHALL HAVE A BACK OF CURB (BOC) ELEVATION OF 0.01 FEET HIGHER THAN THE SPECIFIED FACE OF CURB (FOC) ELEVATION. CURB RAMPS WITHOUT GRADE BREAKS SHALL HAVE A MAXIMUM BACK OF CURB (BOC) ELEVATION OF 0.04 FEET HIGHER THAN THE FACE OF CURB (FOC) ELEVATION.
20. ELEVATIONS SHOWN ON CURB RAMP DETAILS ARE MEASURED IN FEET AND ARE RELATIVE TO A LOCAL REFERENCE POINT (TOP OF FIRE HYDRANT IN MOST CASES) UNLESS OTHERWISE INDICATED.
21. ASPHALT CONCRETE PATCHING AROUND NEW GUTTERS AND/OR PARKING STRIPS AT CURB RETURNS SHALL BE CONSIDERED AS INCIDENTAL WORK TO THE CURB RAMP BID ITEM.
22. CONCRETE BASE WORK SHOWN ON CURB RAMP DETAILS MAY OVERLAP WITH THE SAME WORK SHOWN ON PAVEMENT PLANS. THE CONTRACTOR SHALL COORDINATE OVERALL PAVING WORK TO AVOID PERFORMING DUPLICATE WORK.

23. ANY POLES OR VERTICAL ELEMENTS INSTALLED OR RELOCATED NEAR FIRE HYDRANTS SHALL ADHERE TO THE FOLLOWING MINIMUM CLEARANCES: THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A HIGH PRESSURE HYDRANT IS FIVE (5) FEET. THE MINIMUM CLEARANCE BETWEEN A POLE OR VERTICAL ELEMENT TO A LOW PRESSURE HYDRANT IS THREE (3) FEET.
24. ALL CITY MONUMENTS MUST BE PROTECTED PER STATE LAND SURVEYORS ACT. CALL THE COUNTY SURVEYOR AT 554-5833 TO REPORT ANY MONUMENTS IN DANGER OF DISTURBANCE, DESTRUCTION OR REMOVAL.
25. CONTRACTOR SHALL AVOID DAMAGING AND PROTECT IN PLACE EXISTING GRANITE CURBS. CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE OF ANY GRANITE CURB NOT IDENTIFIED ON THE PLANS TO BE RESET OR SALVAGED THAT IS IN CONFLICT WITH PROPOSED WORK.
26. EXISTING GRANITE CURB SHALL ONLY BE REPLACED WITH CONCRETE CURB ON CURVED RETURNS AND AS PART OF CURB RAMP CONSTRUCTION. EXISTING GRANITE CURB IN GOOD CONDITION SHALL BE RESET TO NEW GRADE. IF EXISTING GRANITE CURB IS DAMAGED, CONTRACTOR SHALL NOTIFY CITY REPRESENTATIVE.
27. IN THE EVENT COBBLESTONES ARE ENCOUNTERED AND TO BE REMOVED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL REMOVE THEM FROM THE PROJECT SITE AS CITY PROPERTY. SALVAGE, HAULING AND DELIVERY OF EXISTING COBBLESTONES TO THE DESIGNATED AREAS, FROM THE PROJECT SITE, SHALL BE DONE AS INCIDENTAL WORK.
28. IN THE EVENT GROUNDWATER WELLS ARE ENCOUNTERED IN ANY STREET UNDER CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR GROUNDWATER WELL PRESERVATION (OR DESTRUCTION, IF DESTRUCTION IS CALLED FOR) FOR PRESERVATION. THE CONTRACTOR SHALL EXERCISE CARE IN WORKING AROUND GROUNDWATER WELLS TO PREVENT DAMAGE.
29. AT THE COMPLETION OF WORK, THE CONTRACTOR SHALL REMOVE ALL MARKS, STAINS AND BLEMISHES RESULTING FROM CONSTRUCTION OPERATIONS THROUGHOUT THE CONTRACT.
30. THE CONTRACTOR SHALL PREVENT CONSTRUCTION MATERIAL, PAVEMENT CONCRETE, EARTH, PAINTS, THINNER, SOLVENTS, AND OTHER DEBRIS OR TOXIC MATERIAL FROM ENTERING A SEWER OR SEWER STRUCTURE INCLUDING SURFACE FLOW COLLECTION SYSTEM, SUCH AS CATCHBASINS AND CULVERTS.
31. THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING PUBLIC AND PRIVATE UTILITIES FOR COORDINATION. THE FOLLOWING ARE CONTACT PHONE NUMBERS:
 

BLHP	STREET LIGHTS	(415) 227-8506	Streetlights@stwater.org
DPW	NEWS RACKS	(415) 554-4464	JOSEPH THOPPIL
	SEWER REPAIR	(415) 554-5346	CATHERINE XU
	STREET TREES (URBAN FORESTRY)	(415) 695-2096	
		(415) 641-2676	
DT	FIRE ALARM	(415) 550-2718	MIKE DENNING
MTA	MUNI OVERHEAD LINES	(415) 554-9227	JOHN ORKES
	TRAFFIC SIGNAL SHOP	(415) 554-9220	CLIFFORD SMETHURST
	BUS SHELTERS	(415) 550-2742	EDDIE TSUI
		(415) 646-2308	GAIL STEIN
SFWD	BUSINESS HOURS REPAIRS	(415) 550-4965	LYNN SCHUSSEL
	NON-BUSINESS HOURS REPAIRS	(415) 550-4911	MARIA TORRES
	IDENTIFY LINES	(415) 550-4925	CAROL MITCHELL
AT&T		(650) 991-5630	LYNN SCHUSSEL
		(650) 216-2196	MARIA TORRES
COMCAST		(415) 377-1921	JEFF CASTANEDA
		(415) 503-4505	DEREK NIPPE
PG&E	SERVICE PLANNING	(628) 256-5013	JASON BUHAGAR
	CONSTRUCTION	(415) 757-8485	DANA SOUZA
	CLEAR CHANNEL (BUS SHELTERS)	(415) 695-3330	BILL RUSSO
ZAYO/ABOVENET (MFN FACILITIES)		(925) 518-7042	NICHOLAS FAGUNDES
WAVE (ASTOUND)		(510) 446-7259	ASHLEY KIRCHNER
USPS MAILBOXES		(415) 265-3189	MARGEUX CASILLAS
		(925) 332-7806	ALLEN LEHEW
		(415) 550-5248	KEN HAWKINS

<b>95% REVIEW</b>		<b>NOT FOR CONSTRUCTION</b>	
<b>GENERAL NOTES</b>		SCALE:	NONE
SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET		SHEET OF SHEETS	OF
CONTRACT NO. 2752J		DRAWING NO. R-G3	
DRAWING NO. R-G3		FILE NO.	
REV. NO.		REV. NO.	
DESIGNED: J. MUNOZ 09/19		DATE: 09/19	
DRAWN: J. MUNOZ 09/19		DATE: 09/19	
CHECKED: C. YU		DATE: 09/19	
Acting Section Mgr: ERIC KJELSBERG		Date:	
Deputy Bureau Mgr: FERNANDO CISNEROS		Date:	
Bureau Mgr: PATRICK RIVERA		Date:	
<b>BUREAU OF ENGINEERING</b> CITY & COUNTY OF SAN FRANCISCO SAN FRANCISCO PUBLIC WORKS 30 VAN NESS AVENUE, 6TH FLOOR SAN FRANCISCO, CA 94102 - 6028			
		REFERENCE INFORMATION & FILE NO. OF SURVEYS	
NO.		DATE	
DESCRIPTION		BY	
APP.		APP.	
TABLE OF REVISIONS			
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REFER TO CROSS SECTION AND LANDSCAPE PLANS FOR SIDEWALK DETAILS

REMOVE AND REINSTALL BIKE RACK

REMOVE AND SALVAGE (E) GRANITE CURB & REMOVE BASE AS NEEDED

REMOVE (E) CONCRETE BAND AND INSTALL SALVAGED GRANITE CURB (E) HMA

EXCAVATE, BACKFILL, AND COMPACT UP TO THE BOTTOM OF THE NEW CONCRETE AS INCIDENTAL WORK (TYP)

(E) 6" WIDE CONCRETE GUTTER AND BASE TO BE REMOVED, BACKFILL MATERIAL TBD

VEHICLE LANE

5.70'

0.25'

REMOVE (E) CONCRETE BAND AND INSTALL SALVAGED GRANITE CURB (E) HMA

(E) CONCRETE BASE

(E) HIPFH VALVE

95% REVIEW  
 NOT FOR CONSTRUCTION

(N) 8" THICK CONCRETE BED,  
 1" DOWEL (2-PER GRANITE SECTION),  
 1" THICK MORTAR BED

SIDEWALK-LEVEL BIKE LANE

6.00'

(N) 4" TO 8" THICK HMA

(E) CONCRETE BASE

EXCAVATE, BACKFILL, AND COMPACT UP TO THE BOTTOM OF THE NEW CONCRETE AS INCIDENTAL WORK (TYP)

REQ. 2' WIDE EXCAVATION FOR GRANITE REMOVAL

1.21' GRANITE CURB

1.00' TILE

0.50'

6" WIDE HEADER

1' WIDE DELINEATOR TRAPEZOID

6" WIDE HEADER

REMOVE AND SALVAGE (E) GRANITE CURB & REMOVE BASE AS NEEDED

(E) CONCRETE UNIT PAVERS

MORTAR SETTING BED

(E) CONCRETE BASE

6" WIDE CONCRETE HEADER

124'

36'

PG&E RAISE VALVE

6' LONG GRANITE CURBS

1' WIDE DELINEATOR TRAPEZOID

54.63 G(E)

54.64 G

54.69 C

54.69 G(E)

55.06 C

54.73 G(E)

55.03

54.92 C(E)

54.42 G

54.91 C(E)

54.91 G

54.94 C(E)

54.17 G(E)

54.55 C(E)

54.55 G

54.49 C(E)

54.04 G

54.77 C

54.27 G(E)

53.96

10.37'

54.13 (E)

54.24 C

54.24 G(E)

**1** BICYCLE LANE AT STREET LEVEL

NOT TO SCALE

DATE: \_\_\_\_\_

Acting Section Mgr: ERIC KJELSBERG

Deputy Bureau Mgr: FERNANDO CISNEROS

Bureau Mgr: PATRICK RIVERA

DESIGNED: J. MUNOZ 09/19

DRAWN: J. MUNOZ 09/19

CHECKED: C. YU 09/19

SCALE: NONE

SHEET OF SHEETS: \_\_\_\_\_ OF \_\_\_\_\_

CONTRACT NO. 2752J

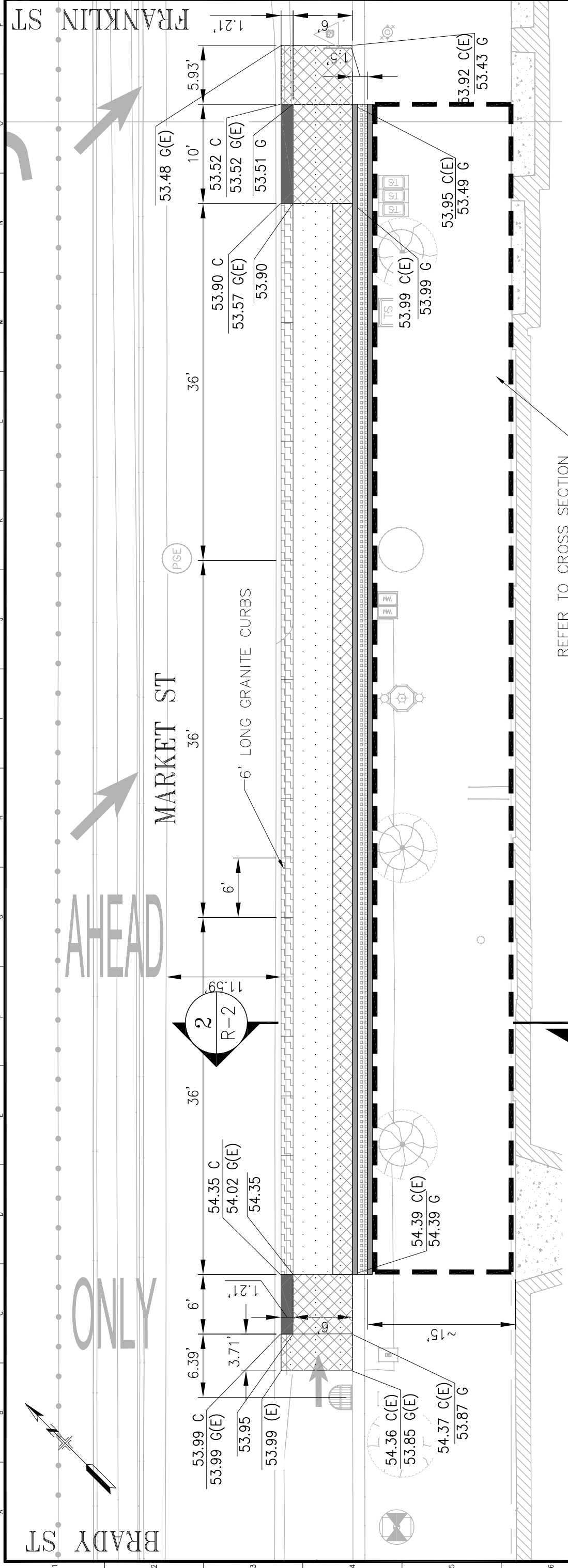
DRAWING NO. R-1

FILE NO. \_\_\_\_\_

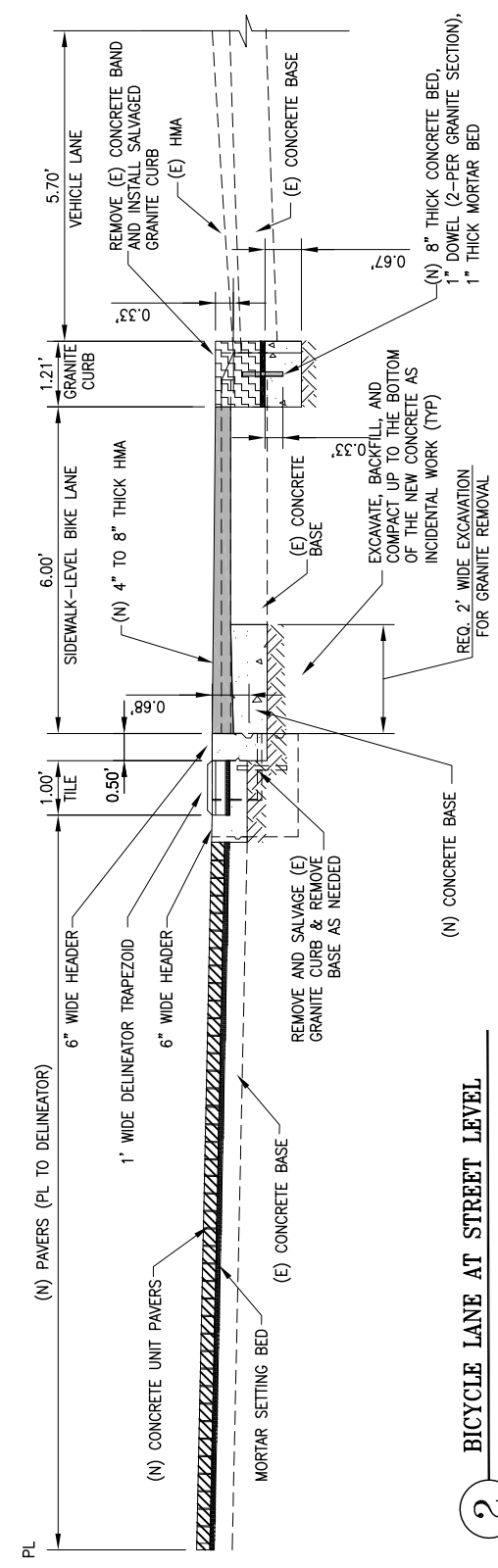
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SIDEWALK-LEVEL BIKEWAY PILOT FOR BETTER MARKET STREET

MARKET STREET FROM GOUGH STREET TO FRANKLIN STREET DESIGN DETAIL AND CROSS SECTION



REFER TO CROSS SECTION  
AND LANDSCAPE PLANS FOR  
SIDEWALK DETAILS



2 BICYCLE LANE AT STREET LEVEL  
NOT TO SCALE

95% REVIEW  
NOT FOR CONSTRUCTION



REFERENCE INFORMATION & FILE NO. OF SURVEYS		DATE:		DESIGNED: DATE:		SCALE:		CONTRACT NO.	
		Acting Section Mgr: ERIC KJELSBERG		J. MUNOZ 09/19		1" = 5'		2752J	
		Deputy Bureau Mgr: FERNANDO CISNEROS		DRAWN: DATE:		SHEET OF SHEETS		DRAWING NO.	
		Bureau Mgr: PATRICK RIVERA		J. MUNOZ 09/19		OF		R-2	
				CHECKED: DATE:				FILE NO.	
				C. YU 09/19				REV. NO.	
BUREAU OF ENGINEERING CITY & COUNTY OF SAN FRANCISCO SAN FRANCISCO PUBLIC WORKS 30 VAN NESS AVENUE, 6TH FLOOR SAN FRANCISCO, CA 94102 - 6028		SEAL OF THE CITY AND COUNTY OF SAN FRANCISCO		MARKET STREET FROM BRADY STREET TO FRANKLIN STREET DESIGN DETAIL AND CROSS SECTION					
NO. DATE DESCRIPTION		BY APP.		TABLE OF REVISIONS					
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## Memorandum

### AGENDA ITEM 9

**DATE:** November 13, 2019  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 12/10/2019 Board Meeting: Allocate \$1,519,125, with Conditions, and Appropriate \$80,875 in Prop K Sales Tax Funds for Three Requests

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,519,125 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> <li>1. New Castro Station Elevator (\$1,500,000)</li> <li>2. Alemany Realignment Study [NTIP Planning] (\$19,125)</li> </ol> <p>Appropriate \$80,875 in Prop K funds for:</p> <ol style="list-style-type: none"> <li>3. Alemany Realignment Study [NTIP Planning]</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 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>
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### DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes a brief description of each project. Attachment 3 summarizes the staff recommendations for the requests, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

### FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,600,000 in Prop K funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the approved Fiscal Year 2019/20 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocations, appropriations, and cash flow amounts that are the subject of this memorandum.



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

### **CAC POSITION**

The CAC will consider this item at its November 20, 2019 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Summary of Requests Received
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2019/20
- Attachment 5 - Allocation Request Forms (2)



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		District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	
Prop K	20M	SFMTA	New Castro Station Elevator	\$ 1,500,000	\$ 2,925,000	90%	49%	8
Prop K	44	SFCTA/ SFMTA	Alemany Realignment Study [NTIP Planning]	\$ 100,000	\$ 230,000	40%	57%	9
<b>TOTAL</b>					<b>\$ 3,155,000</b>	<b>86%</b>	<b>49%</b>	

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: 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
20M	SFMTA	New Castro Station Elevator	\$1,500,000	Detailed design of a new four-stop elevator on the south side of the Castro Muni Station to improve ADA access to transit. Project also includes creating an accessible path from the southwest corner of Market and Castro streets to the Harvey Milk Plaza-level elevator entrance. SFMTA anticipates that design will be complete by September 2020 and the elevator will be open for use by June 2022.
44	SFCTA/S FMFTA	Alemany Realignment Study [NTIP Planning]	\$100,000	Conduct a preliminary engineering and traffic analysis for long-term improvements to the Alemany Circle at the US 101/I-280 interchange. The study will focus on realigning Alemany Boulevard to create a safer, neighborhood-friendly roadway with improved bicycle and pedestrian facilities, while freeing land occupied by the interchange for community amenities. The Transportation Authority will lead the study at the request of District 9 Supervisor Hillary Ronen, with SFMTA providing technical support and review of work products. The study will be conducted in cooperation with the San Francisco Planning Department and the San Francisco Public Utility Commission. The final report will be completed by Fall 2020.
<b>TOTAL</b>			<b>\$1,600,000</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
20M	SFMTA	New Castro Station Elevator	\$ 1,500,000	<b>5YPP Amendment:</b> Recommendation is contingent upon a financing cost neutral amendment to the Facilities-Muni 5-Year Prioritization Program to change the project phase from construction to design and to accommodate requested cash flow. Additional details are in the allocation request form.
44	SFCTA/ SFMTA	Alemany Realignment Study [NTIP Planning]	\$ 100,000	
<b>TOTAL</b>			<b>\$1,600,000</b>	

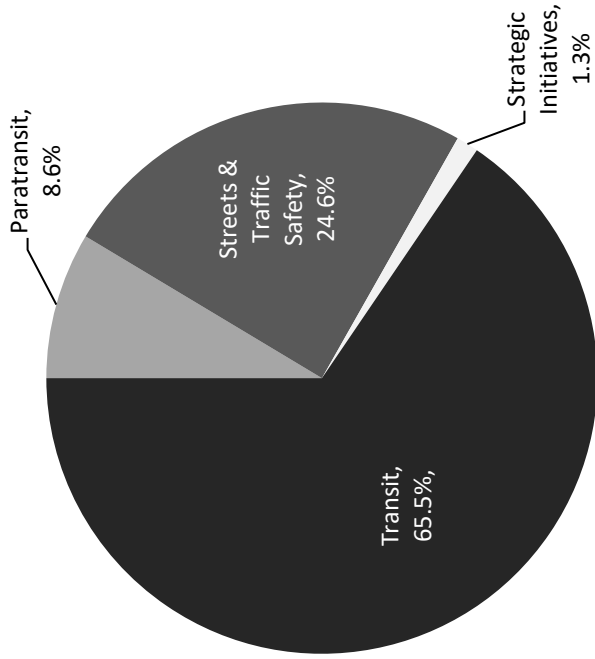
<sup>1</sup> See Attachment 1 for footnotes.

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

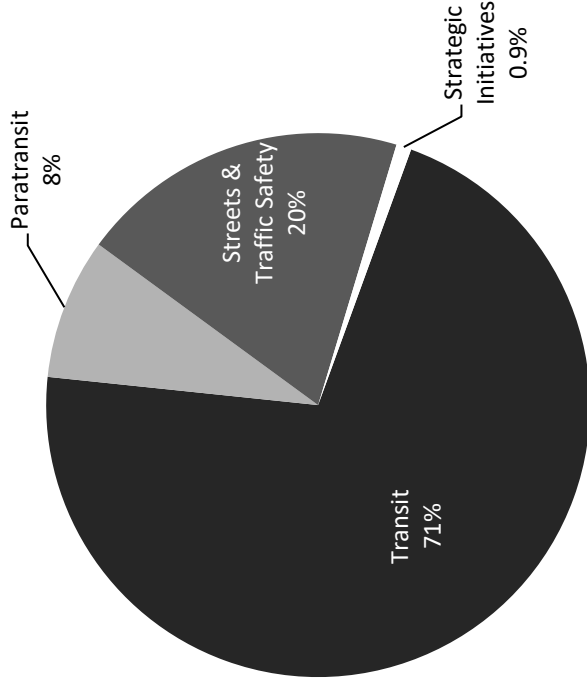
PROP K SALES TAX										
	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26			
Total	\$ 64,503,027	\$ 25,272,965	\$ 24,407,722	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Prior Allocations	\$ 64,503,027	\$ 25,272,965	\$ 24,407,722	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500
Current Request(s)	\$ 1,600,000	\$ 600,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 66,103,027	\$ 25,872,965	\$ 25,407,722	\$ 6,032,974	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 2,690,622	\$ 717,500

The above table shows maximum annual cash flow for all FY 2019/20 allocations and appropriations approved to date, along with the current recommended allocation(s).

**Investment Commitments,  
 per Prop K Expenditure Plan**



**Prop K Investments To Date**



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	New Castro Station Elevator
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Facilities - MUNI
<b>Current Prop K Request:</b>	\$1,500,000
<b>Supervisory District(s):</b>	District 08

### REQUEST

#### **Brief Project Description**

Detailed design of a new four-stop elevator on the south side of the Castro Muni Station to improve ADA access to transit. Project also includes creating an accessible path from the southwest corner of Market and Castro streets to the Harvey Milk Plaza-level elevator entrance.

#### **Detailed Scope, Project Benefits and Community Outreach**

This project will install a new four-stop elevator on the south side of the Castro MUNI Station. The top level of the new elevator structure will be located at Harvey Milk Plaza on Market Street, and it will service the concourse and platform levels of the Station below. A fourth stop is included in preparation for a new future plaza level aligned with Market Street in development by the Castro community group "Friends of Harvey Milk Plaza." This project also includes creating an accessible path from the southwest corner of Market and Castro Streets to the Plaza-level elevator entrance.

Currently there is only one elevator that connects the station to street level at the north entry point. The path of travel to and from this elevator to the corner of Market and Castro Streets is very steep and is not in compliance with accessibility standards. This elevator is a new elevator and not a replacement, but will be built as part of a broader replacement/rehabilitation program which includes building brand new elevators at MUNI stations around the city.

A series of public outreach meetings was conducted to seek public support and input for the proposed improvements at Castro Station in 2016, and resumed in spring 2018. The outreach for the elevator at Castro Station was conducted in conjunction with other SFMTA elevator upgrade projects to provide a larger perspective and magnitude of impact in construction schedule and access to Muni patrons. Details about previous outreach are below.

Meetings with community organizations such as Castro Community Benefit District (CBD), Castro Streetscape Committee, Castro Merchants, and Friends of Harvey Milk Plaza Redesign Committee, were conducted to identify the needs and wishes of the community leaders. Subsequent outreach to the full membership of Castro Merchants in August 2016 notified and presented the project scope to a larger group of stakeholders in the neighborhood. A website set up by SFMTA to reach a wider group of the public and residents is in place, with links to the website and an online survey. Invitations were sent to the public to solicit feedback during the Preliminary Engineering Report (PER) phase. The project team is currently working on providing the community with project updates to share the current design as progress is made toward construction. The team also continues to work closely with the Friends of Harvey Milk Plaza community group to coordinate the design of both projects so that the new elevator will remain at its current location and will be minimally impacted by future construction.

The project team includes SFMTA, San Francisco Department of Public Works (SFPW), and BART, performing the following roles:

SFMTA: Providing Project Management and Electrical Engineering support

SFPW: Providing Architectural, Structural, Mechanical, Elevator, Landscape Architecture and Cost Estimate services

BART: Providing Peer Review and Permit Review for new structural opening being created in existing station retaining wall

## Community Outreach and Recent Project Activities:

Summer 2016: Team briefed Castro CBD on the future new elevator project and discussed opportunities for partnering with the community in regards to upgrading Harvey Milk Plaza. Castro CBD re-mobilized the Harvey Milk Plaza Committee (HMC) to re-start efforts to rebuild the plaza.

Fall 2016 to Fall 2017: Castro CBD requested SFMTA pause their design process so that HMC could generate a design concept for the new plaza.

Winter 2017/18: SFMTA and HMP design teams work together to coordinate designs.

Spring 2018: SFMTA holds several open houses for the general Castro community to get feedback on conceptual design of new elevator, achieves first approval (of three) from the SF Arts Commission Civic Design Committee

Fall 2018: Project receives Categorical Exemption from SF Planning

Winter 2018/19: SFMTA starts Detail Design Phase

Spring 2019: SFMTA meets with BART to review the permit and review process since new elevator will be located on BART property. SFMTA continues to coordinate with the HMP design team to finalize details related to the new elevator

Summer 2019: SFMTA received second approval from the SF Art Commission Civic Design Committee

**Project Location**

Castro MUNI Station

**Project Phase(s)**

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$1,500,000
<b>Justification for Necessary Amendment</b>	
Request includes a 5YPP amendment to change the project phase from construction to design, and a dollar for dollar exchange of \$127,000 in cash flow between Building Progress FIX - Placeholder in FY 2020/21 and New Castro Station Elevator in FY 2019/20 to accommodate the request.	

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	New Castro Station Elevator
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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### PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2016	Jan-Feb-Mar	2019
Environmental Studies (PA&ED)	Jan-Feb-Mar	2016	Oct-Nov-Dec	2018
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2019	Jul-Aug-Sep	2020
Advertise Construction	Jul-Aug-Sep	2020		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Apr-May-Jun	2022
Project Completion (means last eligible expenditure)			Apr-May-Jun	2023

### SCHEDULE DETAILS

Fall 2019: SFMTA staff are preparing an outreach plan to update and inform the Castro community about the progress of the elevator design. The current outreach plan includes the following:

- 1) Issue a mailer to the Castro Neighborhood to update on project progress
- 2) Schedule Open House outreach activities to coincide with neighborhood events, i.e. have posters and staff at a Castro Farmer's market or next Holiday Festival
- 3) Provide project update presentations at the Castro Merchants Association and Eureka Valley Neighborhood Association meetings
- 4) Schedule briefing with District 8 Supervisor Mandelman
- 5) Update project website

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	New Castro Station Elevator
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Facilities - MUNI	\$0	\$1,500,000	\$0	\$1,500,000
OPERATING FACILITY	\$0	\$1,425,000	\$0	\$1,425,000
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$2,925,000</b>	<b>\$0</b>	<b>\$2,925,000</b>

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,500,000	\$0	\$1,500,000
SB1 STATE OF GOOD REPAIR	\$0	\$4,750,000	\$0	\$4,750,000
OPERATING FACILITY	\$0	\$5,587,000	\$482,000	\$6,069,000
GENERAL FUND POP BASE TRANSIT	\$0	\$6,650,000	\$0	\$6,650,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$18,487,000</b>	<b>\$482,000</b>	<b>\$18,969,000</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$482,000	\$0	Actuals from SFMTA Project Management Report
Environmental Studies (PA&ED)	\$0	\$0	Included in conceptual engineering cost above
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$2,925,000	\$1,500,000	Current Approved Budget, based on PER
Construction (CON)	\$15,562,000	\$0	Based on CER Estimate of \$14.5M plus contingency
Operations	\$0	\$0	
<b>Total:</b>	<b>\$18,969,000</b>	<b>\$1,500,000</b>	

<b>% Complete of Design:</b>	50.0%
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<b>As of Date:</b>	10/25/2019
<b>Expected Useful Life:</b>	50 Years

**MAJOR LINE ITEM BUDGET**

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 575,000	
2. Consultant (SFDPPW)	\$ 1,500,000	
3. Other Direct Costs *	\$ 100,000	
4. Outside Agency (BART)	\$ 250,000	
4. Contingency	\$ 500,000	21%
<b>TOTAL PHASE</b>	<b>\$ 2,925,000</b>	

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 575,000
SFPW	\$ 1,500,000
BART	\$ 250,000
<b>TOTAL</b>	<b>\$ 2,325,000</b>

\*Other Direct Costs include fees associated with SF Planning and SF Art Commission review during design development.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	New Castro Station Elevator
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$1,500,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$1,500,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	New Castro Station Elevator
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2021
Phase:	Design Engineering	Fundshare:	51.28

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-120M	\$500,000	\$1,000,000	\$0	\$0	\$0	\$1,500,000

#### Deliverables

1. Upon project completion, provide evidence of completion of design (e.g. copy of certifications page) and updated scope, schedule, budget and funding plan for construction.

#### Special Conditions

1. Allocation is contingent upon amendment to the Facilities - Muni 5YPP to change the project phase from construction to design, and a dollar for dollar exchange of \$127,000 in cash flow between Building Progress FIX - Placeholder in FY 2020/21 and New Castro Station Elevator in FY 2019/20 to accommodate the request.

2. The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	48.72%	No Prop AA
Actual Leveraging - This Project	92.09%	No Prop AA

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	New Castro Station Elevator
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$1,500,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

JB

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Tess Kavanagh	Joel C Goldberg
<b>Title:</b>	Project Manager I	Grants Procurement Manager
<b>Phone:</b>	(415) 701-4212	(415) 646-2520
<b>Email:</b>	tess.kavanagh@sfmta.com	joel.goldberg@sfmta.com

**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)  
Rehab/Upgrade Existing Facilities - Muni Category (EP 20M)  
Programming and Allocations to Date**

Pending December 17, 2019 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
<b>Carry Forward From 2014 5YPP</b>									
SFMTA	Potrero Facility Reconstruction	PLAN/CER	Programmed	\$1,000,000					\$1,000,000
SFMTA	Building Progress FIX - Placeholder <sup>1</sup>	CON	Programmed	\$500,000					\$500,000
SFMTA	Muni Metro East Expansion	PS&E	Programmed		\$1,899,677				\$1,899,677
SFMTA	Muni Metro East Expansion	CON	Programmed				\$2,800,000		\$2,800,000
SFMTA	New Castro Station Elevator <sup>1</sup>	PS&E	Pending	\$1,500,000					\$1,500,000
<b>Total Programmed in 2019 5YPP</b>				\$3,000,000	\$1,899,677	\$0	\$2,800,000	\$0	\$7,699,677
<b>Total Allocated and Pending</b>				\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000
<b>Total Unallocated</b>				\$1,500,000	\$1,899,677	\$0	\$2,800,000	\$0	\$6,199,677
<b>Total Programmed in 2019 Strategic Plan</b>				\$3,000,000	\$1,899,677	\$0	\$2,800,000	\$0	\$7,699,677
<b>Deobligated Funds</b>				\$372,877	\$0	\$0	\$0	\$0	\$372,877
<b>Cumulative Remaining Programming Capacity</b>				\$372,877	\$372,877	\$372,877	\$372,877	\$372,877	\$372,877
Pending Allocation/ Appropriation									
Board Approved Allocation/ Appropriation									

**FOOTNOTES:**

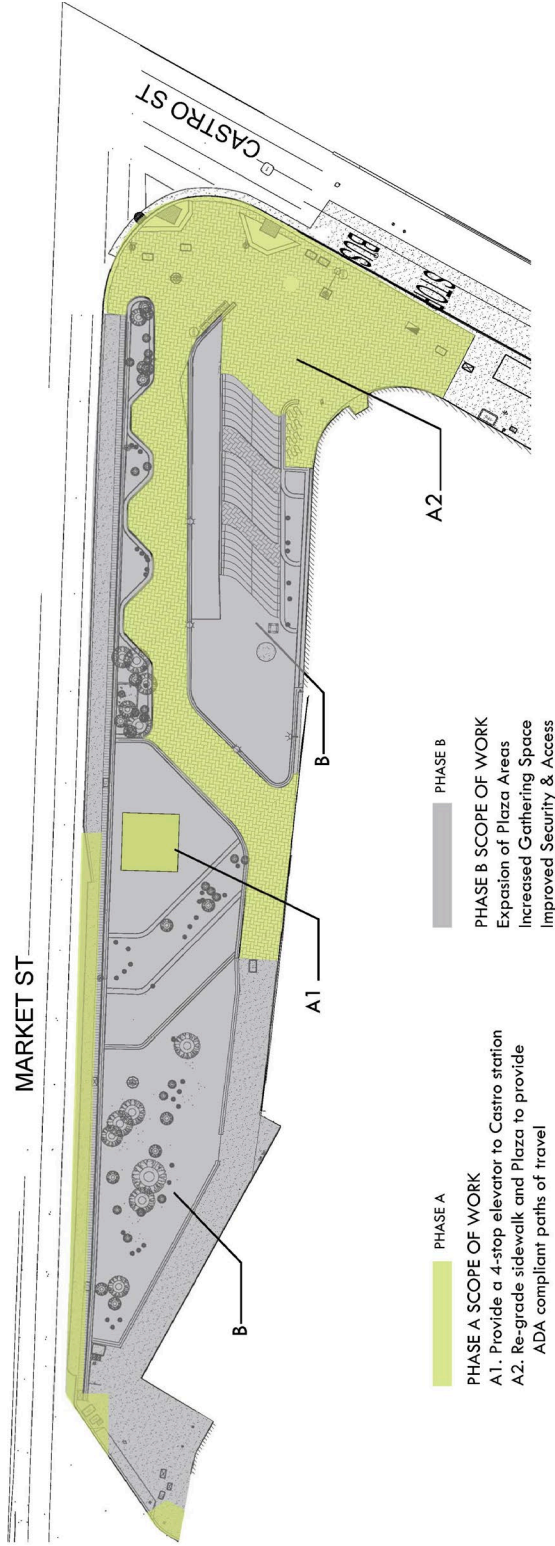
<sup>1</sup> 5YPP amendment to accommodate allocation of \$1,500,000 for New Castro Station Elevator (Resolution 20-0XX, xx/xx/2019):

Building Progress FIX - Placeholder: Delay \$127,000 in cash flow from FY 2019/20 to FY 2020/21.

New Castro Station Elevator: Change project phase from construction to design; Prop K amount and year of programming are unchanged and project is fully funded through construction. Advance cash flow from 100% in FY 2020/21 to 33%/67% in FYs 2019/20 and 2020/21.

PHASE A = CASTRO STATION ACCESSIBILITY IMPROVEMENTS (SFMTA/PW)

PHASE B = THE NEW HARVEY MILK PLAZA (FRIENDS OF HARVEY MILK PLAZA DESIGN TEAM)









# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Alemany Realignment Study [NTIP Planning]
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Prop K EP categories:</b>	Transportation/Land Use Coordination
<b>Current Prop K Request:</b>	\$100,000
<b>Supervisory District(s):</b>	District 09

### REQUEST

#### **Brief Project Description**

The Alemany Realignment Study will conduct an engineering analysis for long-term improvements to the Alemany Circle at the US 101/I-280 interchange. The study will focus on realigning Alemany Boulevard to create a safer, neighborhood-friendly roadway with improved bicycle and pedestrian facilities, while freeing land occupied by the interchange for community amenities. The Transportation Authority will conduct the study at the request of District 9 Supervisor Hillary Ronen and in cooperation with SFMTA, the San Francisco Planning Department, and the San Francisco Public Utility Commission.

#### **Detailed Scope, Project Benefits and Community Outreach**

----Background----

The Alemany interchange, where U.S. 101, I-280, Alemany Boulevard, Bayshore Boulevard, San Bruno Avenue, and several other local streets intersect, presents major challenges to pedestrian and bicycle safety and accessibility. The interchange also has the potential to provide critical connections between adjacent communities like Bernal Heights, the Portola, and Silver Terrace, and amenities, such as the Alemany Farmers' Market.

District 9 has supported previous work to improve safety and accessibility for people walking and biking through the interchange, including the Transportation Authority's 2017 Alemany Interchange Improvement Study, which recommended new bicycle lanes and crosswalk striping, as well as a new multi-use path with signalized pedestrian crossings that will improve access to the Alemany Farmers' Market and the surrounding area. The bike lane and crosswalk striping has been funded by an allocation of District 9 NTIP funds to SFMTA and will be constructed following adoption of a new maintenance agreement with Caltrans. Design of the new multi-use path by Public Works was also funded by District 9 NTIP funds, which set the project up to successfully pursue a state Active Transportation Program grant for construction. Design of the path is expected to be complete in June 2020 with construction to follow thereafter.

Multiple city agencies are now cooperatively conducting a new generation of long-term planning for the area around the Alemany interchange that envisions a simplified road geometry and multimodal improvements to improve safety and comfort, enhance connectivity with safe neighborhood connections, accommodate transit (including existing Muni 14x, 23, and 67 service and possible future routes), enhance livability and reduce freeway interchange impacts.

District 9 previously secured two allocations of General Fund funds to begin these efforts, which consist of:

- 1). A Transportation Authority-led engineering feasibility study for mid- and long-term improvements to the street and freeway interfaces at the Alemany interchange. This study is underway.
- 2). Public outreach by the San Francisco Planning Department and the Transportation Authority, as well as coordination and technical assistance from Public Works. Public outreach is expected to begin in early 2020.

The previously funded Transportation Authority-led feasibility study has developed preliminary concepts to support improved connectivity within the interchange, including near-term improvements, such as a two-way Alemany with bicycle facilities during freeway bridge deck replacement construction by Caltrans in summer 2020, as well as mid-term

improvements to modify freeway on- and off-ramps.

The feasibility study is also developing alternative concepts to realign Alemany Boulevard to improve walkability and bikeability between neighborhoods, reclaim space used for high speed roadways, and activate areas that are currently unused due to separation by freeways. The study is evaluating the feasibility of these realignment options considering:

- Physical constraints
- Projects by other agencies (including SFPUC)
- Environmental and right of way constraints
- Maintenance and operations
- Traffic

Based on the assessment, the study will rank the improvements with reference to feasibility and produce the following deliverables:

- Fatal flaw analysis of project concepts
- Ranking of viable project concepts
- Rough order of magnitude costs and proposed phasing

----Current Request Detailed Scope----

This NTIP request would fund preliminary engineering and traffic analysis for the top Alemany realignment concept identified through the previously funded feasibility study. The goal of this NTIP project is to prepare the realignment of Alemany Boulevard to move forward into the Caltrans project initiation process.

-Task 1 – Project Management (December 2019 – October 2020)

Project management includes interagency transportation technical support by consultant, consisting of technical support, attending interagency City coordination meetings, advising the Authority's project manager and preparing transportation technical analyses (e.g. on Caltrans encroachment permit process).

Lead: SFCTA

Support: Consultant

Deliverables:

- Meeting agendas, Project schedules

-Task 2 – Preliminary Engineering (January 2020 – June 2020)

Develop top ranked Alemany Boulevard realignment alternative in coordination among multiple City agencies. Preliminary engineering will account for major projects proposed by other city agencies, including SFPUC's sewer replacement project, SFMTA's plans for improved pedestrian and bicycle access through the Alemany Circle area and potential future housing development, and will accommodate access to the Farmer's Market, including parking access.

Lead: Consultant

Support and Review: SFCTA, SFMTA

Deliverables - SFMTA:

- Prior to commencement of preliminary engineering, SFMTA shall provide a memo documenting their concurrence with the preferred realignment alternative.

Deliverables - SFCTA:

- Preliminary engineering plans illustrating the plan and cross-section for roadway modifications, including facilities for pedestrians, bicyclists, and drivers. (Draft and Final)
- Planning-level cost estimate (Draft and Final)
- Technical memo summarizing potential implementation strategies, including project phasing

-Task 3 – Alemany Realignment, Multimodal Traffic Analyses (February 2020 – September 2020)

Prepare multimodal traffic analysis for the realignment concept, including proposed changes to local circulation and additional auto trips generated by nearby development projects, to be identified by the San Francisco Planning Department. May include collecting new traffic counts (intersection peak hour and roadway daily), modeling existing and modified intersections using Synchro and SimTraffic software (Trafficware), and assessing changes in operational delay and queuing. The traffic analysis will also consider transit operations and potential transit delay in the area around the Farmers Market.

Lead: Consultant  
Support and Review: SFCTA, SFMTA

**Deliverables:**

- Traffic analyses: counts, delay and queuing calculations (Draft and Final)
- Technical memorandum summarizing proposed improvements and operational outcomes

**-Task 4 – Final Report (October 2020)**

Summarize previous deliverables in a final report. The report will include an assessment of the tasks remaining to complete the Caltrans Project Initiation Document (PID) for the realignment project and recommendations for how to accomplish those tasks. The report will be presented to the Transportation Authority board for adoption.

Lead: Consultant

Support and Review: SFCTA, SFMTA

**Deliverables - SFMTA:**

- Prior to writing the final report, SFMTA shall provide a memo documenting their concurrence with the preliminary engineering and traffic analysis and the approach for moving the project forward into the Caltrans Project Initiation process.

**Deliverables - SFCTA:**

- Final Report

**Project Location**

Alemanly Boulevard near the US 101/I-280 interchange and Alemany Farmers' Market.

**Project Phase(s)**

Planning/Conceptual Engineering

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$888,000

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

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Alemany Realignment Study [NTIP Planning]
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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### PROJECT DELIVERY MILESTONES

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

### SCHEDULE DETAILS

Project Management - December 2019 - September 2020  
 Preliminary Engineering Analysis and Cost Estimates (Draft) - February 2020  
 Traffic Analysis (Draft) - April 2020  
 Preliminary Engineering and Cost Estimates (Final) - June 2020  
 Traffic Analysis (Final) - September 2020  
 Final Report - October 2020

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Alemany Realignment Study [NTIP Planning]
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transportation/Land Use Coordination	\$0	\$100,000	\$0	\$100,000
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$100,000</b>

### FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$100,000	\$0	\$100,000
GENERAL FUND	\$0	\$0	\$130,000	\$130,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$100,000</b>	<b>\$130,000</b>	<b>\$230,000</b>

### COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$230,000	\$100,000	Actual cost to date and consultant proposal
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction	\$0	\$0	
Operations	\$0	\$0	
<b>Total:</b>	<b>\$230,000</b>	<b>\$100,000</b>	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

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

## MAJOR LINE ITEM BUDGET

### BUDGET SUMMARY

Agency	Task 1 - Project Management	Task 2 - Preliminary Engineering	Task 3 - Multimodal Traffic Analyses	Task 4 - Final Report	Total
SFCTA	\$ 20,551			\$ 3,000	\$ 23,551
SFMTA		\$ 9,125	\$ 10,000		\$ 19,125
Consultant	\$ 8,924	\$ 25,020	\$ 19,380	\$ 4,000	\$ 57,324
<b>Total</b>	<b>\$ 29,475</b>	<b>\$ 34,145</b>	<b>\$ 29,380</b>	<b>\$ 7,000</b>	<b>\$ 100,000</b>

### DETAILED LABOR COST ESTIMATE - BY AGENCY

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Engineer/Architect Principal	8	\$ 98.31	2.55	\$ 250.80	0.004	\$ 2,006
Eng/Arch/Landscape Arch Senior	14	\$ 84.70	2.57	\$ 217.99	0.007	\$ 3,052
Engineer	26	\$ 73.19	2.60	\$ 190.23	0.013	\$ 4,946
Planner III	60	\$ 57.34	2.65	\$ 152.02	0.029	\$ 9,121
<b>Total</b>	<b>108.0</b>				<b>0.05</b>	<b>\$ 19,125</b>

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Deputy Director	10	\$ 118.37	2.50	\$ 295.93	0.005	\$ 2,959
Assistant Deputy Director	40	\$ 98.00	2.50	\$ 245.00	0.019	\$ 9,800
Senior Planner	61	\$ 61.64	2.50	\$ 154.09	0.029	\$ 9,392
Intern	20	\$ 28.00	2.50	\$ 70.00	0.010	\$ 1,400
<b>Total</b>	<b>131.0</b>				<b>0.06</b>	<b>\$ 23,551</b>

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Alemany Realignment Study [NTIP Planning]
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$100,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$100,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Alemany Realignment Study [NTIP Planning]
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2021
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0

#### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-144	\$19,125	\$0	\$0	\$0	\$0	\$19,125

#### Deliverables

- Prior to SFCTA commencing preliminary engineering, SFMTA shall submit a memo documenting its concurrence with the selected realignment alternative.
- Prior to SFCTA drafting the final report, SFMTA shall provide a memo documenting its concurrence with the preliminary engineering and traffic analysis and the approach for moving the project forward into the Caltrans Project Initiation process.

#### Special Conditions

- The Transportation Authority will only reimburse SFMTA up to the approved overhead multiplier rate for the fiscal year that SFMTA incurs charges.

#### Notes

- Quarterly progress reports, including summaries of SFMTA's support activities, will be shared with the District Supervisor.

SGA Project Number:		Name:	Alemany Realignment Study [NTIP Planning]
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2021
Phase:	Planning/Conceptual Engineering	Fundshare:	100.0
<b>Cash Flow Distribution Schedule by Fiscal Year</b>			

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-144	\$80,875	\$0	\$0	\$0	\$0	\$80,875

**Deliverables**

1. Task 2: Upon completion of draft preliminary engineering analysis and cost estimates (anticipated February 2020), provide draft plans and cost estimates
2. Task 2: Upon completion of final preliminary engineering and cost estimates (anticipated June 2020) provide plans, cost estimates, and technical memo summarizing potential implementation strategies
3. Task 3: Upon completion of draft traffic analysis (anticipated April 2020), provide summary of findings
4. Task 3: Upon completion of final traffic analysis (anticipated September 2020), provide technical memorandum summarizing proposed improvements and operational outcomes
5. Prior to Board adoption (anticipated October 2020), staff will present a draft final report, including key findings, recommendations, next steps and implementation and funding strategy to the Citizens Advisory Committee and Board. Upon project completion the Board will accept or approve the final report.

**Notes**

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	56.52%	No Prop AA



# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

<b>FY of Allocation Action:</b>	FY2019/20
<b>Project Name:</b>	Alemany Realignment Study [NTIP Planning]
<b>Grant Recipient:</b>	San Francisco County Transportation Authority

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$100,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

MP

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Yana Waldman	Mike Pickford
<b>Title:</b>	Assistant Deputy Director	Senior Transportation Planner
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## Memorandum

### AGENDA ITEM 10

**DATE:** November 13, 2019  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 12/10/2019 Board Meeting: Approval of San Francisco's Lifeline Transportation Program Cycle 5 Participatory Budgeting Program of Projects

**RECOMMENDATION**    Information    Action

Approve San Francisco's Lifeline Transportation Program (LTP) Cycle 5 Participatory Budgeting Program of Projects.

#### SUMMARY

The LTP focuses on projects that serve Communities of Concern, address gaps and barriers identified through a collaborative and inclusive planning process and improve transportation for low-income persons. Through Cycle 5 of its LTP, the Metropolitan Transportation Commission (MTC) awarded \$600,000 to the San Francisco Municipal Transportation Agency (SFMTA) to implement recommendations from a participatory budgeting pilot program as part of its Bayview Community Based Transportation Plan (CBTP) process. Bayview residents nominated projects, developed project proposals in collaboration with SFMTA staff, and established a Community Steering Committee that selected which projects to place on a ballot. Residents then voted on their priorities. The SFMTA is recommending the highest-ranked projects to receive a total of \$770,000 (shown in Attachments 3), including the \$600,000 in LTP funds plus \$170,000 in local match. As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for approving the final program of projects, shown in Attachment 4, which includes three new Transit Assistant positions that, over the next three years will focus on the Bayview and segments of the transit system Bayview residents ride on most frequently, as well as four crosswalk projects and two bus shelter projects.

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



## **DISCUSSION**

### **Background.**

On January 24, 2018, MTC reserved \$1 million from Cycle 5 of its LTP for projects identified through a participatory budgeting pilot within one or more of the region's Communities of Concern. Participatory budgeting enables residents to nominate and vote on priority projects to be funded with an established budget. The intent of MTC's pilot program is to assess participatory budgeting components that are applicable and scalable at the regional and county levels. At its July 25, 2018 Commission meeting, MTC made \$600,000 of the \$1 million available to San Francisco for LTP-eligible projects selected through a participatory budgeting process as part of the SFMTA's Bayview CBTP.

The \$600,000 in LTP funds are from the State Transit Assistance (STA) fund, which is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. Only transit operators are eligible to receive STA funds.

The LTP has a 20% local match requirement for the final program of projects, which amounts to \$150,000 to match MTC's \$600,000 grant. This resulted in a total budget for the Bayview participatory budgeting process of \$750,000.

### **Bayview CBTP.**

The Transportation Authority Citizens Advisory Committee and Board were briefed on the Bayview CBTP in September and October, respectively as part of a supplemental Prop K allocation to support completion of the plan, which is also funded with a Caltrans Sustainable Planning grant. To carry out the CBTP, the SFMTA contracted with five community-based organizations to lead a public engagement process. Over the course of the effort, the Bayview CBTP project team reached more than 4,000 Bayview residents and used the feedback received to develop a \$4 million investment plan focused on delivery of projects across the Bayview over the next five years. The SFMTA anticipates releasing the draft study by December 2019.

The \$600,000 in participatory budgeting funding from MTC will be used to implement the near-term capital improvements and transit operating projects identified through the balloting exercise. Projects that were not voted to receive LTP funds may be advanced as part of the larger CBTP investment plan. The Prop K Traffic Calming 5-Year Prioritization Program includes approximately \$2.5 million over Fiscal Years 2019/20 - 2021/22. SFMTA will also work to secure additional resources to implement recommendations from the CBTP.

### **Participatory Budgeting Process.**

MTC's requirements for the participatory budgeting pilot are fairly extensive and one of the responsibilities of Transportation Authority staff was to support and ensure that SFMTA complied with the requirements. This section provides a summary of the participatory budgeting process in the Bayview CBTP.

As required by MTC's guidelines, SFMTA first established a 14-member Community Steering Committee which developed and adopted a Participatory Budgeting Rulebook (Attachment



1) to guide the process. The Rulebook includes goals, project eligibility, a timeline, how ideas would be collected and vetted, and roles and responsibilities of the Steering Committee, the Technical Advisory Committee, public agencies (SFMTA, MTC, and the Transportation Authority), and residents. The Community Steering Committee was also responsible for developing the public outreach approach and approving the public ballot before it was distributed.

Beginning in summer 2018, SFMTA collected project ideas from Bayview residents and stakeholders through multilingual outreach. Staff received over 250 ideas in response, which were screened by Transportation Authority and MTC staff for eligibility. SFMTA staff next worked with the Community Steering Committee to develop project proposals for a subset of ideas and members then selected the projects to be included on the final ballot (shown in Attachment 2). Community priorities that did not meet the Rulebook criteria for ballot consideration include a community shuttle, a service increase on the T-Third, a new T-Rapid bus line, and more frequent shelter/platform cleaning. The first three projects were omitted because the costs far exceeded the amount of funding available, and cleaning services are not eligible for STA funds.

The community voted over a 7-week period beginning in July 2019. Ballots were made available in Spanish, English, and Chinese at 19 locations in the Bayview community as well as online. 375 ballots were ultimately submitted, a response rate similar to prior participatory budgeting processes in the Bayview. Attachment 3 shows the voting results, a ranked list of projects, and the SFMTA's funding recommendation. The Rulebook specified that 80% of funding (\$600,000 or all of the STA funds) be used for operating projects and 20% (\$150,000 in local match) for capital projects.

#### **Participatory Budgeting Recommendations for LTP Funds.**

The SFMTA developed its recommendation (detailed in Attachment 3 and summarized as a program of projects in Attachment 4) by assigning funding to projects in ranked order, bypassing the next-highest project when there was insufficient funding to cover its cost. SFMTA will secure a total of \$170,000 in local match funds to fully fund the recommended program of projects, exceeding the required local match amount for the \$600,000 in LTP funds.

Of the three operating projects on the ballot, the project that received the most votes was to increase service on the 44 O'Shaughnessy. After close coordination with Commissioner Walton, the SFMTA was able to identify an alternative source of funds for this project and provide the improved service frequencies all day, while the LTP funds would have only improved frequencies during the morning commute. This allowed the \$600,000 in operating funds to be available for the next-highest scoring project: hiring three Transit Assistants for three years through the Muni Transit Assistance Program. These new positions will aid transit riders and act as a safety presence on transit lines in the Bayview and segments of the transit system Bayview residents ride on most frequently, specifically the 29 Sunset, 44 O'Shaughnessy, and T-Third transit lines.



Of the eleven capital projects on the ballot, the six recommended projects were selected by ranked order and funding availability, and include the construction of four crosswalk projects and two bus shelter projects to improve access and safety in the Bayview.

The Community Steering Committee provided concurrence with the recommended program of projects in October 2019. Commissioner Walton has also stated his support for the program of projects.

Attachment 5 contains scope, schedule, and funding plan detail for the seven projects the SFMTA has recommended for funding.

**Next Steps.**

Pending Board approval, we will submit the program of projects to MTC. The MTC Commission will consider the program of projects for approval and allocate the \$600,000 in LTP funds in early 2020. We anticipate that SFMTA will request future Prop K funds for a portion of the local match.

We understand that MTC will release findings in 2020 from the participatory budgeting pilots conducted in San Francisco and Solano counties. MTC may use the result of this pilot to determine if it should direct more funds toward participatory budgeting in the future.

**FINANCIAL IMPACT**

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

**CAC POSITION**

The CAC will consider this item at its November 20, 2019 meeting.

**SUPPLEMENTAL MATERIALS**

- Attachment 1 - Bayview CBTP Participatory Budgeting Rulebook
- Attachment 2 - Bayview CBTP Participatory Budgeting Ballot
- Attachment 3 - Bayview CBTP Participatory Budgeting Detailed Funding Recommendation
- Attachment 4 - Bayview CBTP Participatory Budgeting Program of Projects
- Attachment 5 - Bayview CBTP Participatory Budgeting Summaries of Projects Recommended for Funding

# BAYVIEW

## COMMUNITY BASED TRANSPORTATION PLAN



## Bayview CBTP Participatory Budgeting Rulebook

### Community Based Transportation Plan

In a Community Based Transportation Plan (CBTP), the SFMTA will work with residents of the Bayview to build a community transportation investment plan. The SFMTA wants to address the most pressing transportation needs of the community in a way that reflects the values and priorities of the current Bayview community. By collaboratively visioning, refining, and prioritizing potential projects with the community, the SFMTA will have a clear roadmap for implementation for years to come. As part of this plan process, the SFMTA especially wants to raise up the voice of those most dependent on transit, and those most vulnerable to its changes: youth, seniors, residents with disabilities, and residents of affordable housing.

### Participatory Budgeting in the CBTP

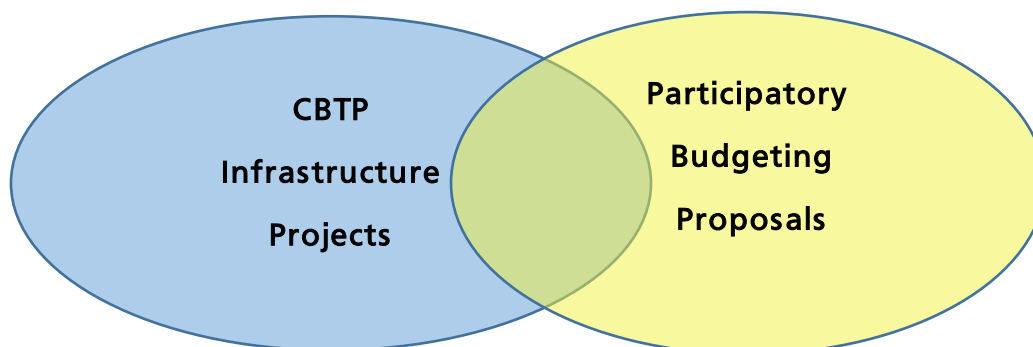
Participatory Budgeting (PB) is a democratic process in which community members decide how to spend part of a public budget. Through PB, Bayview residents develop project proposals in collaboration with City staff, residents vote on projects, and the list of projects receiving the most votes are funded through a limited Lifeline transportation grant with specific State Transit Assistance (STA) eligibility requirements. The Lifeline transportation grant is sponsored by the Metropolitan Transportation Commission (MTC).

### How much money is available?

Up to \$600,000 dollars has been set aside for projects that are identified through the PB process AND meet STA eligibility requirements as outlined on Page 3. Project must improve transit and access to transit for residents, with focus on traditionally underserved residents in the Bayview.

### How is PB different than the rest of the CBTP?

- Lifeline grant funding is available only for PB proposals
- Proposals must meet eligibility rules to be included in PB ballot
- The CBTP is focused on transportation infrastructure which include some programs, while PB proposals can include programs and operations



# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



## Goals

1. Improve Community Mobility
  - a. Improve access to transit for all community members, with special emphasis on seniors, youth, disabled, and low-income residents.
  - b. Increase access to opportunity and essential services for all community members.
  - c. Reduce reliance on automobile trips.
2. Engage Our Community
  - a. Ensure all members of the community have a voice.
  - b. Engage those who are traditionally underrepresented in politics, who face obstacles to participating, or who feel left out of the political process.
3. Transform Our Democracy
  - a. Empower Bayview residents with the skills and knowledge they need to shape their transportation future.
  - b. Build leadership from the bottom up and forge deeper ties between residents, neighborhoods, and communities.
4. Open Up Government
  - a. Increase transparency and accountability of local government.
  - b. Improve communication, collaboration, and trust with SFMTA.
  - c. Support a framework within SFMTA for decision-making that promotes a more just and equitable city.

## Project Eligibility

Projects are eligible for placement on the ballot if they meet the following criteria:

- **Projects must improve community mobility, transit, or access to transit,** according to the requirements of the [Lifeline Transportation Program](#).
- **Provide primary benefit for the public-at-large (or a subset group that is not delineated by exclusive or paid membership in a group or organization).** Projects that only benefit private individuals are not eligible. Transportation services may not be restricted to members of a specific organization, but can be designed to primarily serve in-need segments of the population (such as seniors or residents with disabilities).
- **Projects are designed to accomplish their goals and fulfill their purpose using MTC Lifeline grant funds.** Projects may not obligate the City or MTC to ongoing funding beyond the life of the MTC Lifeline grant. If other funding sources are needed to accomplish the project goals, those funds must be identified prior to submission for City review and vetting.
- **Projects must be consistent with the needs, proposed solutions, and enhanced coordination strategies contained within the [2018 MTC Coordinated Public Transit-Human Services Transportation Plan](#).** Projects must increase mobility options



# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



for seniors, people with disabilities, veterans, and people with low-incomes that are also cost-efficient for the region.

- **Projects must be capital infrastructure, capital improvements, durable acquisitions, transportation service enhancements, or programs that improve access to Lifeline transportation services.**
- If possible, projects should demonstrate a 20% local match from the implementing agency (an “in-kind” non-cash local match is also acceptable). The final list of projects must have a cumulative 20% local match. **Local match will be provided by City agency partners.**
- Project funding must be spent within 3 years from MTC programming action date.
- Project funding cannot cover administrative, overhead, and routine maintenance costs.
- Projects cannot promote religious views.
- Funding, in most cases, will not be distributed upfront and will be distributed as payment or service, on a reimbursement basis, and/or progress payment to a local certified contractor.

Eligible Projects	
Operating Projects	Capital Projects
<ul style="list-style-type: none"> <li>• New/enhanced fixed route transit service</li> <li>• Late night &amp; weekend transit service</li> <li>• Transit-related aspects of bicycling</li> <li>• Restoration of lifeline-related transit that was previously eliminated or at risk of being eliminated</li> <li>• Community shuttle service (if available to the public at-large)</li> <li>• Community-led programs that improve access to transit</li> <li>• Community-led programs that increase awareness of transit services</li> <li>• Demand-responsive van service for paratransit</li> <li>• Community-led ridesharing &amp; carpool</li> <li>• Marketing, incentives, and education campaigns for transit use</li> </ul>	<ul style="list-style-type: none"> <li>• Purchase of new transit vehicles</li> <li>• Bus stop enhancements</li> <li>• Rehab, safety, modernization improvements for transit</li> <li>• Infrastructure that improves transit access for low-income communities (improved sidewalks, crosswalks, street lighting, etc)</li> </ul>

**NOTE: Projects must be determined to be fully eligible for ballot placement, as determined by SFCTA, SFMTA, and MTC staff.**

**PB funding must be additive: it cannot backfill programs or projects with already-committed funding.**

**PB funding can be used to accelerate the timeline of committed projects.**

# BAYVIEW

## COMMUNITY BASED TRANSPORTATION PLAN



### Projects Must Contain

- Eligible project sponsor (i.e. transit operator) & sub-recipient (i.e. public agency or non-profit organization).
- Identified local match funding or in-kind contribution, if possible.
- Enough detail to clearly understand the purpose and intent of the project.
- Description of the public benefit derived from the project and how project benefits transit or transit access.
- Total estimated budget, including the cost to fully implement the project to completion; projects with ongoing operations must identify ongoing annual operating costs beyond the life of the grant.
- Timeframe for project completion.

<b>PB ELIGIBILITY &amp; ALLOCATION OF FUNDING</b>		
<b>Projects</b>	<b>Operating Projects (services)</b>	<b>Capital Projects (infrastructure)</b>
How Much? (\$600,000 total)	\$480,000	\$120,000
Where	Within Bayview CBTP boundaries or primarily serving Bayview residents	Public right-of-way or publicly accessible private property
Eligible Recipient	Transit Agency (SFMTA or other transit operator)	Transit Agency (SFMTA or other transit operator)
Eligible sub-recipient	Public agency or 501(c)3 non-profit	Public agency
Who benefits	Bayview residents	Bayview residents
Min/Max per project	\$20,000 minimum \$480,000 maximum	\$7,000 minimum \$120,000 maximum
Local Match requirement	20% of total program of projects	20% of total program of projects
When	Funding available summer 2019	Funding available summer 2019
Timely Use of Funds	Project funding must be expended within 3 years of MTC Commission approval date (July 2019)	Project funding must be expended within 3 years of MTC Commission approval date (July 2019)

# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



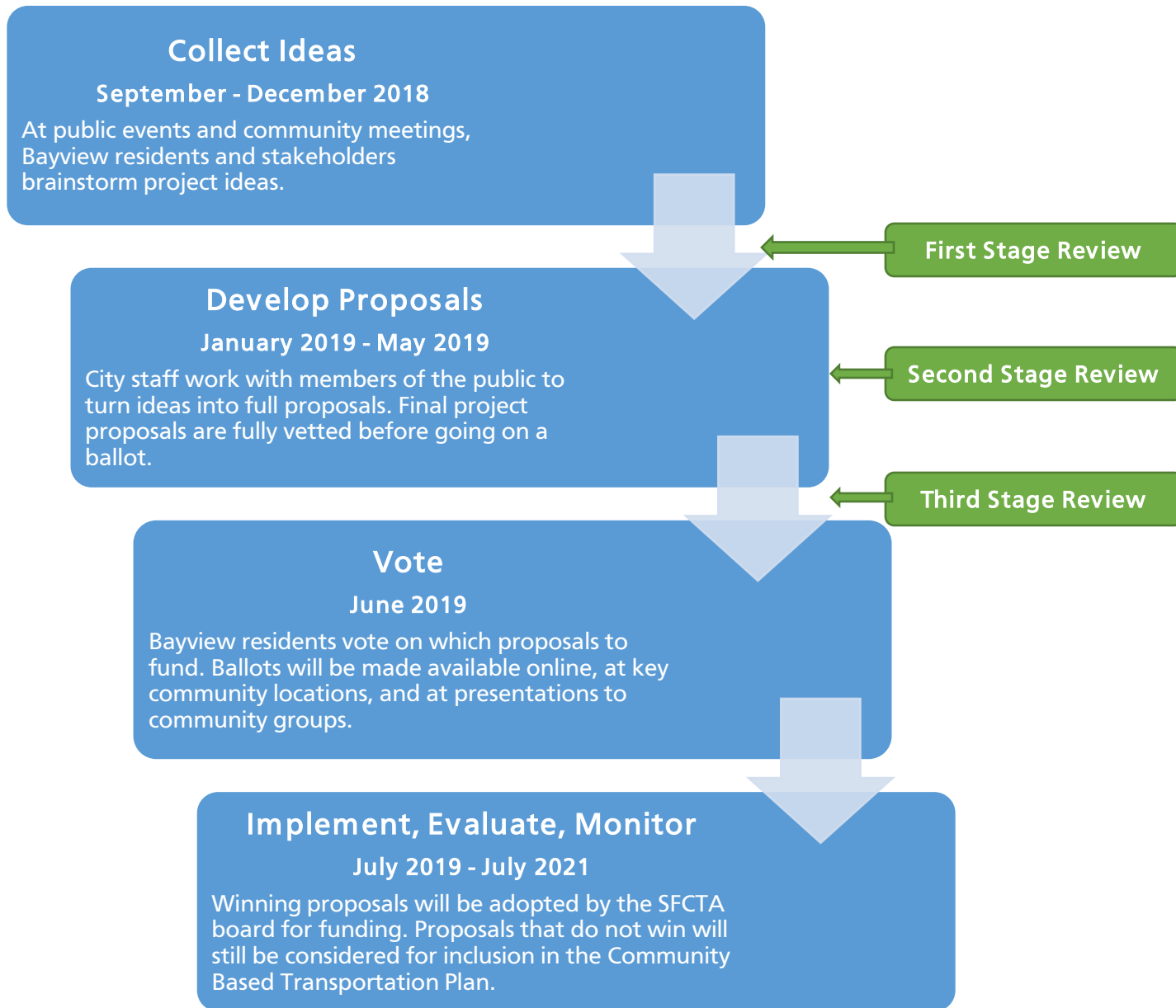
SFMTA

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## Timeline: What Happens When?

PB has four main stages:



# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



## Collect Ideas

Ideas for PB proposals will be collected at public events and community meetings during the first phase of outreach for the Bayview Community Based Transportation Plan. The Steering Committee will determine how PB outreach and idea collection will take place at these events, as well as other appropriate methods for idea collection during this stage of the PB process.

Where possible and appropriate, City staff and the PB Steering Committee will provide Spanish and Cantonese translation of materials, which may include interpretation at public events.

## Develop Proposals

City Staff and the Steering Committee will strive to minimize the total number of projects by combining and amending projects that address a similar level of public need, vetting projects that do not meet eligibility criteria and rules, and/or prioritizing projects based on greatest need and benefit. Individuals and organizations that propose ideas during the first PB phase will be invited to collaborate with City staff in the development of ideas into project proposals, including identified implementing agencies and partner eligible non-profits.

A fully eligible project must go through a three-stage review and vetting process.

### **First Stage Review (Nov – Dec 2018)**

The initial list of project ideas will be reviewed and vetted by the San Francisco County Transportation Authority (SFCTA). During this vetting, SFCTA will work with MTC to determine the eligibility of each project and will seek technical expertise from SFMTA and other City departments to determine the feasibility of potential projects.

The SFCTA will provide the results of eligibility screening to SFMTA for review. Review will include screening projects with the TAC and the Steering Committee to determine potential for other City departments or non-profits to serve as sub-recipients. SFMTA, or another transit agency, must agree to be a project sponsor for a project to proceed to the second stage of review.

Following review, City staff will connect individuals and organizations that proposed ideas with corresponding SFMTA divisions willing to implement eligible proposals. These groups will further refine project concepts.

### **Second Stage Review (Mar 2019)**

Public agency representatives and participating members of the public shall submit fully-eligible project proposals to the Steering Committee. City staff will communicate all comments, revisions, and feedback made during the first stage of the review to the Steering Committee and participating members of the public. The Steering Committee will conduct a review of active proposals and provide their recommendations to the City for full vetting.

# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



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## Third Stage Review (May 2019)

Individuals and organizations will be asked to submit final project proposals including ballot language, photos, etc to City staff for consideration for placement on the ballot. Based on the Steering Committee's recommendations, the SFMTA shall make final determinations about which individual projects will advance to the ballot. City staff will concurrently notify the Steering Committee and proposal submitters of final ballot determinations.

Following this final review, the City may not alter any proposal approved for the ballot.

### Vote

*At a meeting before April 2019, the Steering Committee shall determine:*

- *Number of projects on the final ballot*
- *Ballot appearance and layout*
- *Instructions for voting – how the ballot/vote works*
- *Minimum voter eligibility requirements*
- *Method & locations for ballot distribution*
- *Length of public vote period*
- *Verification process to confirm voter eligibility & protect privacy*

### Project Funding

Upon completion of the public voting process, the SFCTA Board and the MTC Commission must approve the project list before they are eligible for funding. The SFCTA Board will have discretion to approve projects, the amount of funding awarded, and any additional conditions placed on use of approved funds.

If any projects are not approved by the SFCTA Board, the project receiving the next highest votes in the public ballot will be substituted in for funding, pending approval by the SFCTA board.

All Capital Funding projects not awarded funding through participatory budgeting will be considered for inclusion in the Bayview Community Based Transportation Plan recommendations.

# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



## Roles & Responsibilities: Who Does What?

### **Bayview Residents**

- Submit ideas for possible projects
- Vote on PB ballot

### **Individuals & Organizations Championing Proposals**

- Work with City staff to develop ideas into proposals
- Conduct outreach with community members to generate support
- Work with City staff to develop project budgets, schedules, and funding plans
- Vote on PB ballot

### **Community Steering Committee**

The Community Steering Committee is a 12 member body representing Bayview residents and organizations. The steering committee was selected through an application process, with input provided by SFMTA, MTC, SFCTA, and the District 10 Supervisor's Office.

- Finalizes rules for Participatory Budgeting process (PB Rulebook)
- Informs public outreach approach & process for PB
- Recommends projects to advance past first and second stage review
- Assists in promotion of the PB process
- Assists in identifying local project champions and eligible 501(c)3 sub-recipients
- Reviews final ballot list
- Promotes voting process for participatory budgeting

### **TAC (Technical Advisory Committee)**

The Technical Advisory Committee is a 17 member body made up of SFMTA division representatives, City agency partners, and funding agency partners.

- Identify City departments as appropriate sub-recipients for operating projects
- Review project proposals
- Promote participatory budgeting process through their communications channels

### **SFMTA (San Francisco Municipal Transportation Agency)**

- Host public PB events in the Bayview
- Host Steering Committee meetings
- Serves as eligible project recipient (SFMTA)
- Develops contracts for infrastructure grant awards
- Reviews project eligibility

# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN

- Works with Project Champions to develop infrastructure proposals
- Develop cost estimates for projects
- Identifies/secures local match funding
- Collects information MTC requires for final report and provides it to SFCTA, including:
  - Representation on Steering Committee
  - Regarding the ballot process:
    - Demographic detail of participants and comparison with the community's demographics
    - Percent of participants that are low income
  - For each funded project:
    - Forecasted service area
    - Project type
  - Evaluation of process:
    - Percent of participants in events/outreach activities who report the process was accessible/easy to understand
    - Percent reporting positive experience with the process with respect to communications, accountability, and commitment
- Provides quarterly Caltrans Planning Grant reports to SFCTA and MTC

## BMAGIC

- Facilitates steering committee meetings
- Coordinates logistics & events
- Facilitates with SFMTA & Project Champions
- Designs outreach campaign

## Other Public Agencies

- Agree to act as sub-recipient (or recipient if a transit operator)
- Work with project champions to develop proposals (where acting as sub-recipient)
- Develop cost estimates for projects (where acting as sub-recipient)

## District 10 Supervisor's Office

- Approves final Steering Committee membership
- Assists in identifying potential projects
- Assists in ballot distribution & voting promotion
- Assists in community outreach to raise PB profile
- Review & comment on project proposals prior to finalizing ballot

## SFCTA (San Francisco County Transportation Authority)

- Provide oversight of participatory budgeting process

# BAYVIEW COMMUNITY BASED TRANSPORTATION PLAN



- Ensures compliance with MTC's LTP Cycle 5 and participatory budgeting guidelines
- Participates in process, including Steering Committee (not as a member) and community outreach meetings
- Coordinates effort with D10 Mobility Management Study
- Informs selection of Steering Committee members
- Attends project kick-off and major milestone meetings
- Works with MTC and SFMTA to determine project eligibility and develop a public record of which projects are eligible and ineligible
- Approves final program of projects and submits list to MTC for approval
- With input from SFMTA, drafts final report on project objectives and performance measures, as required by MTC
- With input from SFMTA, performs ongoing monitoring of progress and develops annual reports to MTC

## MTC

- Establishes guidelines for the participatory budgeting process
- Serves as a learning partner
- Reviews scope of work
- Identifies Policy Advisory Committee member to serve on Steering Committee, if available
- Attends project kick-off and major milestone meetings
- Provides guidance on project eligibility
- Approves final project list and provides funding for identified projects



## Participatory Budgeting Ballot

### How do I vote?

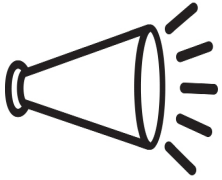
Please answer the questions to the right of this box. Then rank the **Transit Service Proposals** by circling your choices. At the bottom, rank the **Street Improvement Proposals** and fill out the optional demographic questions so we can get a better sense of who voted. Questions about each project?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

Are you a Bayview resident?

Yes  No

Are you at least 14 years old?

Yes  No



### WHAT IS PARTICIPATORY BUDGETING?

### Your ideas, Your projects, Your vote

In participatory budgeting, Bayview residents come up with ideas, turn them into real proposals, and vote on what gets funded. The SFMTA has worked over the past year with residents, organizations, and a Community Steering Committee to create proposals that improve transit and access for residents.

**Now you get to vote on which proposals to fund.**

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

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
			Circle One	Circle One	Circle One
44 O'Shaughnessy Mornings	Increase morning commute frequency from 10 min to 9 min	\$370,000	1	2	3
Transit Assistants (TAs)	2 new TAs for 3 years, ride on 29 & 44 buses	\$405,000	1	2	3
Transit Assistants (TAs)	2 new TAs for 2 years, ride on 29 & 44 buses	\$275,000	1	2	3

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

Project	Description	Cost	1st Choice	2nd Choice	3rd Choice
			Circle One	Circle One	Circle One
New crosswalk: 3rd St at Lane St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$100,000	1	2	3
New crosswalk: 3rd St at Newhall St	New crosswalk, curb ramps, and curb extensions to make walking along 3rd St safer and easier	\$125,000	1	2	3
Bus Shelter	2 new shelters at Oakdale Ave & Keith St	\$20,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Phelps St	\$10,000	1	2	3
Bus Shelter	2 new shelters at Ingalls St & Harbor Rd	\$20,000	1	2	3
Bus Shelter	1 new shelter at Hudson Ave & Ingalls St	\$10,000	1	2	3
Bus Shelter	1 new shelter at Oakdale Ave & Baldwin	\$10,000	1	2	3
Crosswalk	Improve crosswalk on Williams Ave at Foodsco	\$75,000	1	2	3
Crosswalk	Improve crosswalk on 3rd St at Van Dyke Ave	\$25,000	1	2	3
Crosswalk	New crosswalk at Doner Ave at Bayshore Blvd	\$25,000	1	2	3
Crosswalk	Improve crosswalk on Silver Ave at Bayshore	\$10,000	1	2	3

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

#### Race/Ethnicity

*Chose all that apply*

- African American
- Asian
- Pacific Islander
- Latinx
- Native American, or Alaska Native
- White
- Other
- Prefer not to state

#### Gender

- Male
- Female
- Other
- Prefer not to state

#### Age

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

#### Income

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

Attachment 3  
 Bayview CBTP Participatory Budgeting  
 Detailed Funding Recommendation

Rank Based on Votes	Votes	Project	Participatory Budgeting Funds		Notes
			Requested	Recommended	
<b>Operating Projects</b>					
1	577	44 O'Shaughnessy - Increase morning commute frequency from 10 minutes to 9 minutes.	\$370,000	\$0	LTP funds are no longer needed. SFMTA identified alternate funding for an increase service on the 44 O'Shaughnessy throughout the day (not only during the morning commute) which will include this scope of work.
2	489	Transit Assistant Program - two Transit Assistants for three years	\$405,000	\$620,000	Recommendation combines projects 2 and 3. F18 With the available funding, SFMTA is able to fund a third Transit Assistant position for three years.
3	424	Transit Assistant Program - two Transit Assistants for two years	\$275,000		

**Funds Available for Operating Projects<sup>1</sup>**      **\$620,000**  
**Funds Recommended<sup>1</sup>**                                      **\$620,000**

**Attachment 3**  
**Bayview CBTP Participatory Budgeting**  
**Detailed Funding Recommendation**

Rank Based on Votes	Votes	Project	Participatory Budgeting Funds		Notes
			Requested	Recommended	
<b>Capital</b>					
1	432	Silver Avenue at Bayshore Boulevard - Crosswalk improvement	\$10,000	\$10,000	Fully funded.
2	415	Williams Avenue at Apollo Street - Crosswalk improvement	\$75,000	\$75,000	Fully funded.
3	413	Lane Street at 3rd Street - New crosswalk, curb ramps, and curb extensions	\$100,000	\$0	Insufficient funding for project after funding higher community priorities. Project will be considered for inclusion in the Community Based Transportation Plan (CBTP) implementation plan.
4	353	Newhall Street at 3rd Street - New crosswalk, curb ramps, and curb extensions	\$125,000	\$0	Insufficient funding for project after funding higher community priorities. Project will be considered for inclusion in the CBTP implementation plan.
5	340	Donner Avenue at Bayshore Boulevard - New crosswalk	\$25,000	\$25,000	Fully funded.
6	305	Van Dyke Avenue at 3rd Street - Crosswalk improvement	\$25,000	\$25,000	Fully funded.
7	301	Oakdale Avenue at Phelps Street - One new bus shelter	\$7,500	\$75,000	Fully funded.
8	264	Oakdale Avenue at Keith Street - Two new bus shelters	\$20,000	\$0	Insufficient funding for project after funding higher community priorities. Project will be considered for inclusion in the CBTP implementation plan.
9	258	Hudson Avenue at Ingalls Street - One new bus shelter	\$7,500	\$75,000	Fully funded.
10	253	Oakdale Avenue at Baldwin Court - One new bus shelter	\$10,000	\$0	Insufficient funding for project after funding higher community priorities. Project will be considered for inclusion in the CBTP implementation plan.
11	251	Ingalls Street at Harbor Road - Two new bus shelters	\$20,000	\$0	Insufficient funding for project after funding higher community priorities. Project will be considered for inclusion in the CBTP implementation plan.

**Funds Available for Capital Projects**      **\$150,000**  
**Funds Recommended**                      **\$150,000**

<sup>1</sup> Per the Rulebook policy adopted by the Steering Committee, 80% of funding (\$600,000) is available for operating projects and 20% (\$150,000) is available for capital projects. After the participatory budgeting process was complete, the SFMTA identified an additional \$20,000 to fully fund the Bayview Transit Assistants project.

**Attachment 4  
Bayview CBTP Participatory Budgeting  
Program of Projects**

Rank Based on Votes	Project Sponsor <sup>1</sup>	Project Name	District(s)	Total Project Cost	Participatory Budgeting Funds	
					LTP Cycle 5 Funds Recommended	Matching Funds <sup>2</sup>
<b>Operating Projects</b>						
2 and 3	SFMTA	Bayview Transit Assistants	6, 7, 8, 9, 10, 11	\$620,000	\$600,000	\$20,000
<b>Capital Projects</b>						
1	SFMTA	Silver Ave at Bayshore Boulevard Intersection Improvement	10	\$10,000		\$10,000
2	SFMTA	Williams Ave at Apollo Street Intersection Improvement	10	\$75,000		\$75,000
5	SFMTA	Donner Avenue at Bayshore Boulevard Intersection Improvement	10	\$25,000		\$25,000
6	SFMTA	3rd Street at Van Dyke Avenue Intersection Improvement	10	\$25,000		\$25,000
7	SFMTA	Oakdale Avenue at Phelps Street New Bus Shelter	10	\$7,500		\$7,500
9	SFMTA	Hudson Avenue at Ingalls Street New Bus Shelter	10	\$7,500		\$7,500
<b>Total:</b>				<b>\$770,000</b>	<b>\$600,000</b>	<b>\$170,000</b>
<b>Funding Share (20% required local match)</b>					<b>78%</b>	<b>22%</b>

<sup>1</sup> Sponsor acronym: San Francisco Municipal Transportation Agency (SFMTA).

<sup>2</sup> Per MTC guidance, the program of projects is required to have a local match of at least 20%. Prop K or other local funds will serve as the local match for the capital projects. After the participatory budgeting process was complete, the SFMTA identified an additional \$20,000 to fully fund the Bayview Transit Assistants project. SFMTA consulted with the Steering Committee which concurred with this recommendation.

Attachment 5  
 Bayview CBTP Participatory Budgeting Pilot  
 Summaries of Projects Recommended for Funding

## Participatory Budgeting – Bayview Transit Assistants

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended Cycle 5 LTP (PB Pilot) Funds:** \$620,000

**Recommended Phase:** Operations

**Districts:** 6, 7, 8, 9, 10, 11

### Scope:

The San Francisco Municipal Transportation Agency (SFMTA) will fund three new Transit Assistant positions through the Muni Transit Assistance Program (MTAP). Transit Assistants (TAs) aid transit riders, answer questions about transit service, deter vandalism, act as an unarmed safety presence on transit lines, and de-escalate conflicts between riders (often youth). TAs work in teams of two and their hours of operation are 10AM to 6PM. The three TA positions will be hired on a 3-year contract and will ride on the 29 Sunset, the 44 O’Shaughnessy, and the T-Third lines.

The area of operation for these new TA staff will focus on the Bayview and segments of the transit system Bayview residents ride on most frequently.

- **29 Sunset** – TA staff will ride on the 29 Sunset from City College of San Francisco in the west to 3<sup>rd</sup> Street at Fitzgerald Avenue in the east. TA staff will only ride east of 3<sup>rd</sup> Street on the 29 Sunset if shadowed by SFPD due to past instances of violence against TA staff.
- **44 O’Shaughnessy** – TA staff will ride on the 44 O’Shaughnessy from the Juvenile Justice Center on Portola Drive in the west to 3<sup>rd</sup> Street at Palou Avenue in the east. TA staff will only ride east of 3<sup>rd</sup> Street on the 44 O’Shaughnessy if shadowed by SFPD due to past instances of violence against TA staff.
- **T-Third** – TA staff will ride on the T-Third from the Bayshore/Arleta station in the south to the 4<sup>th</sup> & King station in the north.

The TAs funded through this project will be hired from the Bayview.

### Schedule:

TA positions are funded on 3-year contracts. Hiring and training will take place in the spring of 2020, with the three new TAs deployed on the 29 Sunset, 44 O’Shaughnessy, and T-Third from July 2020 through June 2023.

**Cost:**

Bayview Transit Assistants	\$620,000
<b>Total Cost</b>	<b>\$620,000</b>

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
LTP Cycle 5 – PB Pilot <sup>1</sup>	Planned	\$600,000	97%
Local funds <sup>2</sup>	Planned	\$20,000	3%
<b>Total Funding</b>		<b>\$620,000</b>	

<sup>1</sup>The entirety of the Lifeline grant is being allocated to this single project because of fund source eligibility requirements. The 20% local match requirement for the Lifeline grant is being fulfilled through local funding of the approved capital projects.

<sup>2</sup>The additional \$20,000 necessary to fund these three TA positions must come from operations-eligible funding sources. Eligible local funds could include SFMTA Operating Funds or future cycles of San Francisco's Lifeline Transportation Program.

Project Location:



Figure 1: Bayview Transit Assistants

## Participatory Budgeting – Transit Access Capital Improvements

**Sponsor:** San Francisco Municipal Transportation Agency

**Recommended Cycle 5 LTP (PB Pilot) Funds:** \$150,000

**Recommended Phase:** Construction

**District:** 10

### Scope:

The San Francisco Municipal Transportation Agency (SFMTA) will implement a series of capital improvements across the Bayview for the purpose of improving access to transit and rider comfort/safety while waiting for transit.

This scope is for construction costs only; design costs are being absorbed into the larger Bayview CBTP 5-Year Investment Plan. Design for these projects will commence following the delivery of in-progress Quick Build projects in the Bayview, anticipated for full completion by June 2020.

### Crosswalk safety and access improvements:

#### **Silver Avenue at Bayshore Boulevard**

Signal retiming to increase crossing times for pedestrians and introduce a leading pedestrian indicator. This project will improve safety and access to the 44 O'Shaughnessy, 8 Bayshore, and 9 San Bruno.

#### **Williams Avenue at Apollo Street**

Crosswalk enhancements including a pedestrian median island, advance signage, and crosswalk markings. Project details for Williams at Apollo are contingent upon the implementation and evaluation of a quick build at this location, scheduled for construction in January 2020. Based on evaluation of the effectiveness of the quick build treatments, this project will fund installation of permanent concrete elements, either bulb-outs or a pedestrian refuge island.

This project location is an uncontrolled crosswalk across the 66'-wide Williams Avenue, providing access to the only supermarket in the Bayview: Foods Co. This project also provides access to the 54 Felton bus stop located on Phelps Street.

#### **Donner Avenue at Bayshore Boulevard**

New crosswalk across the eastern leg of the intersection, including a paint-and-post median island to shorten pedestrian crossing distances and exposure to vehicles. Donner Avenue meets Bayshore Blvd at an oblique angle, with a 160' wide intersection opening. There is no crosswalk at this location, creating a barrier for pedestrians traveling north/south. The project will provide access to the 54 Felton.

#### **Van Dyke Avenue at 3<sup>rd</sup> Street**

Crosswalk enhancements at the intersection of Williams Avenue, 3<sup>rd</sup> Street, Van Dyke Avenue, and Lane Street, including upgrade to an existing painted safety zone in the southwest corner and potential additional safety zones around the Lane Street intersection with Van Dyke Avenue.



This complex 5-way intersection has 7 marked crosswalks. Residents expressed a desire to improve pedestrian safety and access to the T-Third platform and slow down the speeds of turning vehicles. This project improves access to the T-Third and 54 Felton.

Bus Shelter Installation:

**Oakdale Avenue at Phelps Street**

Install a new bus shelter for the 23 Monterey in the northeast corner of the intersection, adjacent to the Southeast Community Facility. Project will require relocation of existing bike racks.

**Hudson Avenue at Ingalls Street**

Install a new bus shelter for the 44 O’Shaughnessy and 54 Felton in the southwest corner of the intersection. Installation of the shelter on the brick sidewalk may require additional concrete footings.

This project improves transit access and comfort for the low-income residents of affordable housing on the Hunters View hilltop.

**Schedule:**

		Phase	Start	End
Crosswalk Projects	Silver Ave at Bayshore Blvd	Design	Q1 – FY 20/21	Q3 – FY 20/21
		Construction	Q4 – FY 20/21	Q2 – FY 21/22
	Williams Ave at Apollo St	Design	Q4 – FY 20/21	Q2 – FY 21/22
		Construction	Q3 – FY 21/22	Q1 – FY 22/23
	Donner Ave at Bayshore Blvd	Design	Q1 – FY 20/21	Q3 – FY 20/21
		Construction	Q4 – FY 20/21	Q2 – FY 21/22
	Van Dyke Ave at 3 <sup>rd</sup> St	Design	Q1 – FY 20/21	Q3 – FY 20/21
		Construction	Q4 – FY 20/21	Q2 – FY 21/22
Bus Shelter Projects	Oakdale Ave at Phelps St	Design	Q1 – FY 20/21	Q3 – FY 20/21
		Construction	Q4 – FY 20/21	Q2 – FY 21/22
	Hudson Ave at Ingalls St	Design	Q1 – FY 20/21	Q3 – FY 20/21
		Construction	Q4 – FY 20/21	Q2 – FY 21/22

**Cost:**

		Construction
Crosswalk Projects	Silver Ave at Bayshore Blvd	\$10,000
	Williams Ave at Apollo St	\$75,000
	Donner Ave at Bayshore Blvd	\$25,000
	Van Dyke Ave at 3 <sup>rd</sup> St	\$25,000
Bus Shelter Projects <sup>1</sup>	Oakdale Ave at Phelps St	\$7,500
	Hudson Ave at Ingalls St	\$7,500
<b>Total Cost</b>		<b>\$150,000</b>

<sup>1</sup> Project cost includes additional conduit required to provide power to these bus shelter locations beyond the standard length Clear Channel contractually provides. Costs are estimates based on previous contracts executed with SFPW to provide additional conduit.

**Funding Plan:**

Source	Status	Funding	% of Cost by Fund Source
Local funds (e.g. Prop K)	Programmed	150,000	100%
<b>Total Funding</b>		<b>\$150,000</b>	

**Project Location:**



Figure 2: Bayview Transit Access Capital Improvement Locations



## Memorandum

### AGENDA ITEM 11

**DATE:** November 13, 2019  
**TO:** Transportation Authority Board  
**FROM:** Joe Castiglione - Deputy Director for Technology, Data & Analysis  
**SUBJECT:** 12/10/19 Board Meeting: Approve the 2019 San Francisco Congestion Management Program

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input type="checkbox"/> Action</p> <p>Approve the 2019 San Francisco Congestion Management Program (CMP).</p> <p><b>SUMMARY</b></p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for developing and adopting a CMP for San Francisco on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities and demonstrates conformity with state congestion management law. The 2019 CMP incorporates several substantive updates, including 2019 system performance monitoring results; the updated CMP Capital Improvement Program (CIP); updates on initiatives to manage demand through pricing, incentives, and other strategies; Transportation Authority and City efforts to integrate land use and transportation planning in key locations; and other significant policy and planning progress since 2019.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### DISCUSSION

#### **BACKGROUND.** (who, what and when)

The inaugural CMP was adopted in 1991, and the Transportation Authority Board has approved subsequent updates on a biennial basis. The CMP is the principal policy and technical document that guides the Transportation Authority's CMA activities. Through the CMP, the Transportation Authority also monitors the City's conformity with CMP



requirements, per state congestion management law. Conformance with the CMP is a requirement for the City to receive state fuel tax subventions and for the City's transportation projects to qualify for state and federal funding.

State congestion management statutes aim to tie transportation project funding decisions to measurable improvement in mobility and access, while considering the impacts of land use decisions on local and regional transportation systems. CMPs also help to implement, at the local level, transportation measures that improve regional air quality.

The original CMP laws were enacted in 1989; since then, multiple legislative actions have amended the CMP requirements. For instance, Senate Bill (SB) 1636 (Figueroa), passed in 2002, granted local jurisdictions the authority to designate Infill Opportunity Zones (IOZs) in areas meeting certain requirements. Within a designated IOZ, the CMA is not required to maintain traffic conditions to the adopted automobile level of service (LOS) standard. Most recently, SB 743 (Steiner) modified the criteria for local jurisdictions to designate IOZs and eliminated the previous December 2009 deadline to do so. The San Francisco IOZ, covering most of San Francisco based on transit frequency and land use criteria, was adopted by the Board of Supervisors in December 2009, but additional areas may now qualify for designation under the new legislation.

#### **CMP Elements.**

The CMP has several required elements, including:

- A designated congestion management network and biennial monitoring of automobile LOS on this network;
- Assessment of multimodal system performance, including transit measures;
- A land use impact analysis methodology for estimating the transportation impacts of land use changes; and
- A multimodal CIP.

The CMP also contains the Transportation Authority's technical and policy guidelines for implementing CMP requirements, including deficiency plans, travel demand forecasting, and transportation fund programming.

#### **2019 CMP Update.**

The 2019 CMP is a substantive update, reflecting new data collection, activities related to important policy developments at various levels, and significant planning progress since 2017. Key updates include the following:

- **Roadway Level-Of-Service (LOS) Results:** The Transportation Authority, through its consultant team the University of Kentucky, conducted roadway LOS monitoring on the CMP network during the spring of 2019. Combined average weekday speeds over all CMP segments in the morning and evening peak periods for 2017 and 2019 are shown in Figure 1. Average arterial travel speeds have decreased 5% from 14.0 miles per hour (mph) to 13.3 mph in the AM peak and also decreased 5% from 12.8 mph to 12.2 mph in the PM peak. In the AM peak, the average travel speed on freeways remained



essentially flat, decreasing by 1% from 31.8 mph to 31.5 mph in the AM peak. In the PM peak, the average travel speed for freeways remained decreased slightly by 3% from 24.4 mph to 23.6 mph. The overall declines in speeds between 2017 and 2019 indicate a continuing trend of modest degradation of roadway performance that was observed between 2015 and 2017. These declines were smaller in magnitude than the declines between 2013 and 2015, which are documented in the 2015 CMP report.

<b>Facility Type</b>	<b>Spring 2017</b>	<b>Spring 2019</b>
Arterial AM	14.0 mph	13.3 mph
Arterial PM	12.8 mph	12.2 mph
Freeway AM	31.8 mph	31.5 mph
Freeway PM	24.4 mph	23.6 mph

- **Transit Performance:** Average Muni bus speeds on the CMP network increased between 2017 and 2019, reversing the trend of declines in transit speeds that was observed in between 2011 and 2017. As a result, transit continues to become more competitive with driving, as indicated by drop in the ratio of auto speed to transit speed in AM peak from an average of 1.67 in 2017 to 1.58 in 2019.
- The Transportation Authority performed an analysis of Muni bus speeds using data provided by the San Francisco Municipal Transportation Agency from on-vehicle Automatic Passenger Counters. Average bus speeds on the CMP network during the 2019 monitoring period were 8.44 mph in the AM peak period and 7.60 mph in the PM peak. Compared to the last monitoring cycle in 2017, speeds increased by approximately four percent in both the AM peak and the PM peak periods.
- Transit speed variability is measured in terms of what percent of the average transit speed is the standard deviation. An increase in this measure implies increased variability in transit speeds and hence decreased reliability. Over the current monitoring period, transit speed variability worsened over the past few years and in 2019, the variability in both the AM peak and PM peak periods was 21%, which represents increases from 16% and 18%, respectively, during these periods.
- **Transit to Automobile Travel Time Ratio:** In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data was available. In the current period, transit speeds continued the trend of improving relative to auto



speeds between 2017 and 2019, with the average auto/transit speed ratio improving from 1.67 to 1.58 in the AM peak, and from 1.66 to 1.60 in the PM peak.

- **Transportation Demand Management (TDM):** The TDM Element has been updated to include the city's efforts to implement TDM programs for new developments, through area plans, developer agreements, and planning code requirements. . The Planning Department refined TDM Ordinance program standards in June 2018 to clarify and strengthen the TDM program based on experience from the first year of implementation. In July 2019, the SFCTA completed the Lombard Crooked Street Reservation and Pricing System Study, The Transportation Authority also completed the 2018 District 10 Mobility Management Study to identify a set of non-infrastructure strategies to reduce vehicle miles of travel in the district . The Transportation Authority has also initiated the San Francisco Downtown Congestion Pricing Study, and continues to develop an Emerging Mobility Strategy and to develop new emerging mobility pilot programs.
- **Land Use Impacts Analysis Program:** This chapter documents updates to the Regional Growth Framework, including updated criteria for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs), and a new Priority Production Area (PPA) pilot program. San Francisco and other jurisdictions are working with MTC to identify new PDA and PCA designations as part of the ongoing update to Plan Bay Area, and to promote development within PDAs in the Bay Area. These efforts include discussions of neighborhood- and community-level transportation planning through the Prop K-funded Neighborhood Transportation Improvement Program and the Metropolitan Transportation Commission's (MTC's) Community Based Transportation Planning program. Finally, the chapter provides updates to Transportation Authority's coordination efforts with other City agencies to develop consistent measures for assessing land use impacts on transportation.
- **CIP:** The CMP must contain a seven-year CIP that identifies investments that maintain or improve transportation system performance. The CMP's CIP is amended concurrently with relevant Transportation Authority Board programming actions. Thus, the 2019 CMP reflects program updates since adoption of the 2017 CMP, most notably 2018 and 2019 Transportation Fund for Clean Air county programs, Cycle 5 of the Lifeline Transportation Program, OBAG Cycle 2, and the 2017 Prop AA Strategic Plan. Also, as required by state law, the CMP confirms San Francisco's project priorities for the Regional Transportation Improvement Program, which is adopted by MTC for submission to the state.
- Over the next two years, the Transportation Authority will continue to coordinate transportation investments and support all aspects of project delivery across multiple agencies and programs, from smaller neighborhood pedestrian, bicycle and traffic calming projects to major projects including the Presidio Parkway, the Transbay Transit Center and Caltrain Downtown Extension, Caltrain Electrification, the Central Subway, and proposed bus rapid transit improvements on Van Ness Avenue and Geary Boulevard.



- **Modeling:** State law requires CMAs to develop, maintain, and utilize a computer model to analyze transportation system performance, assess land use impacts on transportation networks, and evaluate potential transportation investments and policies. The Transportation Authority's activity-based travel demand model, SF-CHAMP, has been updated since 2017, and model enhancements are discussed in the 2019 CMP, along with required documentation of consistency with MTC modeling practices.

### **FINANCIAL IMPACT**

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

### **CAC POSITION**

The CAC will consider this item at its November 20, 2019 meeting.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Draft CMP Executive Summary
- Enclosure A - Draft 2019 San Francisco Congestion Management Program
- Enclosure B - CMP Technical Appendices

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CONGESTION MANAGEMENT PROGRAM 2019

# Executive Summary





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## Introduction

Every two years, the San Francisco County Transportation Authority (SFCTA) prepares the San Francisco Congestion Management Program (CMP). This program is conducted in accordance with state law to monitor congestion and adopt plans for mitigating traffic congestion that falls below certain thresholds. By statute, the CMP legislation originally focused its requirements on measuring traffic congestion, specifically through Level-of-Service (LOS), which grades roadway facilities by vehicle delay. The SFCTA has since evolved its CMP to include more multimodal and system performance monitoring, in recognition that automobile-focused metrics such as LOS result in a limited view of transportation issues, which can result in inefficient, modally biased, and often, unintentionally, counter-productive solutions.<sup>1</sup>

The CMP legislation aims to increase the productivity of existing transportation infrastructure and encourage more efficient use of scarce new dollars for transportation investments, in order to effectively manage congestion, improve air quality, and facilitate sustainable development. The purpose of the 2019 San Francisco Congestion Management Program is to:

- Define San Francisco's performance measures for congestion management;
- Report congestion monitoring data for San Francisco county to the public and the Metropolitan Transportation Commission (MTC);
- Describe San Francisco's congestion management strategies and efforts; and
- Outline the congestion management work program for fiscal years 2019/20 and 2020/21.

This year's congestion monitoring reveals that auto speeds have decreased since 2017 for all measured time periods and road types. This is a continuation of the trend of modest degradation of roadway performance observed between 2015 and 2017. In contrast, transit speeds on the CMP network increased between 2017 and 2019, reversing the trend of declines in transit speeds that was observed between 2011 and 2017. This means that transit is more competitive with auto than in past years, an outcome consistent with San Francisco's "transit-first" policies. However, transit reliability has worsened slightly during the current monitoring period. There were slight declines in pedestrian and bicycle volumes observed between 2017 and 2019. Unfortunately, bicycle and pedestrian injuries and fatalities appear to show an upward

<sup>1</sup> In order to reduce vehicle delay and improve LOS, without considering strategies that encourage shifts to other modes, the increased roadway capacity is the implied solution, which, in turn, has been shown to lead to more driving (induced demand).

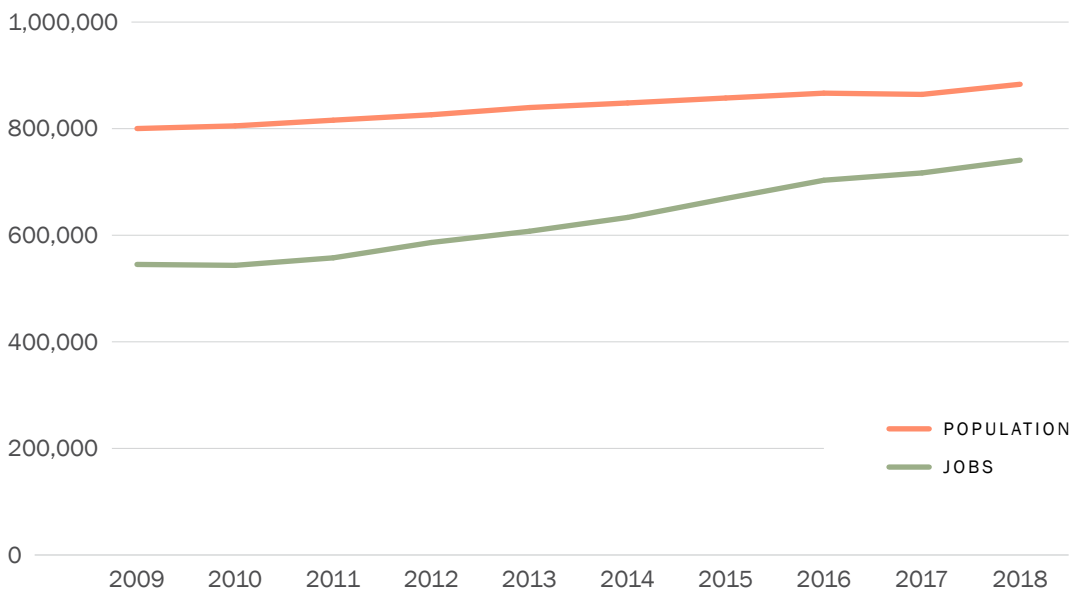
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trend in recent years, counter to the City's Vision Zero goal of eliminating traffic fatalities. Total transit volumes were little changed from prior monitoring. While vehicle miles traveled (VMT) had remained relatively unchanged from 2012 through 2015, VMT increased in 2016 and 2017.

## State of Transportation

San Francisco is an employment and population hub in a region that has continued to experience tremendous growth, outpacing all projections. Since 2009, San Francisco has added over 80,000 residents and close to 200k jobs (see Figure 0-1). Between 2016 and 2018 alone, San Francisco added 15,000 residents, bringing the total population to over 880,000, and the daytime population (which includes non-residents who work in the city) is well over one million. Employment growth during this same two-year period has also been significant. According to the Bureau of Labor Statistics, total employment in San Francisco during these two years increased by over 5%, from 703,000 to 741,000 jobs. This continues the trend of job growth exceeding population growth in the county by a factor of almost three to one. This means that people are coming to San Francisco for work but live elsewhere and commute into the city. Strategies to managing congestion are key to maintaining our accessibility as the city grows. These include: improving public transportation, bicycling and walking routes and facilities; coordinating new development to support walkable and transit-oriented neighborhoods; and managing vehicle use, parking, and traffic signals to ensure safety and efficiency.

**Figure 0-1: San Francisco Population and Job Growth since 2009**



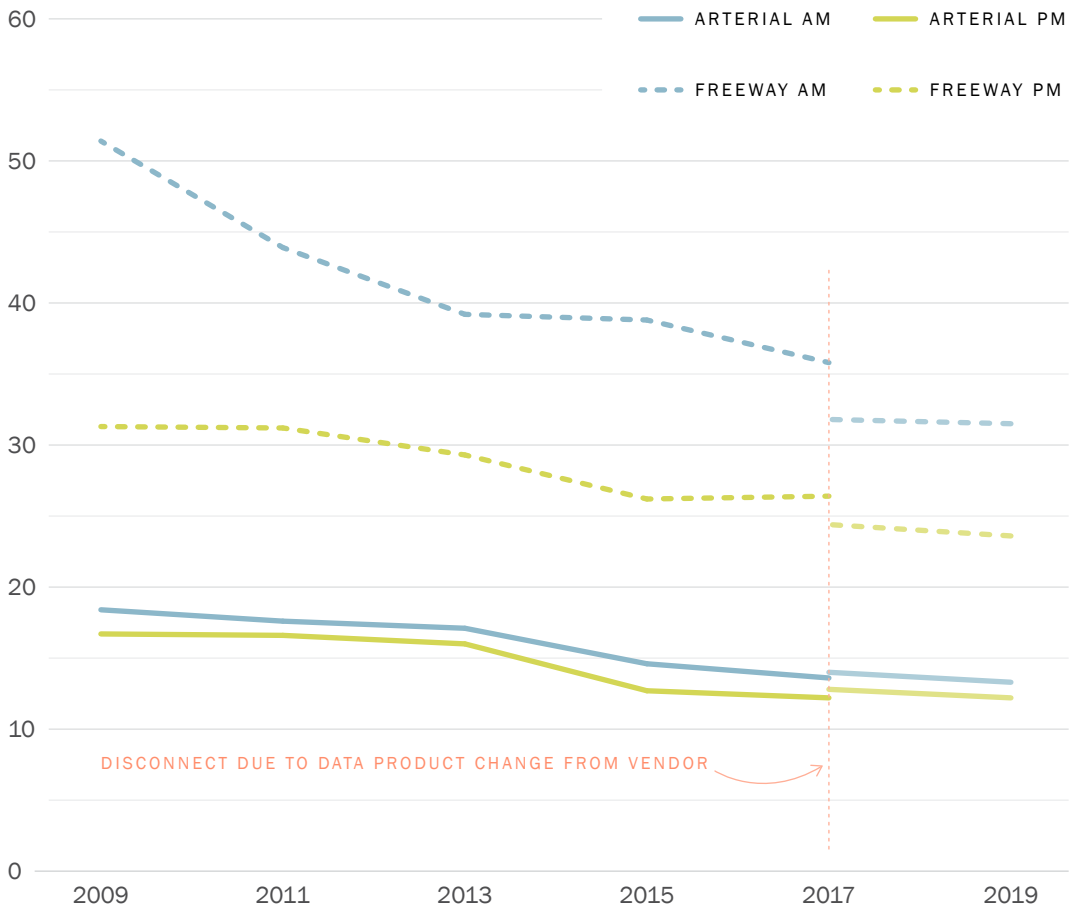
Source: MTC Vital Signs / American Community Survey / Bureau of Labor Statistics

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### ROADWAY LEVEL OF SERVICE

The CMP legislation defines roadway performance primarily by using the LOS traffic engineering concept to evaluate the operating conditions on a roadway. LOS describes operating conditions on a scale of A to F, with "A" describing free flow, and "F" describing bumper-to-bumper conditions. For the current monitoring period, average travel speeds on the CMP network have decreased since 2017 for all measured time periods and road types, as shown in Figure O-2. Note that the 2017 speeds have been updated based on a change to the underlying dataset by the data provider. This has resulted in a slight disconnect between the 2017 speeds reported during last cycle and the updated 2017 speeds reported in this cycle. Average arterial travel speeds have decreased 5% from 14.0 mph to 13.3 mph in the AM peak and decreased 5% from 12.8 mph to 12.2 mph in the PM peak. The average travel speed on freeways decreased 1% from 31.8 mph to 31.5 mph in the AM peak and decreased 3% from 24.4 mph to 23.6 mph in the PM peak. While the overall declines in speeds between 2017 and 2019 indicate a continuing degradation of roadway performance, these declines were less significant than the declines between 2015 and 2017. Overall roadway performance has been declining since 2009.

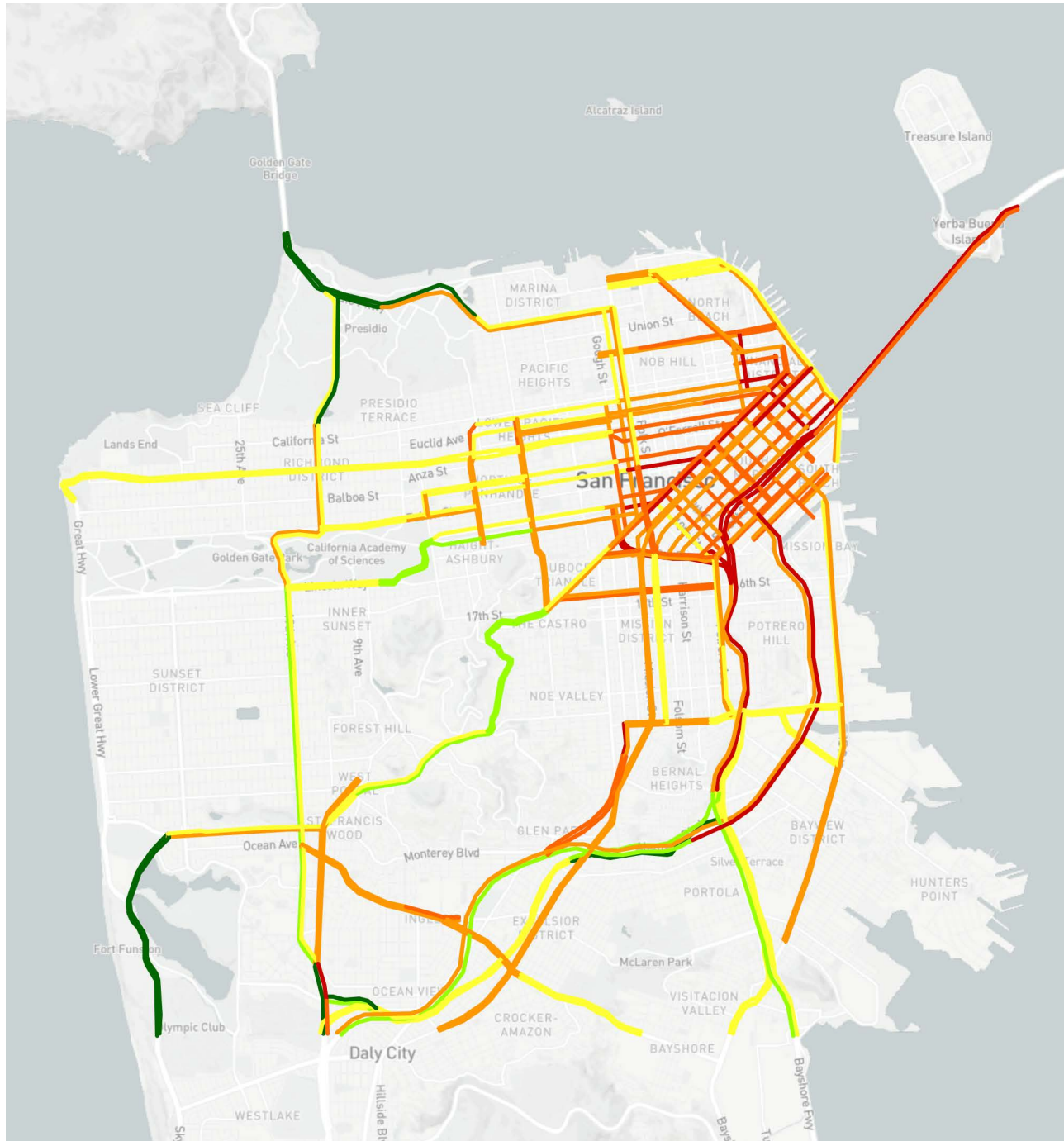
Figure O-2: CMP Network Average Travel Speed Change



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Figure 0-3 shows where the congestion is greatest in the county, primarily concentrated in the downtown and South of Market neighborhoods, and on the freeways and the arterials serving these freeways. An interactive version of this map that allows users to view historical trends can be found at <http://congestions.sfcta.org>.

**Figure 0-3: 2019 PM Peak Roadway Level-of-Service**

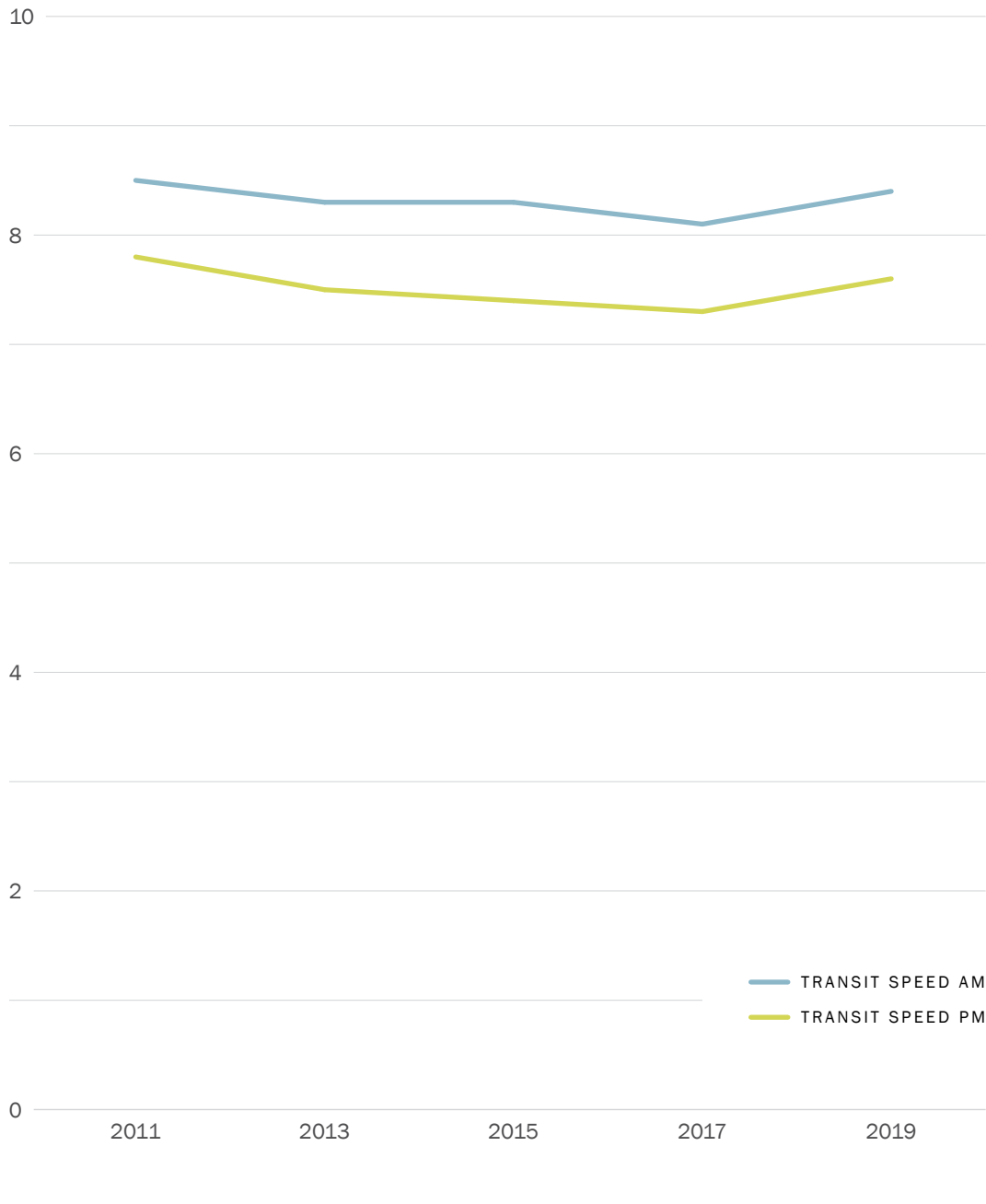


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### TRANSIT SPEEDS

In addition to monitoring roadway speeds, the Transportation Authority also tracks surface transit speeds. Transit speeds on the CMP network increased since 2017. Compared to 2017, the average transit speed (collected for buses only) in 2019 on the CMP network in the AM peak increased 4% from 8.13 to 8.44 mph. In the PM peak period transit speeds also increased 4% from 7.34 to 7.60 mph. This improvement in performance for transit as compared with vehicles may be attributable to the city's expanded efforts to provide on-street transit priority during this period.

Figure O-4: Overall Average Transit Speeds Trend for CMP Network

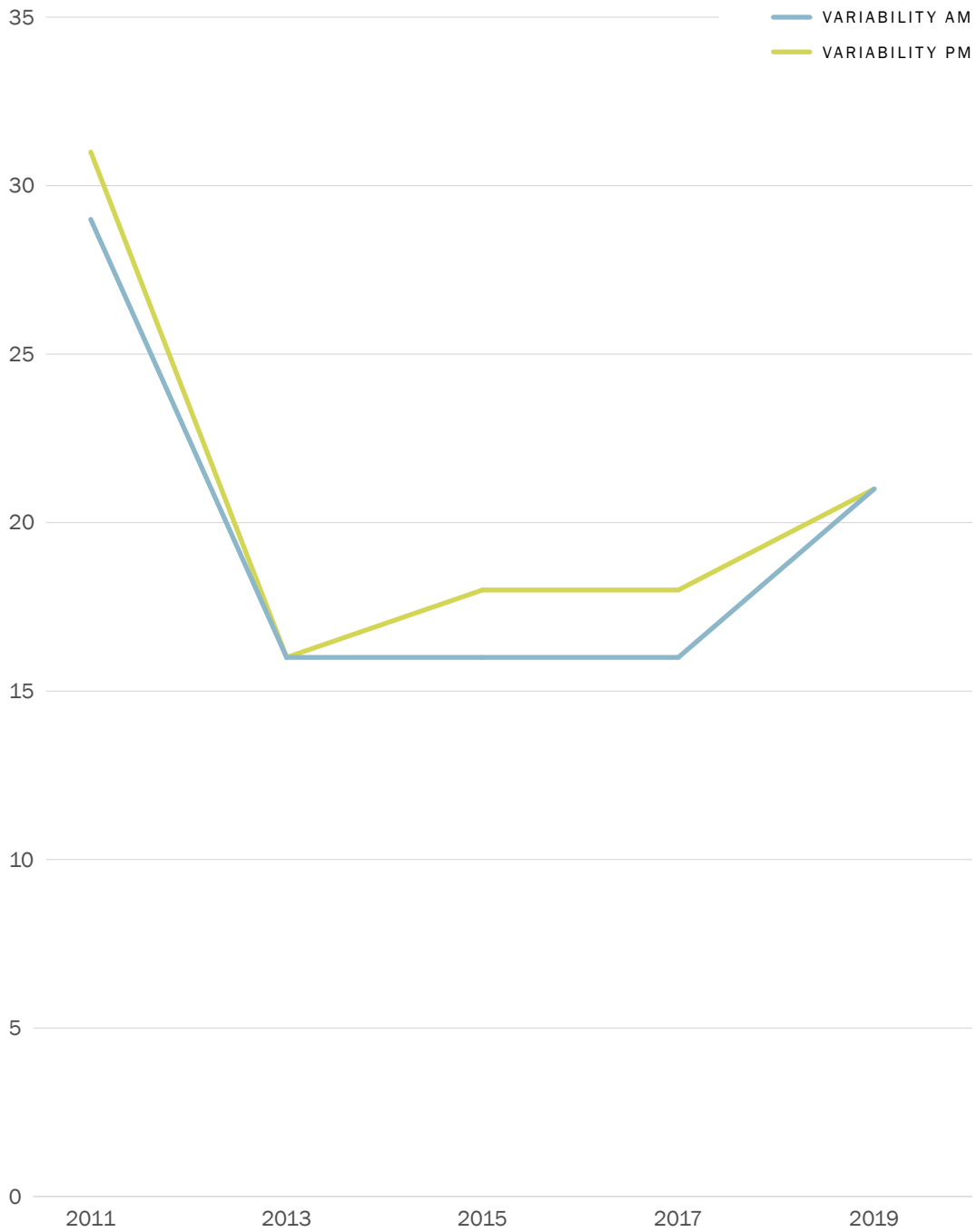


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### TRANSIT TRAVEL TIME RELIABILITY

Transit speed information is also used to calculate the variability of speed as a measure of transit travel time reliability. Figure O-5 shows that transit travel time reliability has worsened (variability has increased) since 2017 despite improvements in average transit speed.

Figure O-5: Transit Travel Time Reliability

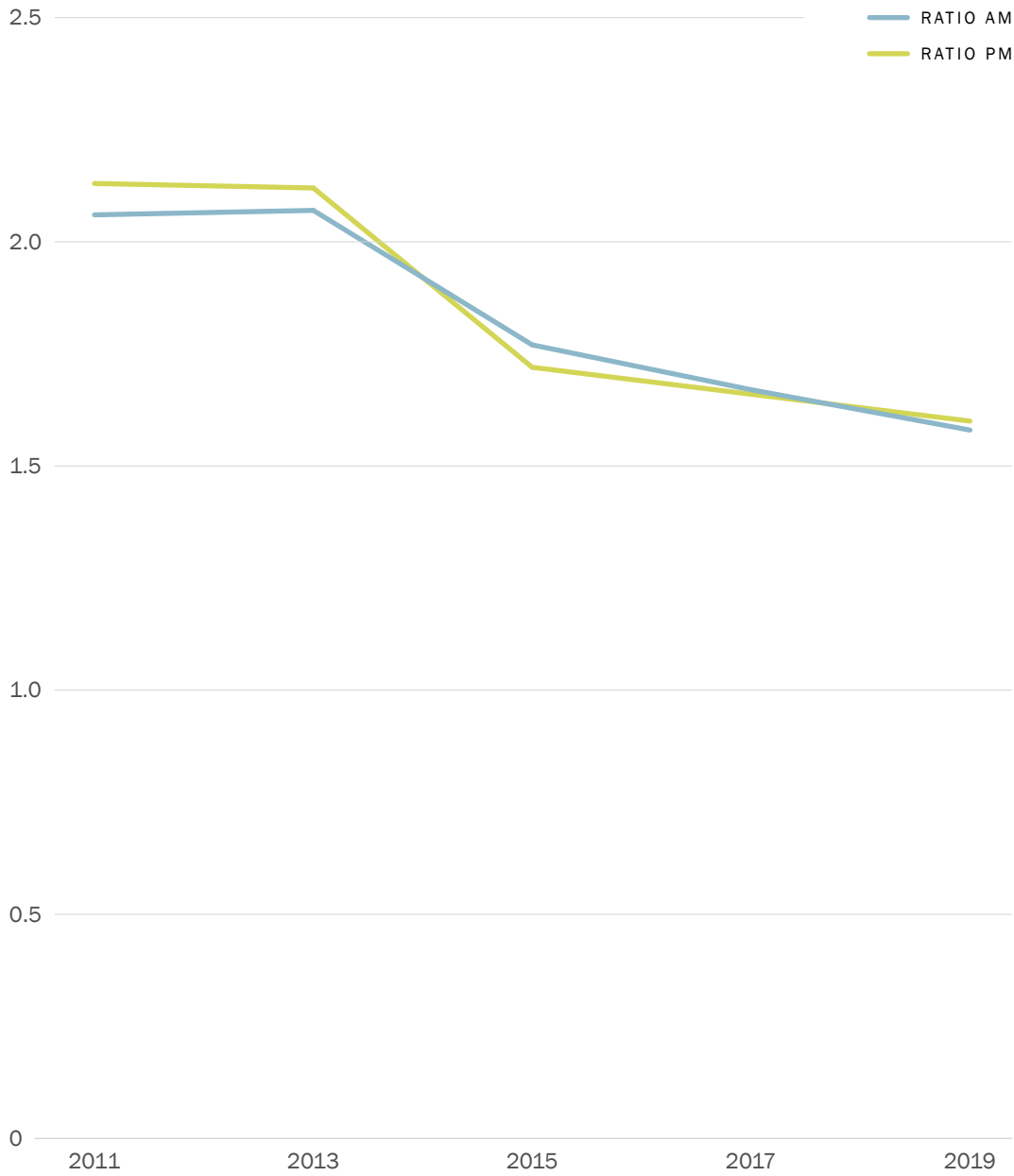


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### AUTO-TRANSIT TRAVEL TIME RATIO

In order to assess the competitiveness of transit with driving, the ratio of auto to transit speeds is calculated by comparing auto to transit speeds on the portions of the CMP network for which Muni data is available. A ratio of 2 would indicate that, for a particular segment, on-board transit travel time is twice that of auto travel time. As shown in Figure o-6, transit speeds continued the trend of improving, relative to auto speeds between 2017 and 2019. Overall, between 2017 and 2019 the average auto-to-transit speed ratio improved from 1.67 to 1.58 in the AM peak and 1.66 to 1.60 in the PM peak.

Figure o-6: Auto-Transit Speed Ratio

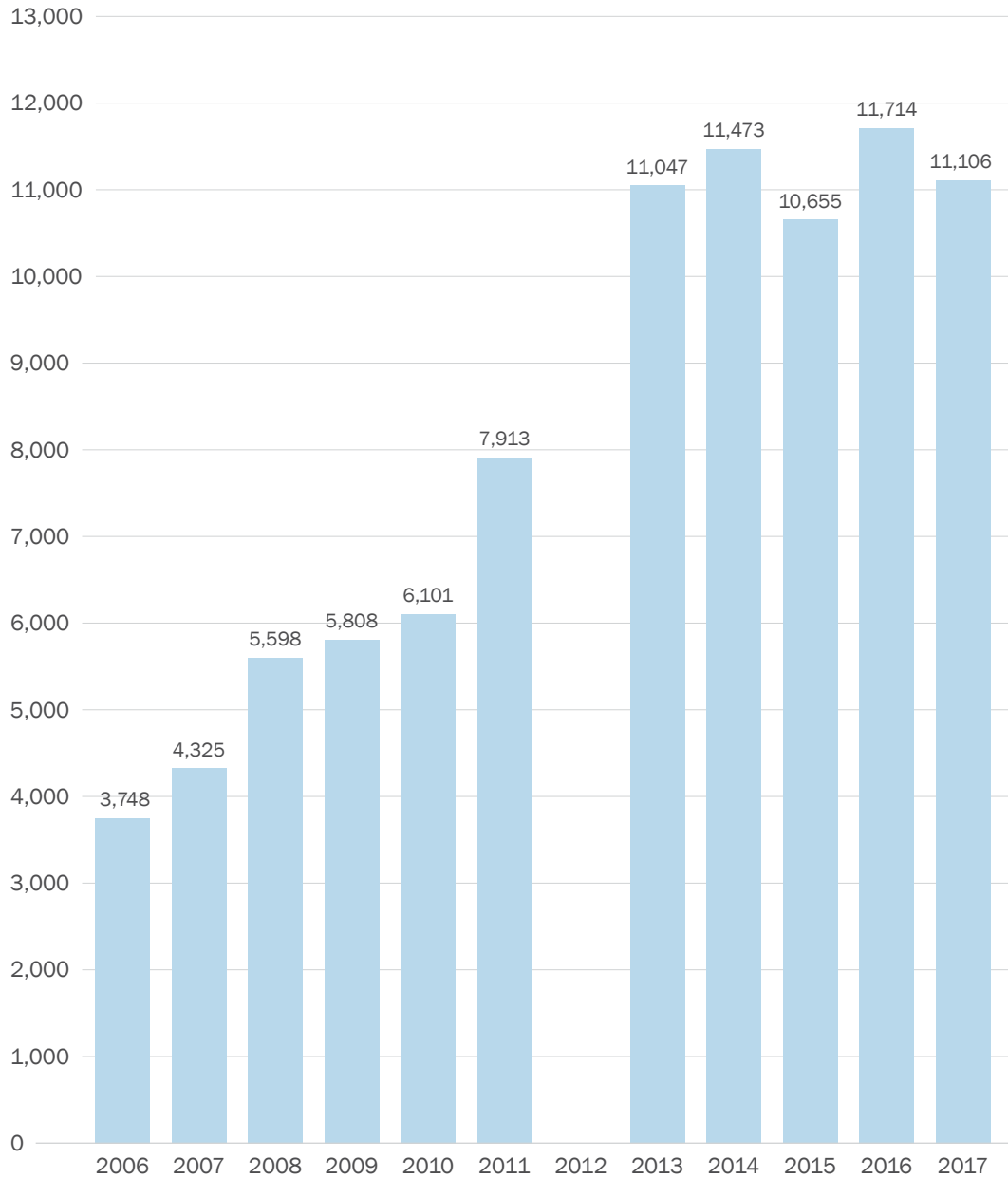


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## MULTIMODAL VOLUMES

The City and County of San Francisco has placed a high priority on shifting travelers' modes to increase the number of trips made by walking and bicycling. Figure O-7 shows bicycle counts collected by SFMTA from 2006 through 2017. It must be noted that, while count locations have been increasing, the figure reflects counts from a subset of the same 19 counters for all years. The most recent data suggests that bicycle ridership has remained steady over the past five years.

**Figure O-7: Bicycle Volumes**



Note: SFMTA did not collect bicycle volumes in 2012

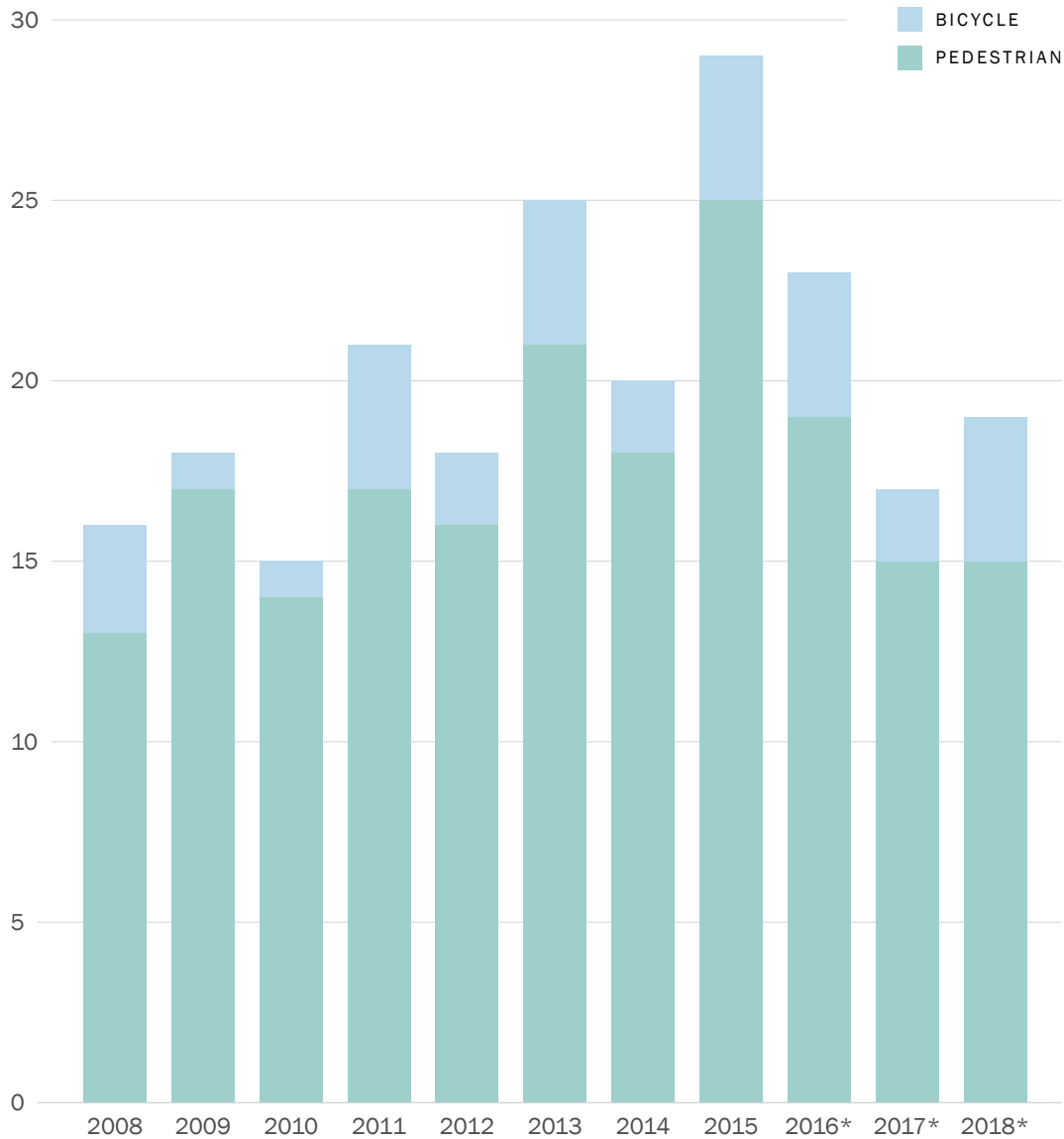


**UNDER DEVELOPMENT**  
**DRAFT**

### PEDESTRIAN AND BICYCLE SAFETY

Safety for pedestrians and cyclists are key measures of non-motorized transportation performance, and a critical policy priority for the city of San Francisco. The City and County of San Francisco adopted Vision Zero as a policy in 2014, committing to build better and safer streets, educate the public on traffic safety, enforce traffic laws, and adopt policy changes that save lives. Figure o-8 illustrates the number of pedestrian and bicycle fatalities in San Francisco since 2013. It shows that while non-motorized fatalities were lower in two most recent years (2017 and 2018) than the preceding four years (2013 - 2016), they still remain high.

Figure o-8: Pedestrian and Bicycle Fatalities



\* provisional data

UNDER DEVELOPMENT  
**DRAFT**

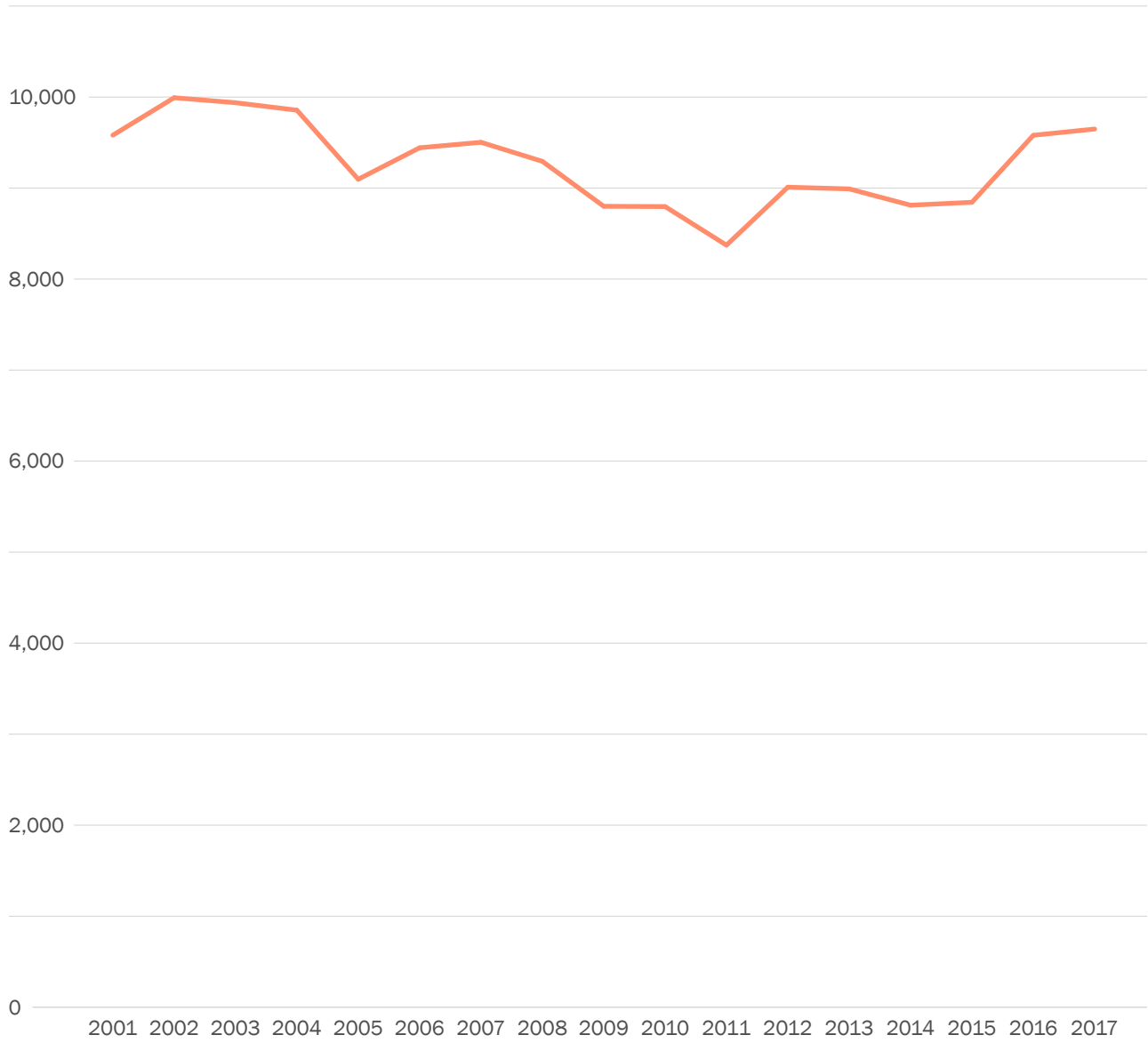
### OTHER MEASURES

#### Vehicle Miles Traveled (VMT)

In 2016, the San Francisco Planning Commission adopted new guidelines for evaluating the transportation impacts of new projects. Critically, additional automobile delay as measured by level-of-service (LOS) is no longer considered an environmental impact, and environmental impact determinations now use vehicle miles travelled. Figure O-9 illustrates the trend in estimated VMT on San Francisco roadways. It shows that while VMT remained relatively unchanged from 2012 through 2015, it increased in 2016 and 2017, and is about 3.5% lower than the peak VMT observed in 2002.

Figure O-9: Vehicle Miles Traveled

Vehicle Miles Traveled (in 000's)

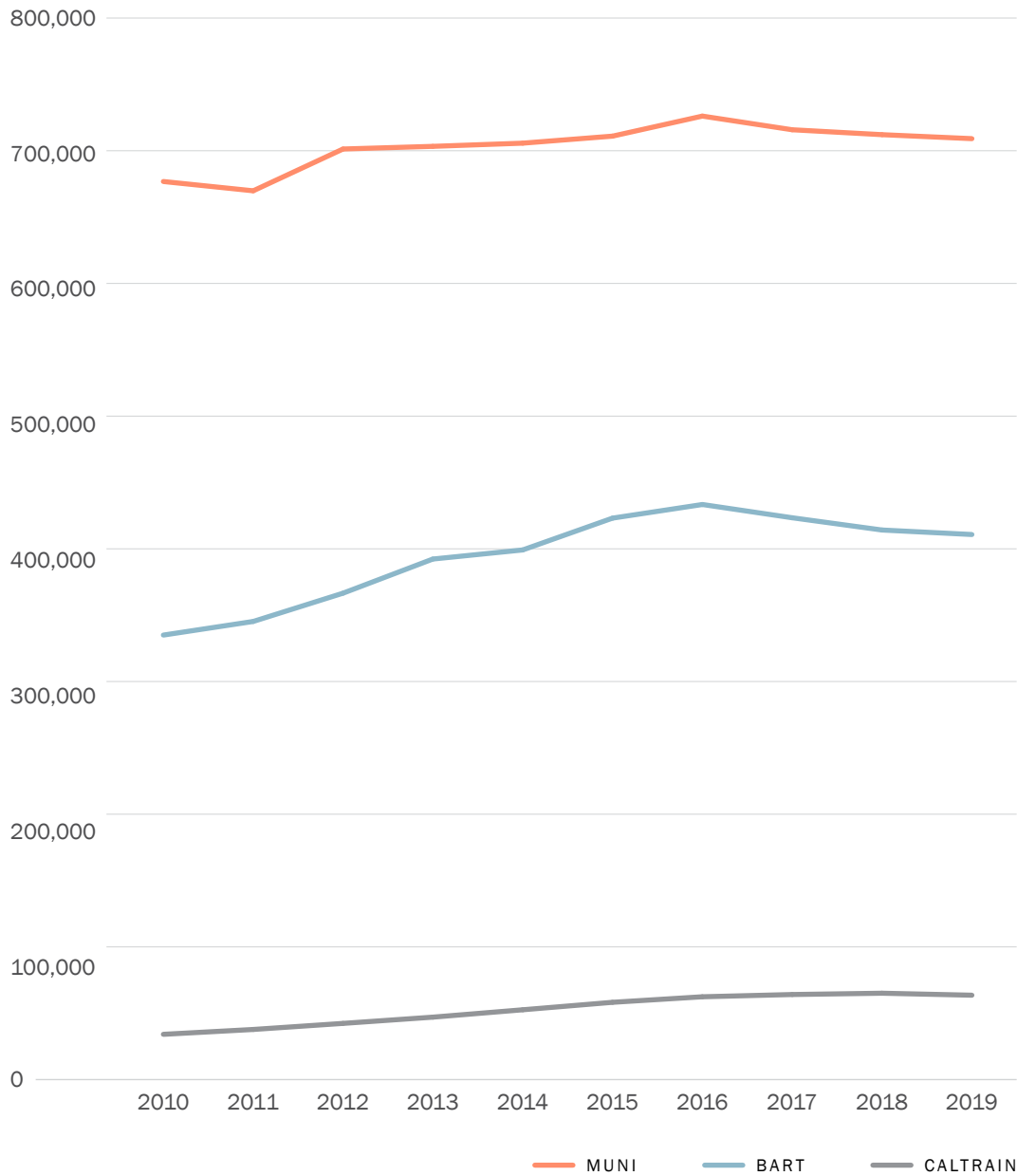


**UNDER DEVELOPMENT**  
**DRAFT**

### Transit Volumes

San Francisco’s strong backbone of local and regional transit has been key to our ability to manage congestion. Muni, BART, Caltrain, and commuter bus lines help move people into and around the city efficiently. Privately sponsored and operated services are also adding needed capacity. But as demand grows, our major transit systems are becoming crowded. Between 2010 and 2019, ridership on the three largest transit providers in San Francisco has been growing, however all of them saw slight decreases in ridership in 2019, as shown in Figure O-10.

Figure O-10: Average Daily Passengers by Transit Operator



**UNDER DEVELOPMENT**  
**DRAFT**

### Transport Network Companies (TNCs) and Congestion

In 2018, the SFCTA released a follow up report to TNCs Today, TNCs & Congestion, that identified the extent to which TNCs contributed to increased roadway congestion in San Francisco between 2010 and 2016, relative to other potential contributing factors including employment growth, population growth, and changes to the transportation system. The findings indicated that, when compared to employment and population growth and network capacity shifts (such as for a bus or bicycle lane), TNCs accounted for approximately 50% of the change in congestion in San Francisco between 2010 and 2016, as indicated by three congestion measures: vehicle hours of delay, vehicle miles travelled, and average speeds (Figure O-11). Employment and population growth—encompassing citywide non-TNC driving activity by residents, local and regional workers, and visitors—are primarily responsible for the remainder of the change in congestion.

Figure O-11: TNCs & Congestion

SHARE OF **CHANGE IN DELAY** BY FACTOR



SHARE OF **CHANGE IN VMT** BY FACTOR



SHARE OF **CHANGE IN SPEED** BY FACTOR



■ TNC CHANGE      ■ EMPLOYMENT CHANGE      ■ POPULATION CHANGE      ■ NETWORK CHANGE

UNDER DEVELOPMENT  
**DRAFT**

## What are we doing to manage congestion?

### MANAGING DEMAND FOR TRAVEL

San Francisco has a robust set of travel demand management (TDM) programs, policies, and requirements designed to enable and encourage people to make trips by transit, walking, and biking and to smooth vehicle circulation. These include a focus on new development as well as on managing congestion in existing neighborhoods and built up areas:

- Coordinating transportation aspects of area plans, development agreements, and other requirements on new development, including:
  - Central SoMa Land Use Plan
  - Central Waterfront development projects
  - Treasure Island, Hunter's Point /Shipyard, Schlage Lock, Parkmerced
  - Transportation Sustainability Program
- Policies and programs to manage trips in existing neighborhoods and built-up areas, including:
  - Commuter Benefits Ordinance and Emergency Ride Home Program
  - SFMTA Commuter Shuttle Policy
  - SFMTA Carsharing Policy
  - Parking Management and SFpark
  - SF Moves Neighborhood TDM Outreach Pilot Project
  - Travel Demand Management Ordinance
  - Bayview Moves Pilot Project
  - Downtown Congestion Pricing Study
  - Traffic Congestion Mitigation Tax

Furthermore, San Francisco is encouraging efficient land use planning by supporting development at higher densities in areas that are mixed-use (closer to jobs and retail) and are well served by transit. Plan Bay Area, the region's Sustainable Communities Strategy, identifies Priority Development Areas (PDAs) where densities and transit levels can more readily support transit-oriented development. The Transportation Authority prepared a Transportation Investment and Growth Strategy, which describes how San Francisco will support PDAs through transportation investment. The city's use of Metropolitan Transportation Commission PDA planning funds is supporting the following planning efforts and studies in line with the Transportation Investment and Growth Strategy:

UNDER DEVELOPMENT  
**DRAFT**

- PDA Planning Projects
  - Rail Storage Alternatives Analysis and I-280 Boulevard Feasibility Study
  - Embarcadero Multimodal Design
  - Bayshore Multimodal Facility Location Study
  - M-Oceanview Realignment
  - Ocean Avenue Streetscape Plan
  - Market/Noe Streetscape Design
  - Balboa Reservoir TDM

### PLANNING PROJECTS

Connect SF, a long-range effort to define the desired and achievable transportation future for San Francisco, was launched in 2016 as a partnership between the Transportation Authority, the SFMTA, and San Francisco Planning. The effort will produce a roadmap to arrive at that future, and will include a major update to the San Francisco Transportation Plan (SFTP), which was passed in 2013, with a minor update in 2017. The ConnectSF process is currently developing future transportation infrastructure investment concepts for transit (Transit Corridor Study) and streets and freeways (Streets and Freeways Study), including active transportation. The Transportation Authority is also coordinating with numerous local, regional state and Federal agencies and with the private sector to address congestion. Key initiatives include:

- Downtown Congestion Pricing Study
- Vision Zero Program
- New Transbay Rail Crossing
- Freeway Corridor Management Study (managed lanes/carpool lane feasibility)
- Transportation Sustainability Program (including the Transportation Sustainability Fee and the Travel Demand Management Ordinance))
- Van Ness, Geary, and Geneva/Harney Bus Rapid Transit
- Better Market Street Project
- Treasure Island Mobility Management Program
- Neighborhood Transportation Improvement Program (planning and capital improvement grants)

**UNDER DEVELOPMENT**  
**DRAFT**

- Emerging Mobility, Commuter Shuttle, Late Night Transportation, and School Transportation sector studies
- San Francisco Subway Vision

## FUNDING AND DELIVERING PROJECTS

The Transportation Authority is addressing near- and long-term transportation needs for San Francisco by funding projects and programs – mainly capital infrastructure, through grant programs such as the Proposition K transportation sales tax, Proposition AA vehicle registration fee and regional One Bay Area Grants (OBAG) programs, as well as coordinating with other local and regional agencies to apply for State and Federal funding to match local investments. Below are a few signature projects supported with Transportation Authority programmed funds.

- Muni New and Renovated Vehicles
- BART New and Renovated Vehicles
- Central Subway
- Caltrain Extension to the new Transbay Transit Center
- Peninsula Corridor Electrification Project

In its role as Congestion Management Agency, as part of the OBAG framework for distribution of federal transportation funds, the Transportation Authority prepared the Transportation Investment and Growth Strategy and, through OBAG Cycle 2 has programmed funds to the following projects:

- Better Market Street
- Embarcadero Station: New Northside Platform Elevator and Faregates
- Geary Bus Rapid Transit Phase 1
- John Yehall Chin Elementary Safe Routes to School
- Peninsula Corridor Electrification Project
- San Francisco Safe Routes to School Non-Infrastructure 2019 - 2021

The Transportation Authority is also overseeing and leading the delivery of key projects, many of which support infill transit-oriented development, including serving as co-sponsor or lead agency for the construction of:

- Presidio Parkway (co-sponsor with Caltrans))
- Folsom Street Off-Ramp Realignment (lead)
- Yerba Buena Island I-80 Interchange Improvement Project (lead)

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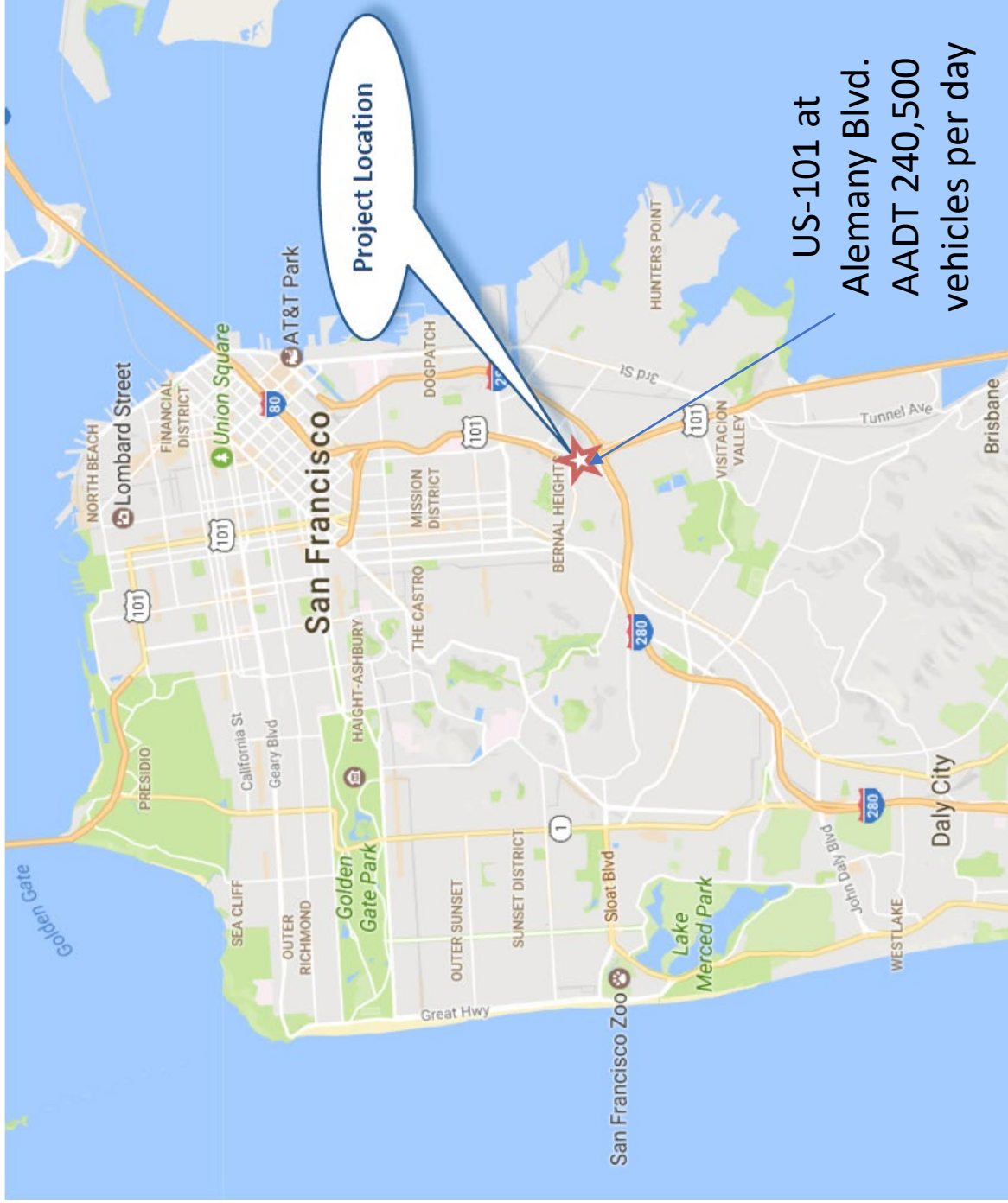
# US-101 DECK REPLACEMENT

AT ALEMANY CIRCLE

*SFCTA CAC November 20, 2019 Presentation*

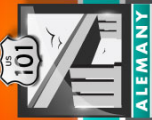
# US-101 DECK REPLACEMENT

## AT ALEMANY CIRCLE



Project Location

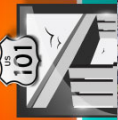
US-101 at  
Alemany Blvd.  
AADT 240,500  
vehicles per day





# US-101 DECK REPLACEMENT

AT ALEMANY CIRCLE



Bernal Heights

Farmer's Market

Alemany Blvd.

Bayshore Industrial / Commercial  
Business District

US-101 Decks to be Reconstructed

Potrero Hill, Dogpatch,  
Visitation Valley, and  
Bayview Hunters Point

Bayshore Blvd

I-280

US-101

San Bruno Blvd

Silver Ave.

Portola and  
Visitation Valley





### Purpose

- Reconstruct the deck for safety and improved ride quality

### Need

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



# US-101 DECK REPLACEMENT

AT ALEMANY CIRCLE

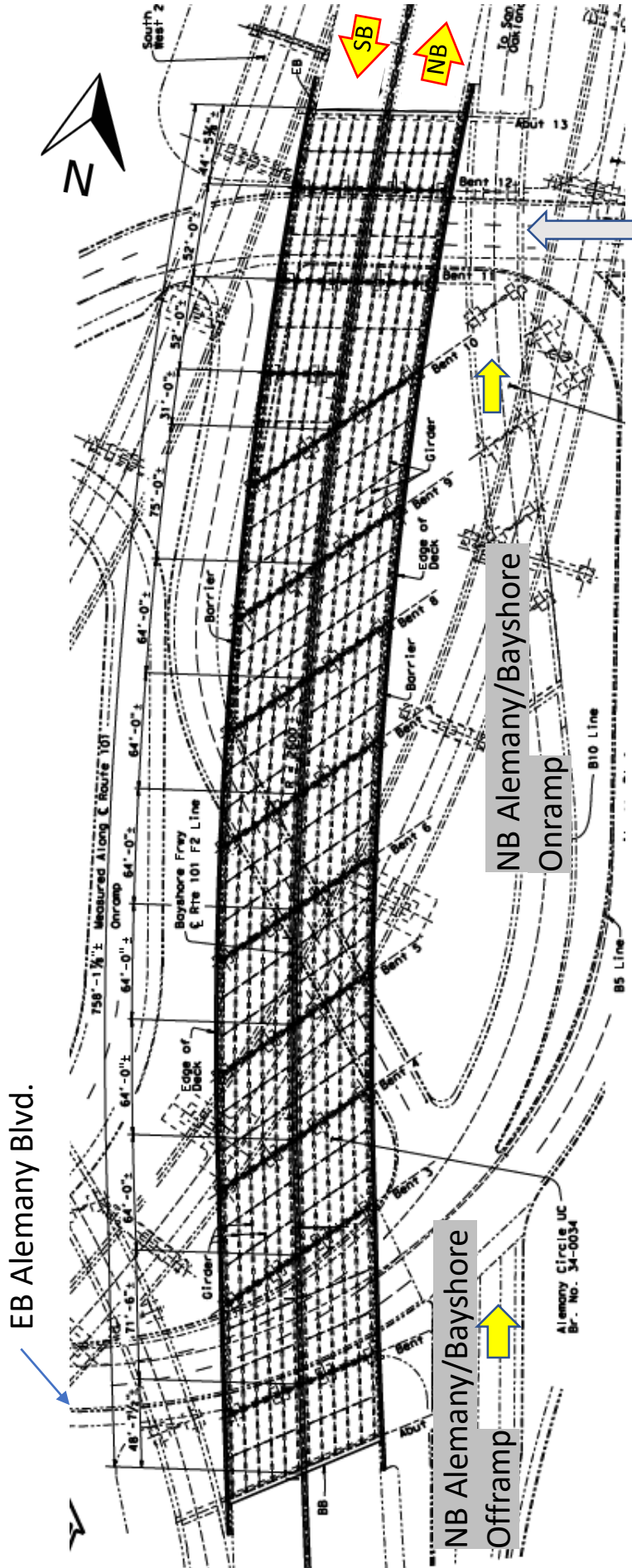


Example of a typical deck repairs underneath the deck





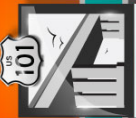
*Plan View of NB and SB 101 Deck Replacement – Alemany Circle Underneath*



12 spans northbound  
13 spans southbound

Approximately 800'  
3 traffic lanes in each direction

WB Alemany Blvd. underneath  
northerly spans



# US-101 DECK REPLACEMENT

3 Step Game Plan AT ALEMANY CIRCLE



#1 US-101 SB closed and WB Alemany converted to 2-way Street

#3 Cross-over SB traffic to new NB decks and replace SB-101 Deck – 9 days

#2 Replace NB US-101 Decks – 9 days

#1 Widen Alemany Off and Onramp to 2 lanes



© 2018 Google



### US-101 Northbound Detour Begins July 10<sup>th</sup> 2020 and reopens July 28<sup>th</sup> 2020

- Total Mainline Deck Construction Duration – Estimate NB and SB 101 Deck @ 9 days; total 18 days
- Prep work – 3 days to prepare for project US-101 northbound detour
- Restoration work – 3 days to restore local streets.
- Total Alemany EB Closure – about 3 weeks (July 7<sup>th</sup> thru July 30<sup>th</sup>).
- \$1M Contractor Incentive per day: capped at \$8M:
- Liquidated Damages - \$1.3M per day after 18 days.

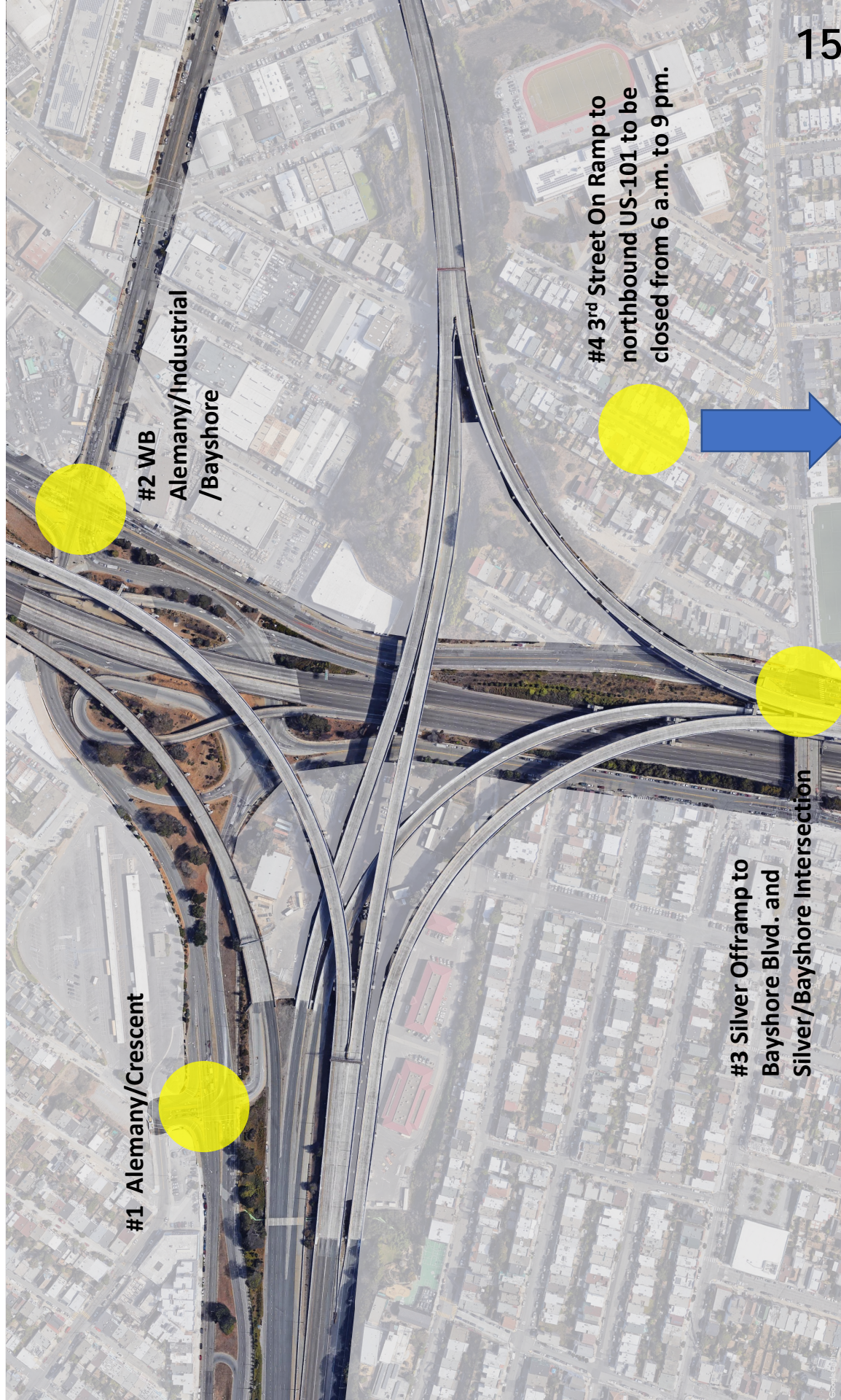
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	
5	6	7	8	9	10	11
			Pre-Work			
					Day 1	
12	13	14	15	16	17	18
			....NB 101 Deck Reconstruction – 9 Day.....			Day 9
19	20	21	22	23	24	25
			.....SB 101 Deck Reconstruction – 9 Days.....			
26	27	28	29	30	31	
	Day 18		Restoration Work			
..cont..						



# US-101 DECK REPLACEMENT

AT ALEMANY CIRCLE

How this Project affects San Francisco – Site Map, Ped/Bicyclist, Parking Spaces



#1 Alemany/Crescent

#2 WB  
Alemany/Industrial  
/Bayshore

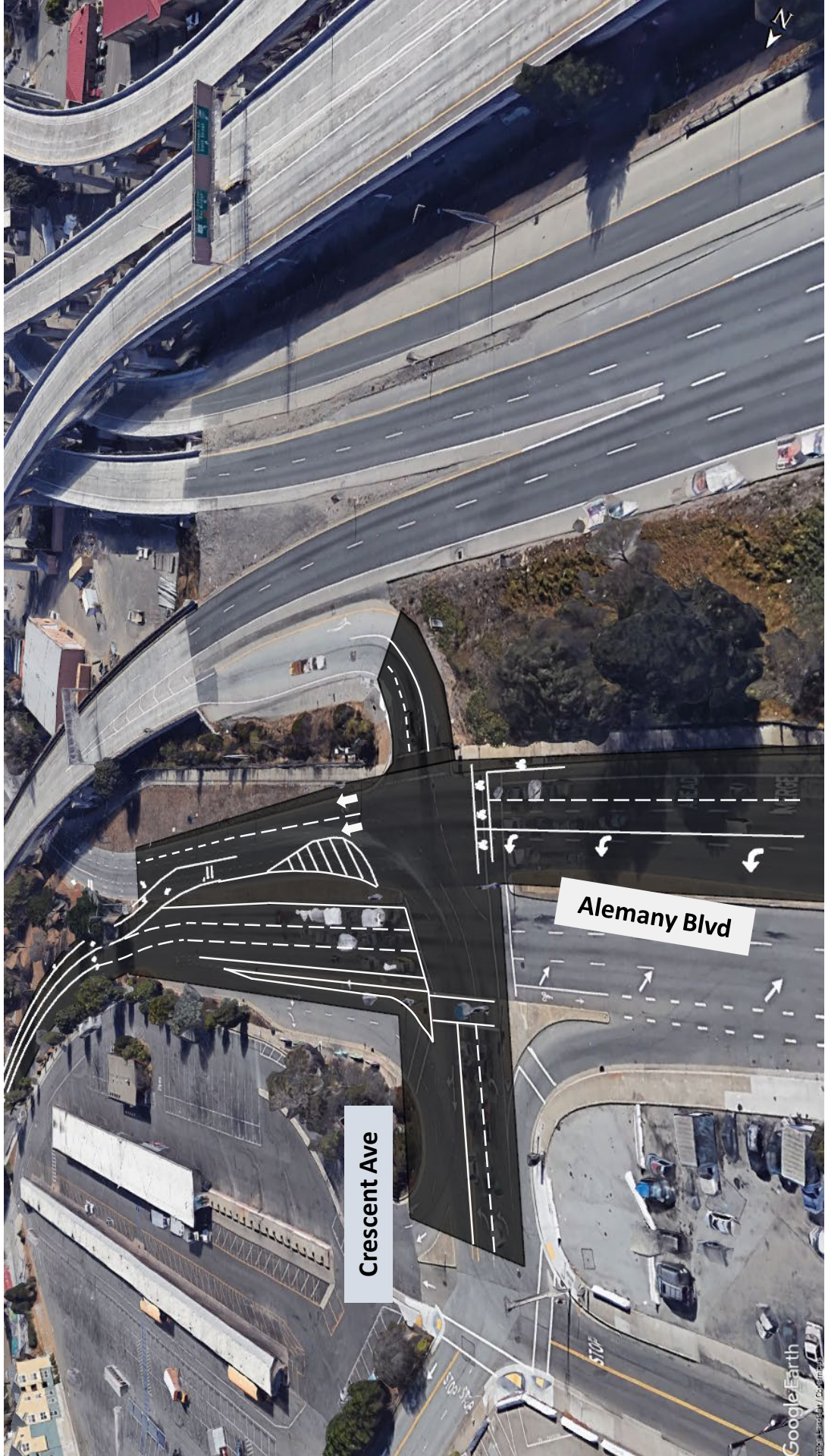
#3 Silver Offramp to  
Bayshore Blvd. and  
Silver/Bayshore Intersection

#4 3<sup>rd</sup> Street On Ramp to  
northbound US-101 to be  
closed from 6 a.m. to 9 p.m.



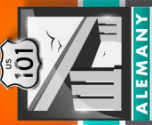
# US-101 DECK REPLACEMENT AT ALEMANY CIRCLE

## #1 Alemany / Crescent



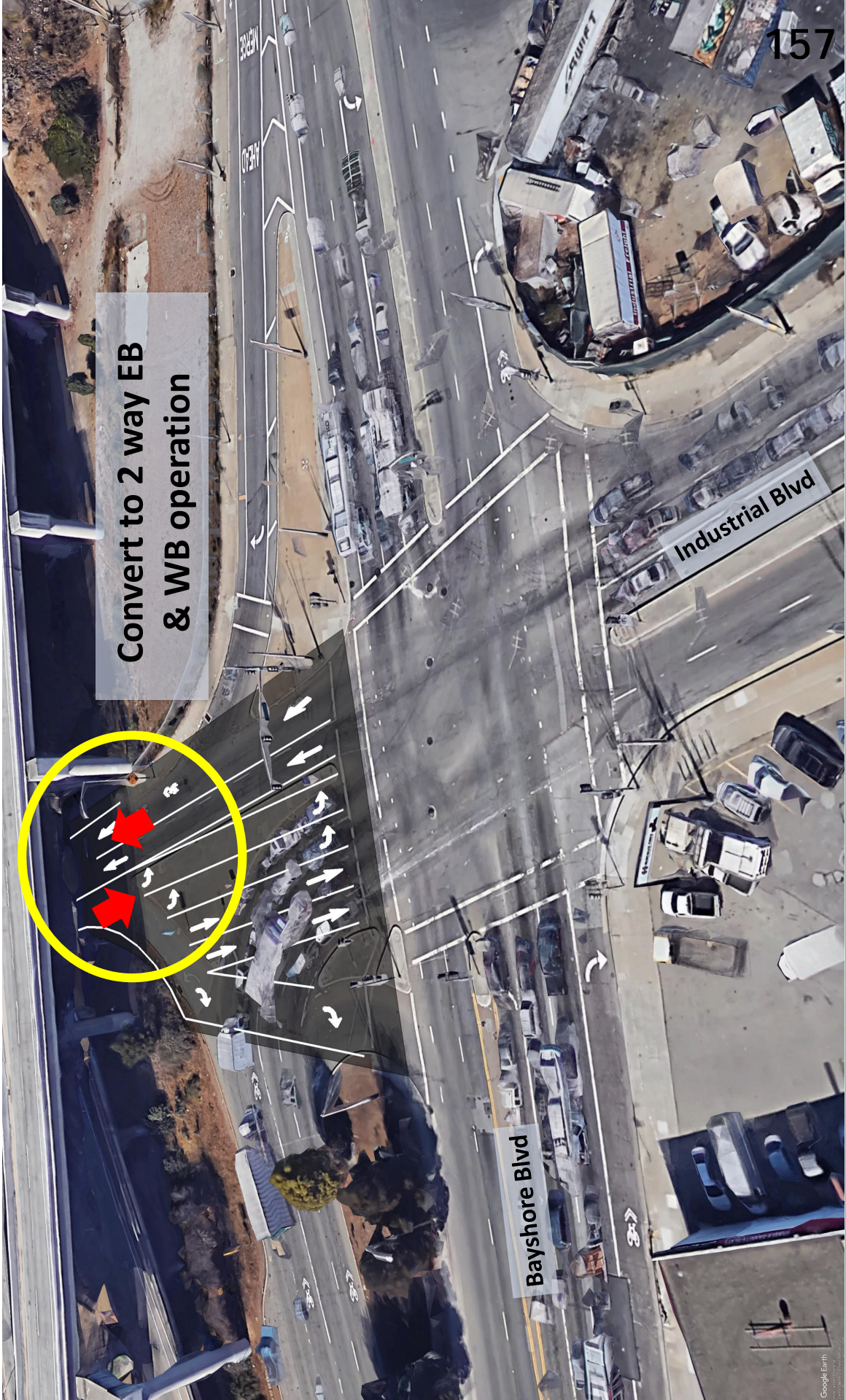
Crescent Ave

Alemany Blvd



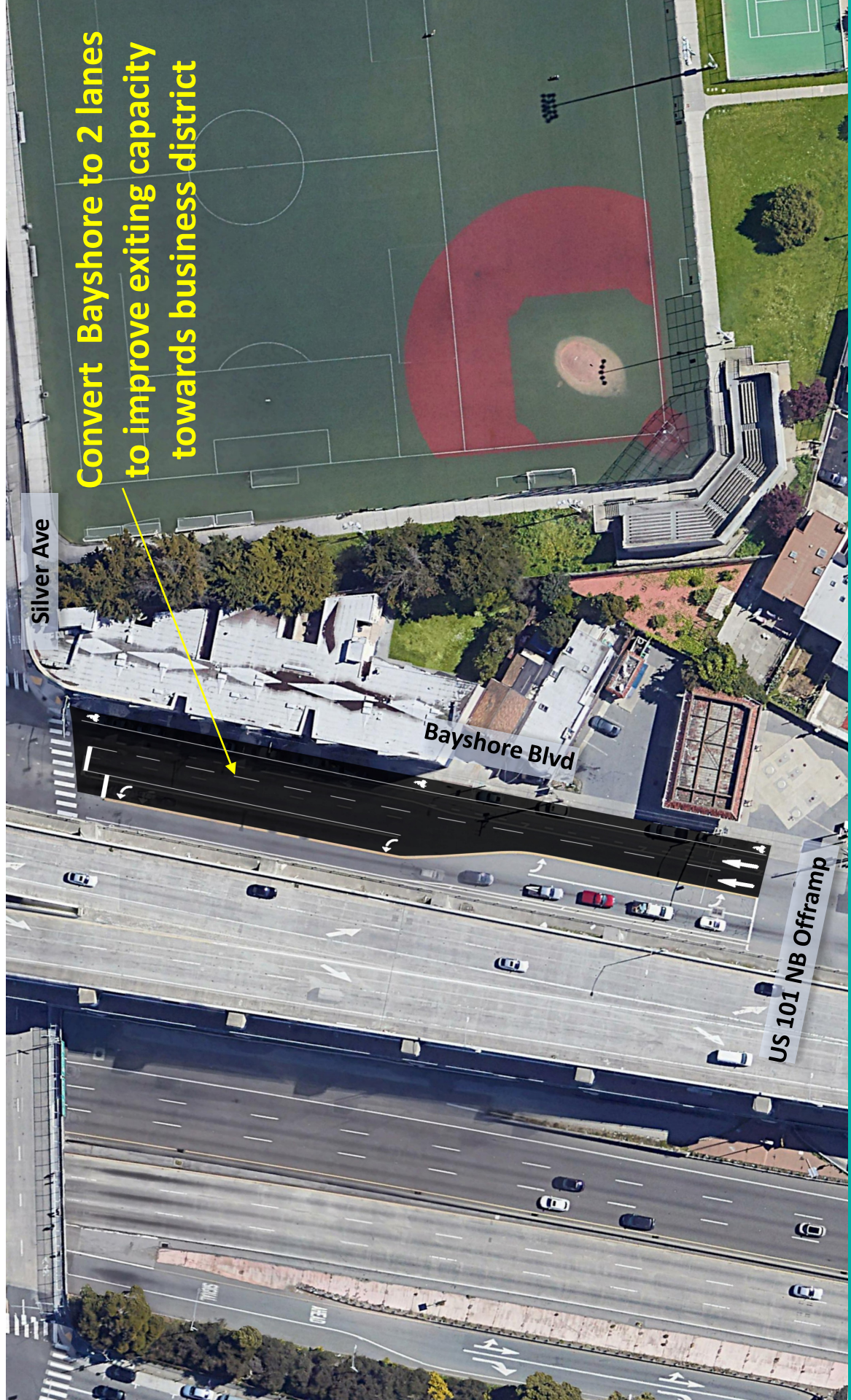


### #2 WB Alemany / Industrial / Bayshore





### #3 Silver Offramp to Bayshore Blvd and Silver/Bayshore Intersection



Convert Bayshore to 2 lanes to improve exiting capacity towards business district



Commercial Space  
901 Bayshore Blvd  
Suite 101

Commercial Space  
901 Bayshore Blvd  
Suite 103

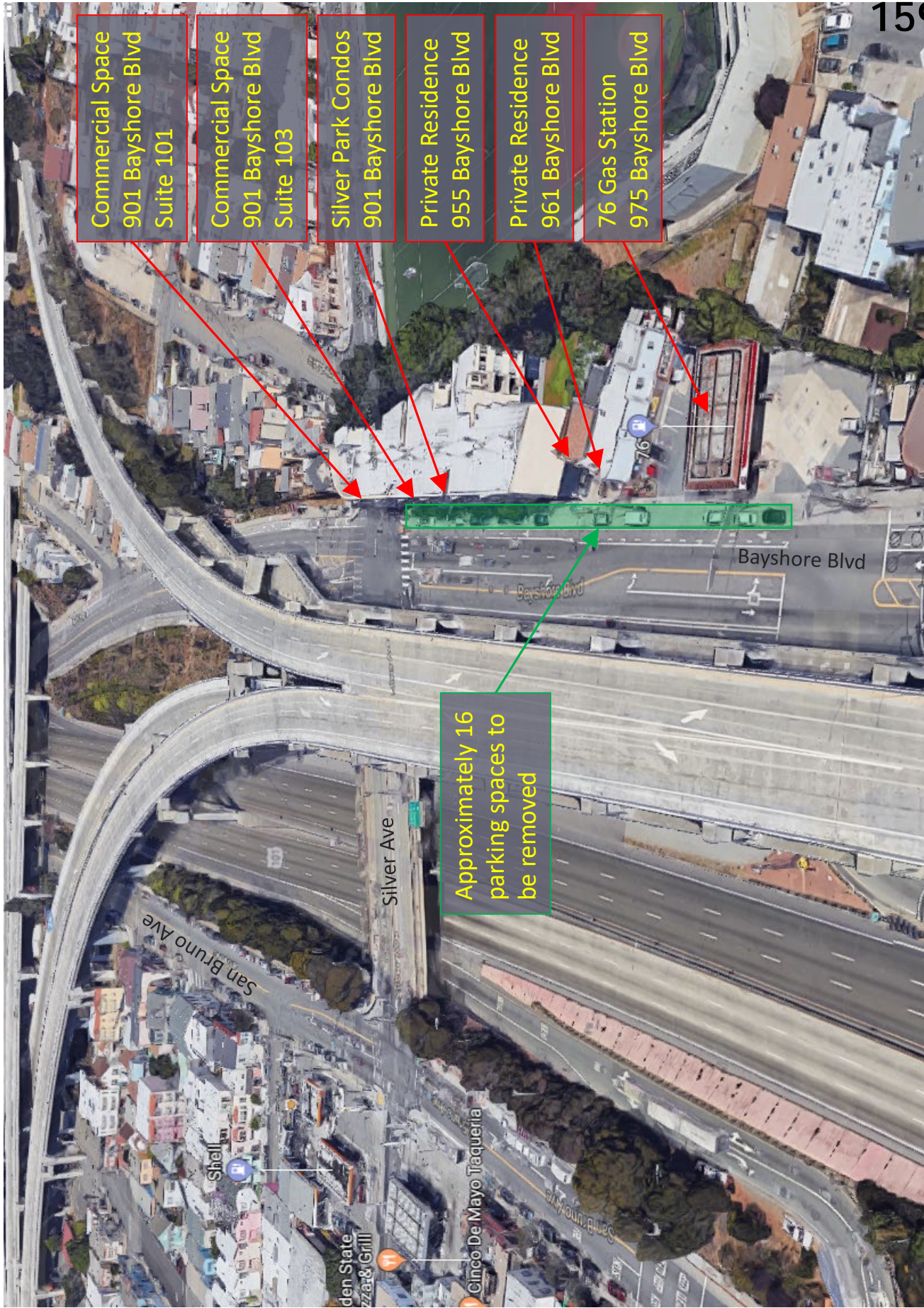
Silver Park Condos  
901 Bayshore Blvd

Private Residence  
955 Bayshore Blvd

Private Residence  
961 Bayshore Blvd

76 Gas Station  
975 Bayshore Blvd

Approximately 16  
parking spaces to  
be removed



San Bruno Ave

Silver Ave

Bayshore Blvd

Shell

den State  
zza & Grill

Cinco De Mayo  
Taqueria

76

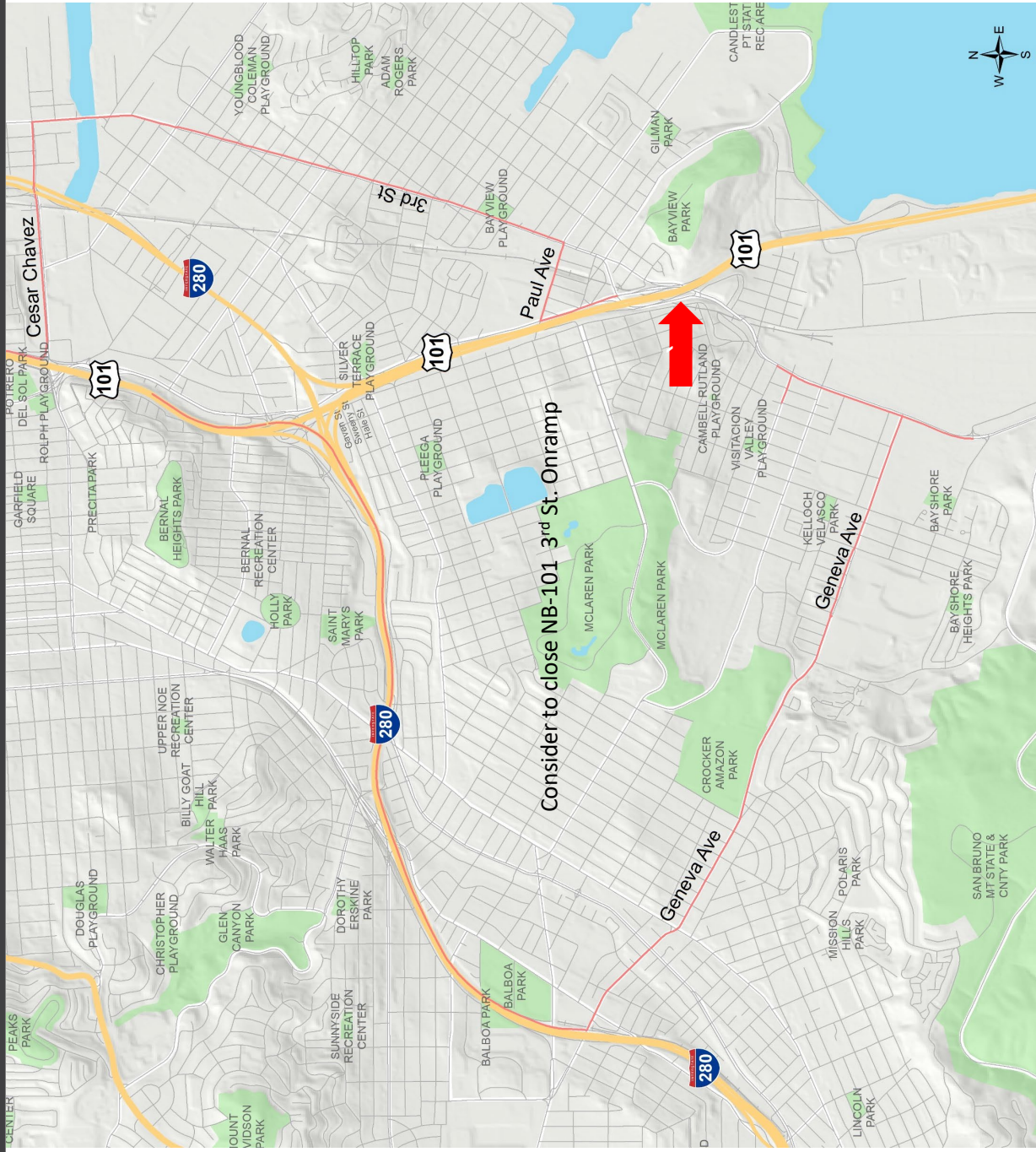


# US-101 DECK REPLACEMENT

## AT ALEMANY CIRCLE

**#4 NB 101 3<sup>rd</sup> Street onramp closure from 6 a.m to 9 p.m**

**By closing the 3<sup>rd</sup> Street northbound US 101 onramp, it will decrease overall regional mainline delay due to the merging between motorist coming on and motorist merging right to I 280**

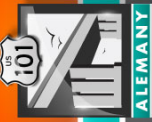








# US-101 DECK REPLACEMENT AT ALEMANY CIRCLE

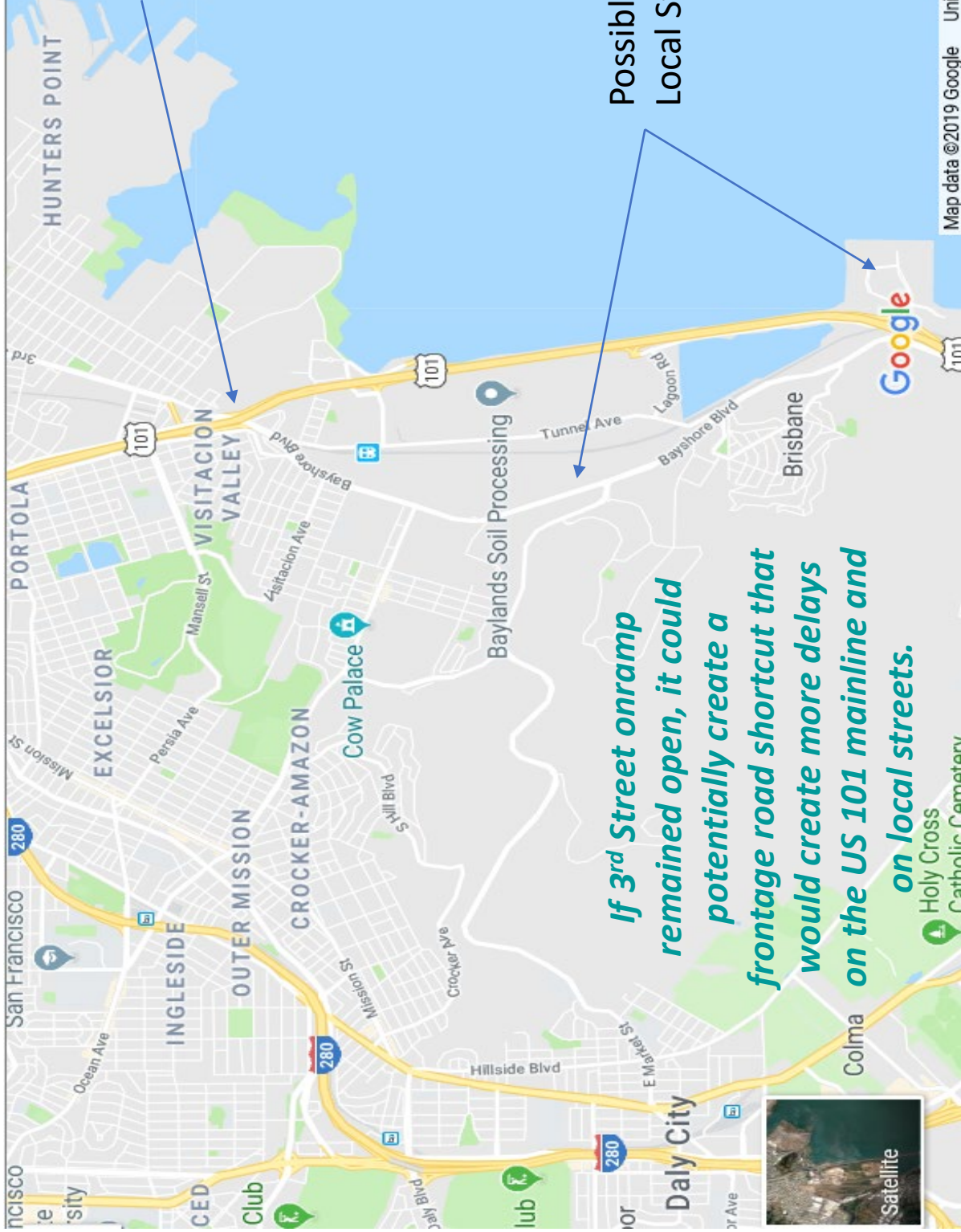


ALEMANY

If 3<sup>rd</sup> Street On-Ramp remained open, a potential ineffective shortcut could exist.

Possible Alternative Local Street "Shortcut"

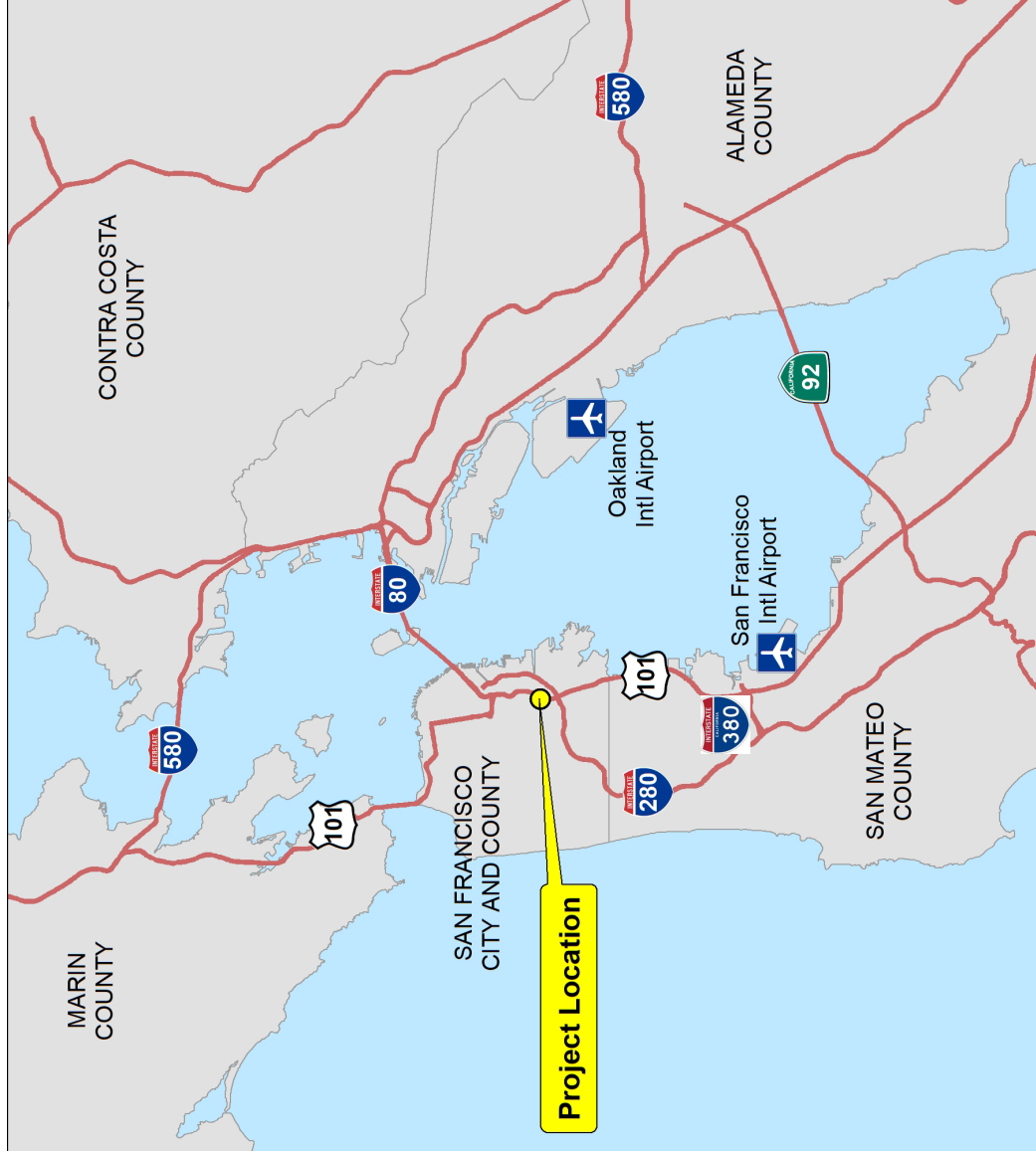
*If 3<sup>rd</sup> Street onramp remained open, it could potentially create a frontage road shortcut that would create more delays on the US 101 mainline and on local streets.*







### Regional Transportation Network



#### Alternative Routes

##### SFO to Downtown SF

- NB US-101 to NB I-280
- I-380 to I-280

##### SFO to East Bay

- SB US-101 to EB SR-92 to I-880
- I-380 to SR-1 to GG Bridge EB I-580

##### TMP

- Caltrans to Activate CMS signs in Bay Area and beyond
- Portable Message Signs – mainlines and local streets
- Public Information Outreach

## Transportation Demand Management – Reduce cars on freeway

1. Not make the trip through the US 101 corridor July 10, 2020 to end of that month in San Francisco and San Mateo Counties, if possible:
  - telecommute or take time off
  - Use alternative freeway routes – take 280, or 92 to get to the east bay or SR-1 to the Golden Gate Bridge
  - Take public transportation:
    - BART
    - Caltrain
    - Bay Ferries
2. If you have to travel, please carpool travel off peak.
3. Safety is #1. Allow extra travel time and drive safely through the construction zone.

## Goals and Conclusion

- Caltrans plans to hold a public informational meeting as soon as possible to start our awareness outreach campaign in Bayview/Bernal Heights/Portola community.
- The US-101 Deck Replacement Project at Alemany Circle in San Francisco will have a major transportation impact to the Bay Area for an approximate 3 week period starting July 10<sup>th</sup> 2020. We need everyone's help to reduce traffic demand on the transportation network by having a plan of action.

# Thank You

The Caltrans Project Manager is Al B.Lee

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## Memorandum

### AGENDA ITEM 13

**DATE:** October 17, 2019

**TO:** Transportation Authority Board

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

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

**RECOMMENDATION**    Information    Action

#### SUMMARY

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

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



## **DISCUSSION**

### **BACKGROUND**

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

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

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

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

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

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

### **FINANCIAL IMPACT**

None. This is an information item.

### **CAC POSITION**



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

### **SUPPLEMENTAL MATERIALS**

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

# Voices for Public Transportation



**Together, we can create:**

**Values-based →**

**Good outcomes →**

**→ a winnable**

**regional transportation funding measure**

## The Solution

# Make it easier for people to move around the Bay

## Area

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





# Marion

East San Jose

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



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



powered by

**Voices** for Public Transportation





# Ernesto

Mountain View

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

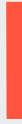
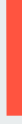
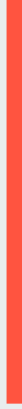


With investment from the measure, the train becomes a feasible option at a consistent 45 minutes door to door.





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



# Choi Lai

Oakland

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





# Joe

San Francisco

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



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



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**Voices** for Public Transportation

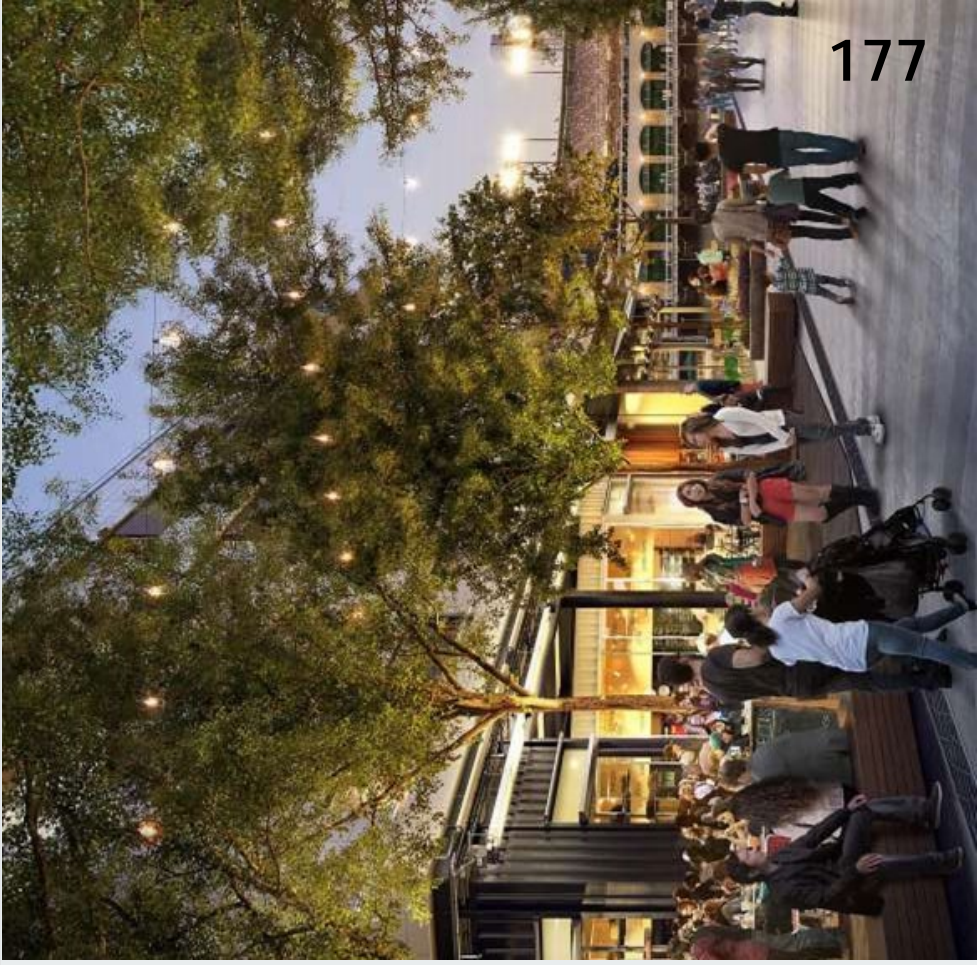


# The Vision

Freedom of movement is a human right.

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

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



## Example of How to Spend the \$

## Principle

Better Transit, Green Jobs, and Climate

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

Create Sustainable, World-Class, Coordinated Transportation

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

Support Healthy and Stable Communities

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

Promote Social Equity

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

Ensure Fair Funding Streams

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

Prioritize Community Engagement

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

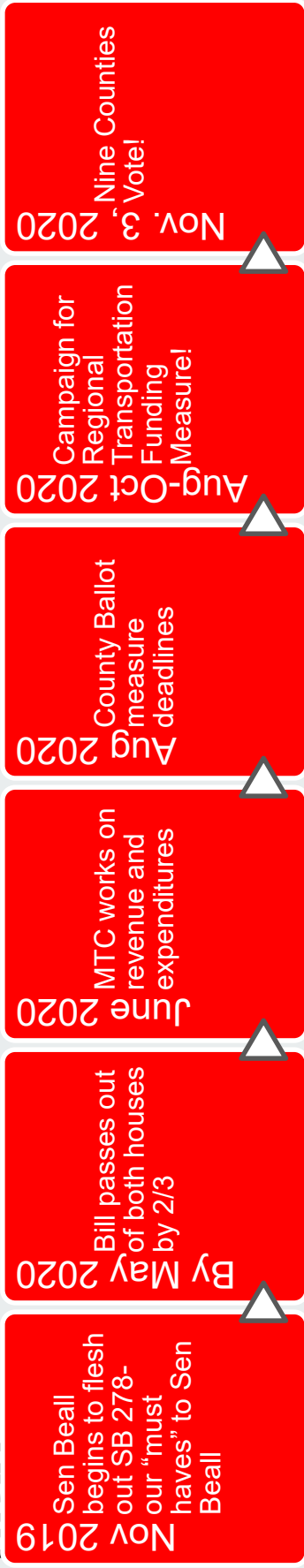
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**Voices** for Public Transportation

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



# Timeline—what’s next?



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

# Organizational Endorsements

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

# Vision & Principles developed by:

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

powered by

**Voices** for Public Transportation



# Join us!

# A FASTER Bay Area

A seamless public transportation network

**F**reedom

**A**ffordability

**S**peed

**T**ransparency

**E**quity

**R**eliability





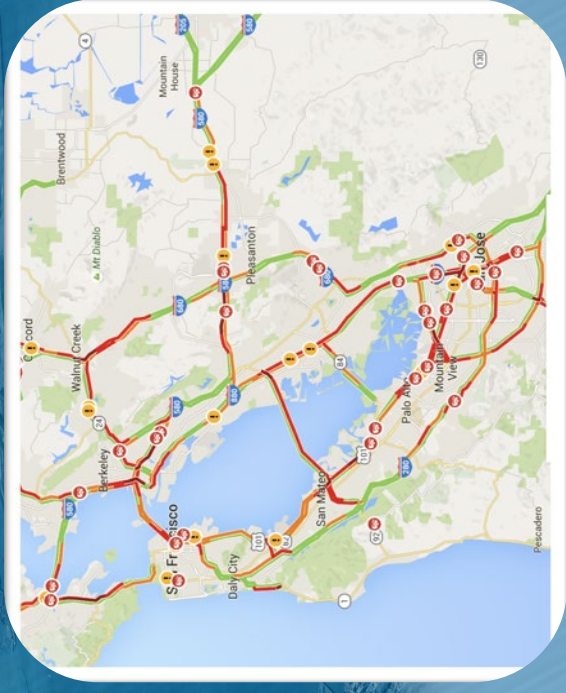
# Bay Area congestion is worse than ever and won't improve without a plan and major investments.

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

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

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

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



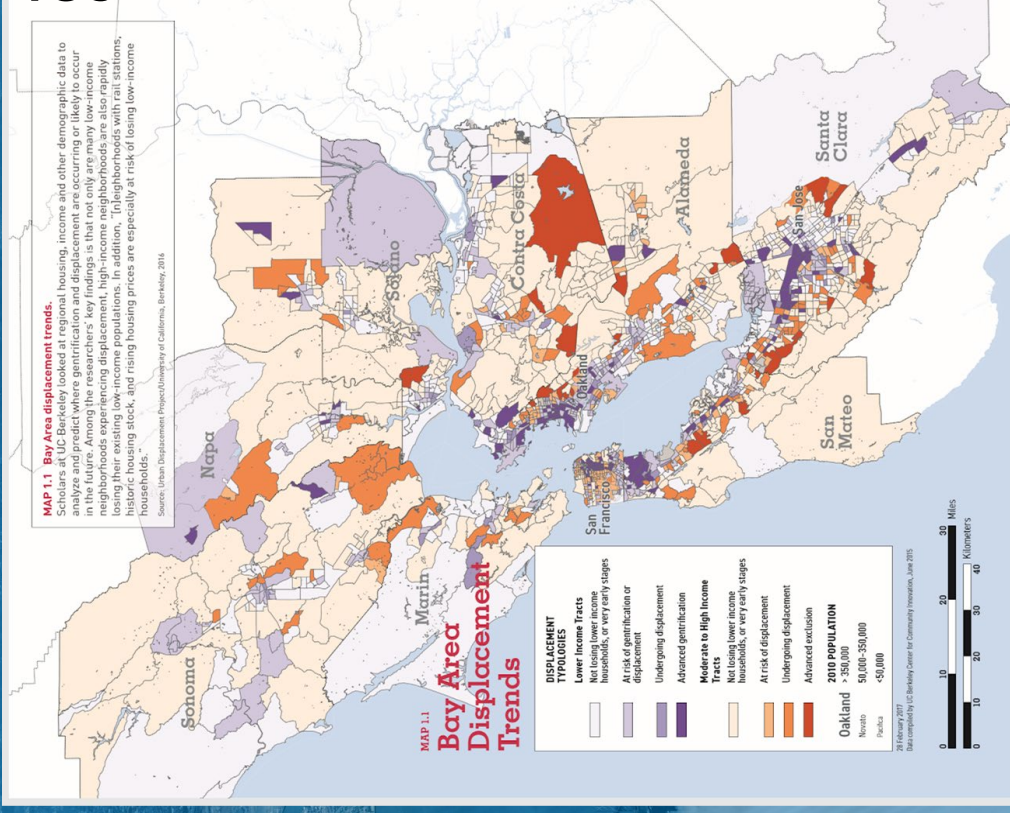


# Displacement is pushing long-time residents further from transit and jobs.

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

The result is strain on families and communities.

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

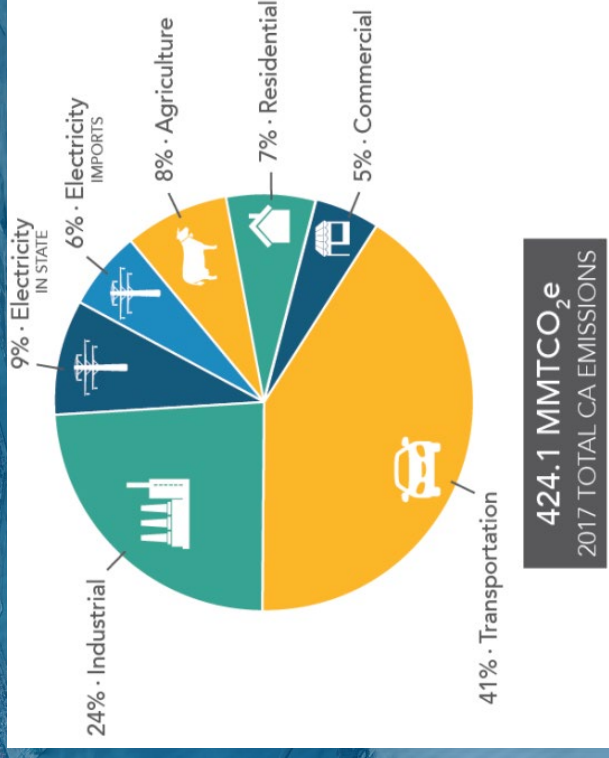




Climate change poses an existential threat to our economy, health and quality of life.



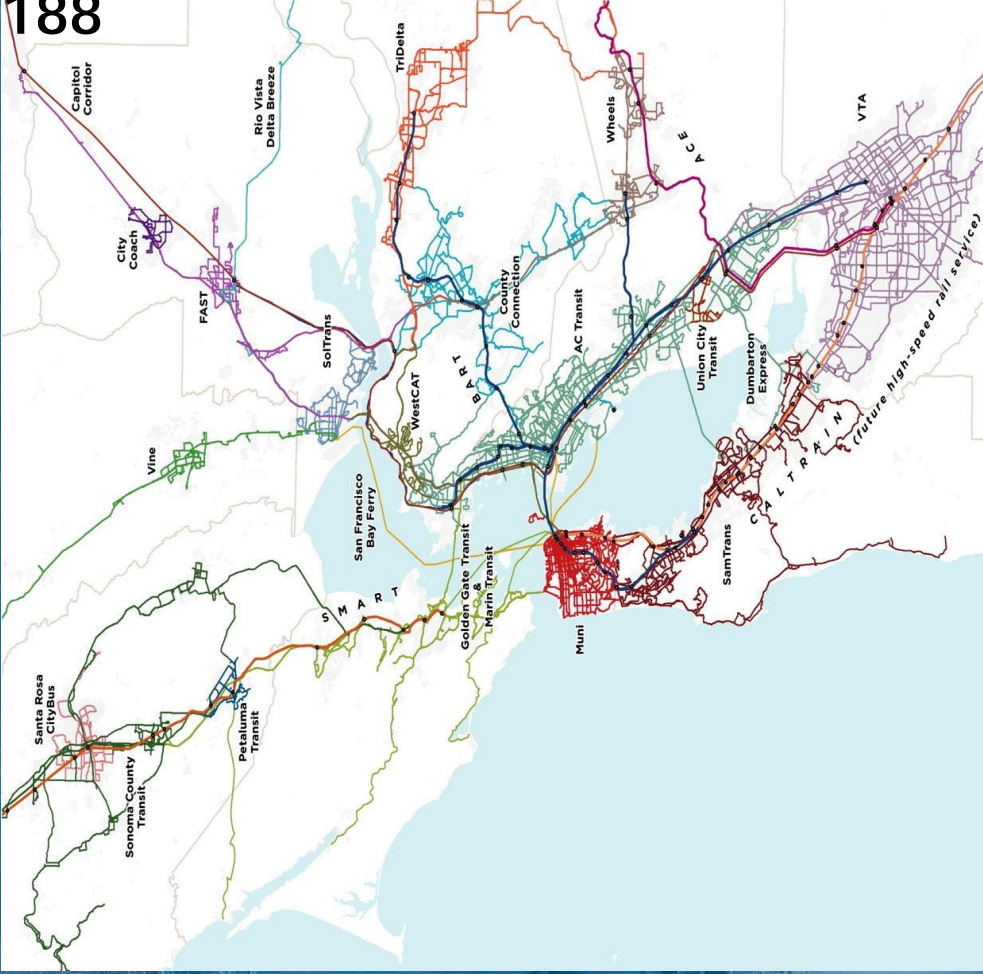
Transportation is the largest source of California's emissions (over 40%) and transportation emissions are still growing.



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

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

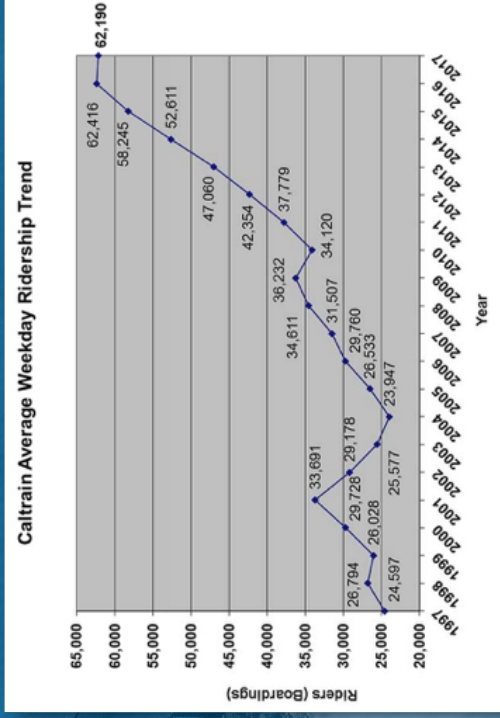
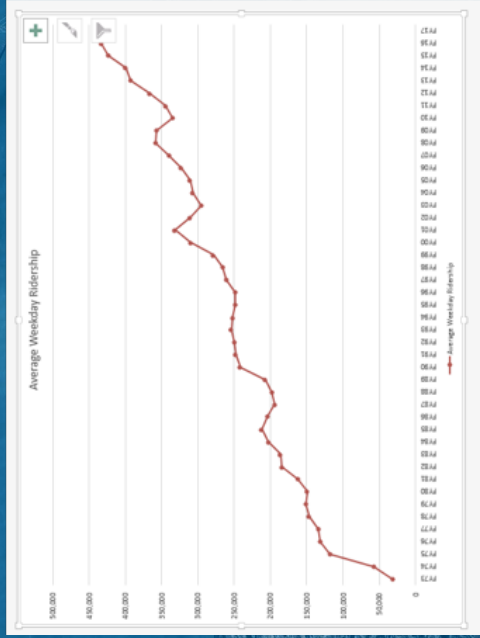
The result: too many commuters choose to drive instead of taking public transit, making **traffic and pollution even worse**.





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

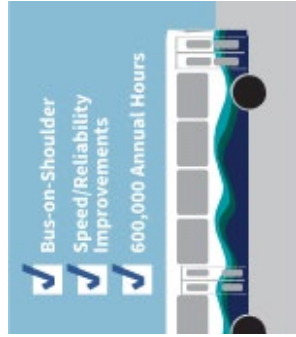
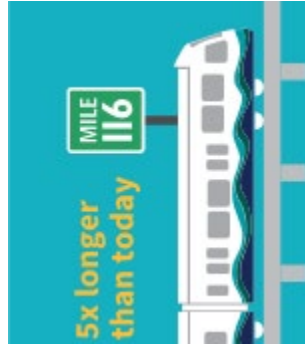
BART, Caltrain and Muni are full at peak periods and can't provide more relief unless we invest in new capacity.





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

**VOTERS APPROVE  
SOUND TRANSIT 3**

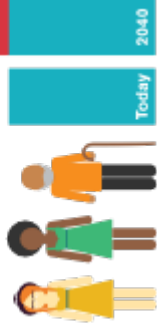


- Rigorous independent oversight
- Demanding internal cost and project controls



**RISING CONGESTION**

**+800,000 people**



**More mass transit for a growing region**



# The Future is FASTER



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

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



# The Future is FASTER

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

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

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

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

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





# The Future is FASTER



## With FASTER:

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



# The Future is FASTER



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

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

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



# FASTER's Implementing Principles





# How do we get there?

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

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





# 1: FASTER Rapid Transit Network Build Out & Operations



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



## 2: Connections to FASTER Rapid Transit Network



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

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

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



### 3: An Affordable and Seamless Network



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



## Potential: Mandated Employer-funded Congestion Reduction Programs



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





# Potential Min. Standards for FASTER Network Investments



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



# Potential FASTER Prioritization for FASTER Network Investments



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



# Standards and Prioritization Framework



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





## Potential Policy Changes

### **Project Delivery Supercharging, including:**

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

### **Regional Coordination, including:**

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

### **Employer Congestion Reduction Investments**

### **Low-Income Sales Tax Credit (LISTC)**



## Proposed Funding Mechanism



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

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



# Proposed Funding Mechanism



## Pros:

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

## Cons:

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



# Sales Tax Mitigation Options



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

**Low income tax rebate program**

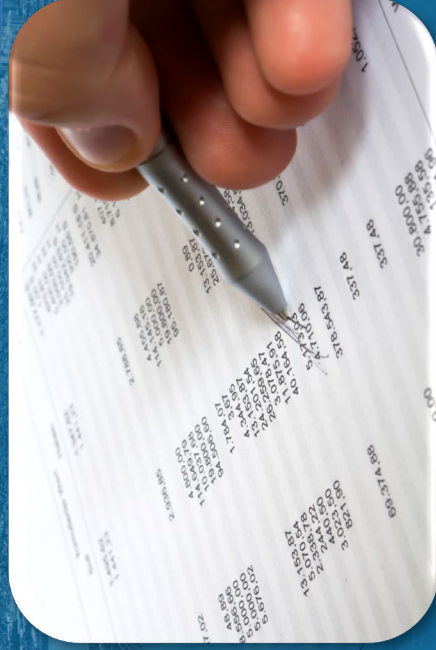
**Means based transit discounts**

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





## Potential Oversight Mechanisms:



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

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





# Process and Next Steps



# Process and Timeline



## Fall: Release Draft Framework with Proposed Funding Categories

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

## Jan 2020: Legislature considers FASTER proposal.

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

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



# Process and Timeline



## Nov/Dec: Develop Final FASTER Framework and Legislative Proposal

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

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

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

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





# Join Us!

Do you have ideas or want to support this effort?

Learn more and take our survey at  
[www.FASTERBayArea.org](http://www.FASTERBayArea.org)

Contact: [Info@FASTERBayArea.org](mailto:Info@FASTERBayArea.org)