



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, May 12, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26

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PUBLIC COMMENT CALL-IN: 1-888-204-5987; Access Code: 2858465

Commissioners: Peskin (Chair), Mandelman (Vice Chair), Fewer, Haney, Mar, Preston, Ronen, Safai, Stefani, Walton and Yee

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom’s statewide order for all residents to “Stay at Home” - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 virus. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, May 12, or call (415) 522-4800.

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4.	Allocate \$3,257,155 in Prop K Sales Tax Funds, with Conditions, and \$140,000 in Prop AA Vehicle Registration Fee Funds for Seven Requests - ACTION*	9

Projects: Prop K - (SFPW) Street Repair and Cleaning Equipment (\$871,364), Public Sidewalk and Curb Repair (\$584,632), and Tree Planting and Establishment (\$1,438,936); (SFMTA) Application-Based Traffic Calming Program - FY19/20 Cycle Design (\$141,836) and Application-Based Traffic Calming Program - FY20/21 Cycle Planning (\$220,387); Prop AA -



- (SFPW) Western Addition Pedestrian Lighting (\$60,000) and Potrero Gateway Loop Pedestrian Safety Improvements (\$80,000)
5. Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category - **ACTION*** 19
 6. Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project - **ACTION*** 61
 7. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2020 - **INFORMATION*** 71

Other Items

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

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

9. Public Comment

10. Adjournment

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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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. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

If any materials related to an item on this agenda have been distributed to the Board 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.

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 14, 2020

1. Roll Call

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

Present at Roll Call: Commissioners Fewer, Mandelman, Peskin, Preston, Ronen, Stefani, and Yee (7)

Absent at Roll Call: Commissioners Haney (entered during Item 3), Mar (entered during Item 4), Safai (entered during Item 3), and Walton (entered during Item 3) (4)

2. Chair's Report - INFORMATION

Chair Peskin reported that despite the difficulties transit is facing locally, regionally, and nationally, he was very pleased to share some good news about new funding from the California State Transportation Agency, which awarded \$160 million in Transit and Intercity Rail Capital Program funds to Bay Area transit and rail projects, including funds for Muni, BART, and the Water Emergency Transit Authority. He further explained that SFMTA would receive \$40 million to improve reliability and travel times for the J and M lines, as well as \$1.1 million for project development for train control; BART would receive \$111 million to implement its Transbay Core Capacity Program, consisting of vehicle purchases, train control, and maintenance facilities that would enable BART to increase service to 30 trains per hour in each direction and carry an additional 200,000 passengers per day; the Water Emergency Transit Authority would receive \$9 million for a new ferry service between the downtown San Francisco ferry terminal and the Mission Bay ferry landing. Chair Peskin thanked California State Transportation Agency Secretary Kim and his team for their support to the region, noting Executive Director Tilly Chang and the he had met with California State Transportation Agency staff several months ago. He also thanked the state delegation and staff who supported the various funding applications and said he looked forward to working on each of the projects with staff to make transit more reliable and resilient.

There was no public comment.

3. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

There was no public comment.

Consent Agenda

4. Approve the Minutes of the April 14, 2020 Meeting - ACTION

5. Authorize the Executive Director to Execute a Memorandum of Understanding with the Transbay Joint Powers Authority (TJPA), the Metropolitan Transportation



Commission, the Peninsula Corridor Joint Powers Board, the California High Speed Rail Authority, and the City and County of San Francisco for the Establishment of a New Organizational Structure that Will Support the Efforts of the TJPA in the Development of the Downtown Rail Extension to a Ready-for-Procurement Status - ACTION*

6. **Allocate \$11,906,558, with Conditions, for Downtown Rail Extension - Phasing and Partial 15% Design and Appropriate \$2,636,109 in Prop K Sales Tax Funds for Rail Program Oversight and Project Development Support - ACTION**
7. **Approve Programming Priorities for Up to \$3,794,003 in San Francisco's Estimated Fiscal Year 2020/21 State Transit Assistance County Block Grant Funds - ACTION**
8. **Allocate \$580,000 in Prop K Sales Tax Funds and \$383,776 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - ACTION**

There was no public comment on Item 4.

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

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

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: none

End of Consent Agenda

9. **[Final Approval on First Appearance] Reprogram \$197,500 in Transportation Fund for Clean Air funds from the San Francisco Municipal Transportation Agency's Fiscal Year 2016/17 Alternative Fuel Taxicab Incentive Program to San Francisco Department of the Environment's Fiscal Year 2018/19 Emergency Ride Home Program - ACTION***

Anna LaForte, Deputy Director for Policy and Programming, and Charles Sheehan, Chief Policy and Public Affairs Officer with the Department of the Environment (SFE), presented the item per the staff memorandum.

Commissioner Haney expressed appreciation to staff from SFE, the Transportation Authority and his own office for the speed and creativity with which they developed the proposal. He expressed the hope that they would get the word about the expanded service to non-profits, homeless shelters and staff for single-room-occupancy housing organizations. He asked why the program was scheduled to operate for 12 weeks when the shelter-in-place orders would only last an additional 8 weeks.

Anna LaForte answered that a 12-week operational period was consistent with requirements of the funding source, which sets standards for the emissions reductions and cost effectiveness expected from projects. She said additional funds from the same source might be available if the demand exceeded the capacity of the initial allocation. She said the program was a good fit for the fund source because it utilized San Francisco's very low-emissions taxi fleet and also supported the City's taxi drivers.

Commissioner Haney expressed support for the proposal to help essential workers,



appreciated that it also benefits the City's taxi drivers, and spoke in support of scaling up the program if it proved popular.

Commissioner Yee asked why the proposal excluded passengers who had trouble travelling to work given the temporary transit reductions and instead focused only on the trip home, noting that the program could be beneficial to night shift workers who have limited transportation options.

Ms. LaForte answered that the return trip criterion was a confine of the current Emergency Home Ride program. She further explained that the Air District would consider expanding eligibility to include trips to work as a significant program change that would require Air District approval. Given the urgency of the need, staff was recommending working within the current Emergency Ride Home guidelines so the Transportation Authority Board could approve the proposal today and SFE could roll it out immediately.

Mr. Sheehan said SFE would explore other possibilities for a sustainable approach to providing emergency rides to work for essential workers, given the transit service reductions.

Commissioner Preston expressed support for the proposal and thanked Commissioner Haney and Mr. Sheehan for their advocacy and efforts. He asked when essential workers would be able to utilize the expanded program.

Mr. Sheehan answered that the program would launch on May 1, and that he expected his team to launch the website as soon as April 28 or 29, noting that the expanded program was on a rapid launch timeframe.

Commissioner Preston asked for a report as soon as there were results to report, so the Board could get a sense as to whether demand exceeded the available service.

Ms. LaForte acknowledged the request and said her staff would work SFE to bring a report back to the Board.

Commissioner Preston asked that the program team share information about outreach plans with the Board so members could help get the word out, especially to hard-to-reach populations. He pointed out that some Transportation Network Companies were rolling out similar programs and working with non-profits to provide transportation for essential workers, and asked if the program team had been reaching out to non-profits to make them aware of this new option through SFE and the Emergency Ride Home Program.

Mr. Sheehan answered that his team had involved SFMTA and their taxi representative from the beginning and that it rapidly became clear to them that the taxi industry was the best choice for the program because of its safety regulations and clean fleet. He said the team would remind their community partners that taxi drivers were essential workers and that the program would help them, as well.

Chair Peskin asked Kate Toran, SFMTA Director of Taxis and Accessible Services, for comment.

Ms. Toran said the program would support essential workers as both drivers and passengers. She added that San Francisco's taxis constitute a clean-air fleet, with 96% of the taxis being low-emissions vehicles. She said SFMTA had provided taxi drivers with personal protective equipment (PPE) and prepared training materials, including a



video, to inform drivers about how to properly clean their vehicles to reduce the risk of transmission of disease.

Commissioner Preston said it was important to emphasize the value of San Francisco's highly regulated taxi fleet as part of the pandemic response, and that it was critical to ensure that taxi drivers were supplied with PPE and related supplies, so that passengers would know the vehicles were safe.

Commissioner Fewer asked if the program team had made an effort to target essential workers who were very low income, non-English speaking, or home support workers, commenting that just relying on the program website wasn't a good way to reach these groups.

Mr. Sheehan said they were making efforts to target hard-to-reach populations and were already ramping up outreach in anticipation of the start of the program.

Commissioner Fewer asked if the program would give preference to people who qualified for reduced Muni fares, and asked if the program team had reached out to unions that represent low income and front-line workers.

Mr. Sheehan responded that his team had considered means testing the program's services but had not been able to identify any adequate models for implementing such a policy on short notice, despite discussions with Transportation Authority and Air Quality Management District staff. He said his team would continue to investigate solutions to such issues as assessing and verifying income levels. Regarding outreach partners, he said his team had not yet reached out to unions or other potential program partners, as outreach was just beginning that same day.

Commissioner Fewer said that given the limited number of beneficiaries of the program based on the funding available, she would prefer to target it toward disadvantaged populations that had already been experiencing limited transportation options prior to the pandemic.

At Chair Peskin's request Director Chang spoke about the potential for additional funding for the program. She referenced Ms. LaForte's earlier comment about the possibility of reprogramming up to \$250,000 in Transportation Fund for Clean Air (TFCA) funds from another incentive program for purchase of low-emission taxis. In addition to currently programmed funds she said the Transportation Authority was able to prioritize about \$750,000 in new TFCA funds annually, a process already underway for the Fiscal Year 2020/21 funds.

During public comment, a commenter asked how TFCA funds could address the issue of homeless sanitation.

Chair Peskin explained that the Transportation Authority's jurisdiction was limited to transportation issues.

Commissioner Preston moved to approve the item, and Commissioner Mandelman seconded the motion.

The item was approved without objection by the following vote:

Ayes: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Safai, Stefani, Walton, and Yee (11)

Absent: none



10. Update on the San Francisco Municipal Transportation Agency's Transportation Programs to Assist Seniors and People with Disabilities - INFORMATION*

Anna LaForte, Deputy Director for Policy & Programming, and Annette Williams, Director of Accessible Services at the SFMTA, presented the item.

Commissioner Safai commented on the importance of the Essential Trip Card program, given there are a number of pockets in the city that are really isolated given the temporary Muni service reductions. He reported that he had working with Roger Marengo (TWU), Director Tumlin and Director of Transit Julie Kirschbaum and was pleased to announce that there would be restoration of the M Line in some form soon. He emphasized that the Essential Trip Card was especially helpful for seniors who may not feel comfortable travelling with others around them right now. He thanked Ms. Williams and her team for prioritizing the program and allowing people, many of whom don't have a computer, internet access, or experience language barriers, to be able to get out for essential items and services.

Commissioner Preston concurred with Commissioner Safai's comments and thanked Ms. Williams for her work. He asked why age 65 was the minimum qualifier for the Essential Trip Card when for other purposes the City had defined vulnerable populations in San Francisco starting at the age of 60. He asked whether it might be possible to expand eligibility for the program during the shelter-in-place period down to age 60.

Ms. Williams replied that staff followed SFMTA guidelines for Muni fare categories, which qualifies age 65 and over as senior and qualifies persons with mobility impairment below age 65 for Regional Transit Connection. She further explained that with this approach, staff thought they captured everyone who had any kind of mobility limitation that would affect their ability to walk to Muni stops.

Commissioner Preston acknowledged that the program probably captured most folks, but also wondered if those who may not have mobility issues, but still were considered high-risk could possibly benefit as well.

Ms. William answered that SFMTA staff could definitely take the suggestion back to the policy group to discuss the matter, but also felt that they captured most of the people in the 60 to 65 category, who have mobility impairments, based on the fare programs at SFMTA and in the region (i.e., the Regional Transit Connection card/discount).

Commissioner Mandelman-posed a scenario of a 60 plus person without impairment, experiencing difficulty walking half a mile uphill with groceries, and asked for clarity on which program would that person qualify for.

Ms. Williams explained that a Muni rider with any kind of mobility impairment would apply for the Regional Transit Connection Program or senior Clipper card to get discounts or free Muni, if low or moderate income, and she clarified that these populations those with Regional Transit Connection card were automatically eligible for the Essential Trip Card Program.

Commissioner Mandelman replied that during his conversations with people in their late 50s/early 60s that did not necessarily have a mobility impairment to be enrolled in a particular program, it could still be difficult to walk half a mile to a mile uphill with groceries. He further echoed Commissioner Preston's comments about providing



some flexibility by pushing the qualifying age down to 60. Commissioner Mandelman also asked about the processing time from start to finish for people seeking enrollment in the paratransit program.

Ms. Williams answer that paratransit staff were trying to process applications as quickly as possible, with most getting done with 1-2 weeks. Some may take up to three weeks, which are often ones pending documentation such as from a doctor's office. She noted that the Americans with Disabilities Act required processing to be done with 21 days.

Commissioner Mandelman asked about how the Paratransit Plus Program related to the other paratransit options.

Ms. Williams explained that this programs was targeted at those that don't quite meet the Americans with Disabilities Act criteria to qualify for regular paratransit, but occasionally have difficulty using Muni and really benefit from having occasional access to a taxi.

There was no public comment on Item 10.

Other Items

11. Introduction of New Items - INFORMATION

12. Public Comment

During public comment, Chair Peskin acknowledged receipt of public comment via email from Alvin Ja, prior to the meeting.

Roland Lebrun asked about what happens to written public comment from the general public since the Transportation Authority doesn't append it to the agenda like MTC does. He further discussed the lack of Citizens Advisory Committee (CAC) meetings for two months.

Chair Peskin said that written public comment was distributed to all members of the Board prior to the meeting, but acknowledged the suggestion to append public comments to the agenda materials. He also addressed the comment on the CAC meeting, stating that the agency has only held its second virtual public meeting so far, and that he was working with staff to reconvene the CAC virtually in May.

13. Adjournment

The meeting was adjourned at 11:27 a.m.



RESOLUTION ALLOCATING \$3,257,155 IN PROP K SALES TAX FUNDS, WITH CONDITIONS, AND \$140,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR SEVEN REQUESTS

WHEREAS, The Transportation Authority received seven requests including five requests for a total of \$3,257,155 in Prop K local transportation sales tax funds and two requests for a total of \$140,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Street Repair and Cleaning Equipment, Pedestrian and Bicycle Facility Maintenance, Traffic Calming, Tree Planting and Maintenance, and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

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

WHEREAS, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,537,155 in Prop K funds, with conditions, and \$140,000 in Prop AA funds for seven projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2019/20 budget to cover the proposed actions; now, therefore, let it be

RESOLVED, That the Transportation Authority hereby allocates \$3,257,155 in Prop K funds, with conditions, and \$140,000 in Prop AA funds as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop



AA Strategic Plan, and the relevant 5YPPs; and be it further

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

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

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

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

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

Attachments:

1. Attachment 1 -Summary of Requests
2. Attachment 2 - Project Description
3. Attachment 3 - Staff Recommendation
4. Attachment 4 - Prop K/AA Allocation Summary

Enclosure: Allocation Request Forms (7)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364		\$ 871,364	29%	0%	Construction	Citywide
Prop K	37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632		\$ 888,631	48%	34%	Construction	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836		\$ 141,836	51%	0%	Design	Citywide
Prop K	38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387		\$ 220,387	51%	0%	Planning	Citywide
Prop K	42	SFPW	Tree Planting and Establishment	\$ 1,438,936		\$ 1,438,936	57%	0%	Construction	Citywide
Prop AA	Ped	SFPW	Western Addition Pedestrian Lighting		\$ 60,000	\$ 60,000	NA	0%	Design	5
Prop AA	Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements		\$ 80,000	\$ 360,000	NA	78%	Design	10
TOTAL						\$ 3,257,155	\$ 140,000	\$ 3,981,154	48%	8%

Attachment 1: Summary of Requests Received

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit).

² Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364	-	Purchase 3 pieces of street repair and cleaning equipment to replace equipment that has exceeded its useful life, including 1 truck-mounted loader, 1 10-wheel dump truck, and 1 backhoe/ loader. All requested equipment is California Air Resources Board compliant and meet current emissions standards. SFPW expects to receive and place in service all three vehicles by June 2021.
37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632	-	SFPW is responsible for repairing sidewalks around City-maintained trees, adjacent to City properties, and at the angular returns of all intersections. Requested funds will be used to repair non tree-related damage to public sidewalks, curb and gutters, and angular returns at approximately 600 locations. A portion of the Tree Maintenance Fund established by Prop E (2016) will be used to repair sidewalks damaged by City-maintained trees. SFPW expects all repairs funded by this request to be done by June 2021. Members of the public can request sidewalk repairs by calling 311.
38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836	-	Design 47 traffic calming projects on residential streets as identified, evaluated and ranked through the program's Fiscal Year 2019/20 cycle (applications were due in June 2019). See page E4-44 of the enclosure for lists of requested and approved locations. The projects involve approximately 92 individual traffic calming measures, including speed humps, speed cushions, traffic islands and raised crosswalks. SFMTA will request future Prop K funds for the construction phase, with projects anticipated to be open for use by June 2022.
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387	-	Project includes citywide program outreach as well as evaluation and prioritization of all eligible traffic calming applications received by June 30, 2020. Scope includes recommendations for traffic calming measures (e.g. traffic islands, speed humps raised crosswalks), community balloting and targeted community outreach where needed, and conceptual engineering of traffic calming measures at approximately 50 locations. SFMTA will request future Prop K funds for the design and construction phases, with projects open for use by December 2023. Members of the public can find the residential traffic calming application at www.sfmta.com/calming . Due to the shelter-in-place and social distancing orders, for this application cycle SFMTA will waive the application requirement of a petition signed by at least 20 neighbors from separate households on a block (or 50% of households if there are fewer than 40 addresses on the block).

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
42	SFPW	Tree Planting and Establishment	\$ 1,438,936	\$ -	SFPW and its community partners will plant approximately 631 trees and water them regularly for three years to ensure successful establishment. Once established, these trees will be maintained with funds from the Tree Maintenance Fund. To identify priority planting sites, SFPW will use data from the comprehensive street tree census, which identified all street trees in the public right-of-way as well as existing empty basins and potential new planting sites, and will focus on areas with the greatest number of existing empty tree wells and the lowest canopy coverage. Plantings will be complete by June 2021. Members of the public can request a tree planting by calling 311.
Ped	SFPW	Western Addition Pedestrian Lighting	\$ -	\$ 60,000	Requested funds are for the design phase of new pedestrian-scale lighting on McAllister Street, between Fillmore and Webster Streets, and additional lighting fixtures on Fillmore Street, between Golden Gate Avenue and Turk Street. This project will improve pedestrian safety, enhance community connections to recreational spaces and the overall walkability of community-identified priority streets in the Western Addition by installing additional pedestrian lights, pullboxes, conduit, PG&E service and tree-trimming as required for the lights. This project implements recommendations from the Western Addition Community Based Transportation Plan which was funded with NTP planning funds. The design phase is expected to be completed by December 2020.
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 80,000	Prop AA funds are requested for the design phase of this project, which will revitalize and reconnect the Potrero Hill neighborhood separated by US 101. The project will create a gateway and provide a safe passageway under the freeway overpass along 17th Street from Vermont Street to San Bruno Avenue and along Vermont Street and San Bruno Avenue between 17th and Mariposa Streets, locations on San Francisco's High Injury Network. The project will improve pedestrian, bicyclist, and motorist safety by widening sidewalks, constructing corner bulbouts, enhancing bike lanes, installing new street trees and rain gardens, and with roadway and parking modifications. The design phase is expected to be completed by June 2021. Prop AA funds for the construction phase (subject of a future funding request) will leverage Eastern Neighborhoods impact fees and a grant from the state Affordable Housing and Sustainable Communities program.
TOTAL			\$3,257,155	\$140,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
35	SFPW	Street Repair and Cleaning Equipment	\$ 871,364	\$ -	
37	SFPW	Public Sidewalk and Curb Repair	\$ 584,632	\$ -	
38	SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Design	\$ 141,836	\$ -	Special Condition: Prior to requesting funds for construction of this project (anticipated spring 2021), SFMTA shall provide a memo describing the status of implementing residential traffic calming measures funded through prior Prop K allocations, including percent complete, anticipated open for use date, and strategies to accelerate project delivery, including the potential for contracting work.
38	SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	\$ 220,387	\$ -	
42	SFPW	Tree Planting and Establishment	\$ 1,438,936	\$ -	
Ped	SFPW	Western Addition Pedestrian Lighting	\$ -	\$ 60,000	
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 80,000	
TOTAL			\$3,257,155	\$140,000	

¹ See Attachment 1 for footnotes.

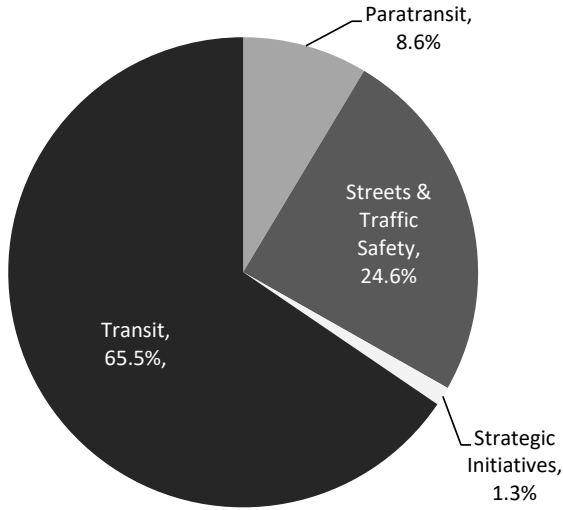
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY 2019/20

PROP K SALES TAX

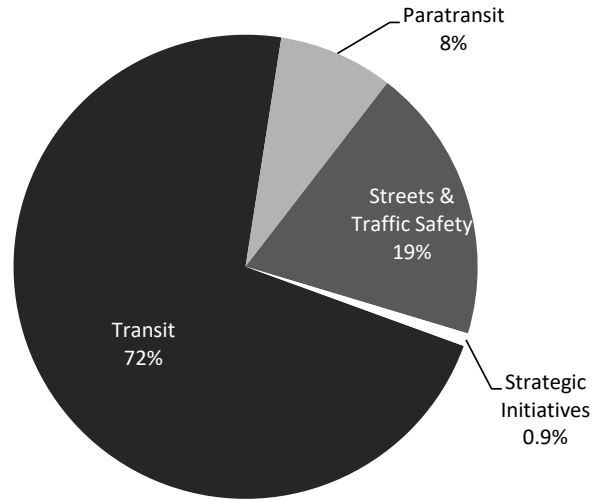
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 3,257,155	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -
New Total Allocations	\$ 3,257,155	\$ 2,821,473	\$ 435,682	\$ -	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 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

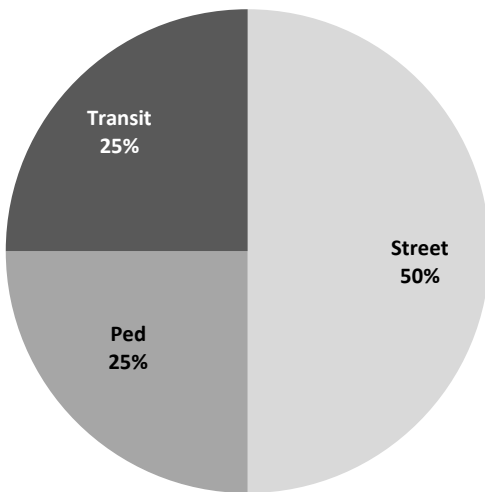


PROP AA VEHICLE REGISTRATION FEE

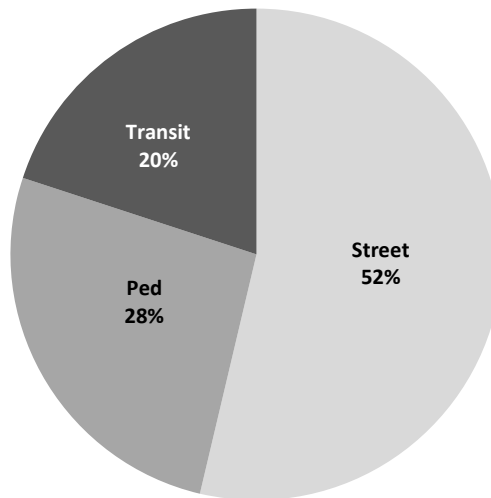
FY2019/20	Total	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23
Prior Allocations	\$ 7,236,156	\$ 2,365,202	\$ 3,577,588	\$ 1,293,366	\$ -
Current Request(s)	\$ 140,000	\$ 15,000	\$ 125,000	\$ -	\$ -
New Total Allocations	\$ 7,376,156	\$ 2,380,202	\$ 3,702,588	\$ 1,293,366	\$ -

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 4

DATE: May 4, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 5/12/2020 Board Meeting: Allocate \$3,257,155 in Prop K Sales Tax Funds, with Conditions, and \$140,000 in Prop AA Vehicle Registration Fee Funds for Seven Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,894,932 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 1. Street Repair and Cleaning Equipment (\$871,364) 2. Public Sidewalk and Curb Repair (\$584,632) 3. Tree Planting and Establishment (\$1,438,936) <p>Allocate \$362,223 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 4. Application-Based Traffic Calming Program - FY19/20 Cycle Design (\$141,836) 5. Application-Based Traffic Calming Program - FY20/21 Cycle Planning (\$220,387) <p>Allocate \$140,000 in Prop AA funds to the SFPW for:</p> <ol style="list-style-type: none"> 6. Western Addition Pedestrian Lighting (\$60,000) 7. Potrero Gateway Loop Pedestrian Safety Improvements (\$80,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of



interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

Impacts of COVID-19 Pandemic

As requested by Chair Peskin, we have evaluated these Prop K and Prop AA requests in light of the COVID-19 pandemic and resulting shelter-in-place policies and confirmed that these projects continue to be priorities for the implementing agencies and staff resources are available to deliver the projects according to the proposed schedules in the enclosed request materials.

The SFMTA has adapted the procedures for applying to the residential traffic calming program for the Fiscal Year 2020/21 cycle (applications due June 30, 2020) by waiving the application requirement of a petition signed by at least 20 neighbors from separate households on a block (or 50% of households if there are fewer than 40 addresses on the block).

FINANCIAL IMPACT

The recommended action would allocate \$3,257,155 in Prop K funds and \$140,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Prop AA Fiscal Year 2019/20 allocations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum. Attachment 4 also shows the Prop K Fiscal Year 2020/21 recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the amended Fiscal Year 2019/20 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the Fiscal Year 2020/21 budget to cover the recommended cash flow distribution for that fiscal year.

CAC POSITION

None. The April 22, 2020 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 -Summary of Requests
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 - Prop K/AA Allocation Summary
- Enclosure - Allocation Request Forms (7)



RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT
PRIORITIES FOR THE SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM
COMPETITIVE GRANT PROGRAM AND AMENDING THE PROP K 5-YEAR
PRIORITIZATION PROGRAM FOR THE PEDESTRIAN CIRCULATION AND SAFETY
CATEGORY

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that allocate 40% of the program (\$72 million annually after \$20 million is set aside for formulaic incentive funding) through a Competitive Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or that have imposed fees; and

WHEREAS, On March 25, 2020, the CTC released the LPP call for projects for the Competitive Program, covering Fiscal Year (FY) 2020/21 through FY 2022/23, with applications due on June 22, 2020 and up to \$187 million available statewide; and

WHEREAS, The San Francisco County Transportation Authority (Transportation Authority) is an eligible applicant as it administers the Proposition K half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated



solely to transportation; and

WHEREAS, LPP Competitive Program funds are available for construction only, require a dollar-for-dollar match, and in the case of jurisdictions with a population between 700,000 and 1,499,999 people such as San Francisco, have a minimum grant request of \$3 million; and

WHEREAS, The CTC will give higher priority to projects that are more cost-effective, can commence construction earlier, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals as identified in the region's Regional Transportation Plan; and

WHEREAS, The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC; and

WHEREAS, The Transportation Authority received requests to support the nomination of two projects from the San Francisco Municipal Transportation Agency (SFMTA) and the Port of San Francisco (SF Port) as detailed in Attachments 1 and 2; and

WHEREAS, Transportation Authority staff, working in coordination with staff from the Mayor's Office, considered the LPP Competitive Program guidelines, and assessed each project's potential to be competitive in this funding cycle; and

WHEREAS, Transportation Authority staff recommend submitting project applications to the CTC for the LPP Competitive Program in the following priority order: (1) SFMTA's Mission / Geneva Safety Project and (2) SF Port's Mission Bay Ferry



Landing; and

WHEREAS, As requested by the SFMTA, Transportation Authority staff recommend amending the Prop K Pedestrian Circulation and Safety 5-Year Prioritization Program (5YPP) to reprogram \$1,391,000 in Prop K funds from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety to fully fund the required 1:1 local match to the LPP funds, and

WHEREAS, Future allocation of the aforementioned Prop K funds for the Mission/Geneva Safety project would be conditioned upon receipt of the requested LPP funds or SFMTA's securing other funds to fully fund a usable segment of the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the agency's project priorities for the LPP Competitive Program as shown in Attachment 1; and be it further

RESOLVED, That as a condition of submitting project applications for the approved project priorities to the LPP Competitive Program, the Executive Director shall impose such terms and conditions as are necessary for SFMTA and SF Port, the implementing agencies, to comply with LPP guidelines including, but not limited to timely use of funds and reporting requirements; and be it further

RESOLVED, That the Transportation Authority hereby amends the Prop K Pedestrian Circulation and Safety 5YPP, as detailed in the attached 5YPP and Project Information Form.

Attachments (3):

1. Project Nominations for LPP Competitive Program
2. Project Information Forms
3. Prop K Pedestrian Circulation and Safety 5YPP

Attachment 1
San Francisco County Transportation Authority
SB 1 - Local Partnership Program (LPP) Competitive Program Project Priorities

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Sponsor¹	Project Description	District(s)	Fiscal Year of Request	LPP Request	Total Project Cost
1	SFMTA	<p>Mission / Geneva Safety Project - Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will: provide safer, more comfortable walking and biking environments on Mission and Geneva; improve transit reliability on Mission and Geneva; and, provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.</p>	11	2021/22	\$8,700,000	\$20,548,000
2	SF Port	<p>Mission Bay Ferry Landing - Construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility would include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour. Construction will be done in two phases. Phase 1, which is fully funded, includes dredging and will begin in the summer of 2020. Phase 2, the subject of this request, includes Marine Mattress Cap and Float Construction and will begin construction in the summer of 2022.</p>	6	2021/22	\$7,000,000	\$60,400,000
Totals:					\$15,700,000	\$80,948,000

Notes: ¹ SFMTA stands for San Francisco Municipal Transportation Agency.



Project Name:	Mission / Geneva Safety Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission Street and Prague Street
Supervisory District(s):	District 11
Project Manager and Contact Information (phone and email):	Mark Dreger (mark.dreger@sfmta.com 415-646-2719)
Brief Project Description (50 words max):	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) improve transit reliability on Mission and Geneva; and 3) provide safer, more predictable driving environment on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area.	See attachment for detailed scope.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans.	See attachment for detailed community engagement activities.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Project website: sfmta.com/MissionGeneva
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works – Paul Barradas (paul.barradas@sfdpw.org, 415-554-8249)
Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)	The environmental for this project was via the Transit Effectiveness Project Final Environmental Impact Report (TEP FEIR), certified by the San Francisco Planning Commission in Motion No. 19105 on March 27, 2014. On August 6, 2019, the San Francisco Planning Department determined that the Mission Street - Excelsior Safety Project was within the scope of the TEP FEIR. No new significant effects were identified, there was no substantial increase in significant effects already identified, and no new mitigation were required for the project. Based on the funding plan for the project, the need for NEPA clearance is not anticipated.

Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Environmental Studies (PA&ED)	100%	In-house	Jan-Mar	2017	Jul-Sep	2019
Design Engineering (PS&E)	30%	In-house	Oct-Dec	2019	Apr-Jun	2021
Right-of-way	N/A	N/A				
Advertise Construction	0%	N/A	Jul-Sep	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Oct-Dec	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2022

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

SFMTA expects to be at 30% design complete by the end of June, when applications are due to the California Transportation Commission.

Mission / Geneva Safety Project

Detailed Scope of Work

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- Improve transit reliability on the most used bus routes in the neighborhood
- Enhance the business district through loading improvements

Project scope:

- 4 new traffic signals
- 2 signal modifications and timing changes along corridor
- Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- Visibility daylighting along corridor
- 3 raised crosswalks
- Adjusted transit stops
- Curb management to support businesses
- Bikeway improvements (on Geneva)

Subject to funding availability, the full scope (safety, transit, signal upgrades) would be jointly delivered with a re-paving contract by Public Works starting in late 2021. Without full funding, implementation would be phased in a manner to be determined during the design phase. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

This project will increase pedestrian comfort and the reliability of transit, which together incentivize less use of automobiles and reduce vehicle miles travelled (VMT), improving air quality. This project directly increases safety for all modes and is particularly focused on people walking. Further, by improving transit reliability and pedestrian safety along two principle transit corridors with new housing planned, the project will help San Francisco to achieve its housing goals without increasing traffic congestion.

The project was prioritized given strong community support, including a multi-year engagement process. It advances San Francisco's Vision Zero goals in pursuit of eliminating severe traffic injuries and deaths. Mission Street and Geneva Avenue are both on the Vision Zero High Injury Network, as well as designated Muni Forward corridors. Further, the project provides improvements in a Community of Concern.

Mission / Geneva Safety Project

Detailed Community Engagement

Mission / Geneva Safety Project used a suite of stakeholder engagement tools to develop and refine project designs, and to keep the public engaged and informed. In addition to a project website and e-mails between staff and interested stakeholders, this included:

1. Stakeholder Interviews

Between August 2017 and February 2018, project staff met with representatives from 14 community groups and organizations including:

- Cayuga Improvement Association
- New Mission Terrace Improvement Association
- Chinese Affirmative Action
- Communities United for Health and Justice
- Excelsior and Outer Mission Merchants
- Cayuga Connectors
- Excelsior Collaborative
- Monroe Elementary School PTA
- Excelsior Works!
- Ney Street Neighbors
- Excelsior District Improvement Association
- Excelsior Task Force
- PODER
- Outer Mission Merchants and Residents Association

Initial stakeholder meetings were held at the beginning of the planning phase in summer 2017 to introduce the project and collect feedback on community members' personal experiences using Mission Street and Geneva Avenue, the problems and issues they saw, and potential ideas for addressing those issues. Feedback from these meetings was used to refine and reaffirm the initial project goals and develop initial concept plans.

2. Community Events and Walk-throughs

Throughout the planning phase, project staff attended or participated in a number of community events and walk-throughs to inform the community of the project and collect feedback. These included Sunday Streets in both 2017 and 2019, a SPUR-organized neighborhood walk-through with Supervisor Safai in October 2017, a Mission Geneva Public Safety community meeting in

August 2018, and the WalkSF/San Francisco Transit Riders Union (SFTRU) Mission and Geneva Walk & Ride Audit in September 2018.

3. Excelsior & Outer Mission Neighborhood Strategy Outreach Process

The Excelsior & Outer Mission Neighborhood Strategy is a vision developed by community members, the Planning Department, Office of Economic and Workforce Development (OEWD), the Excelsior Action Group (EAG), and Supervisor Safai's office to improve and enhance the Excelsior, Outer Mission, Mission Terrace, Crocker Amazon, and Cayuga neighborhoods. From August through November 2017, project staff attended the Mobility Subgroup meetings to listen to community member's mobility-related concerns and ideas. That feedback and the final mobility recommendations from the strategy document were used to develop and refine the conceptual design.

4. Door-to-door Merchant Surveys and Outreach

Between November 2017 and January 2018, project staff surveyed more than 175 merchants and businesses along the corridors to collect data on when they received deliveries, what size vehicles were used, how well the existing curb management met their needs, and their preferences for future curb use. This feedback was used to develop a preliminary curb management plan. Between February and March 2019, staff conducted a second round of outreach in the project area to present the preliminary curb management plan, as well as the conceptual design for the larger project. Feedback was used to further refine the curb management plan.

5. Multilingual Muni Rider Surveys

In the fall of 2018, with the assistance of a consultant, project staff conducted multilingual surveying of more than 400 Muni riders on the 14 Mission and 8 Bayshore Muni routes to better understand rider demographics, travel patterns, and priorities for service improvements.

6. Stakeholder Workshops

Project staff hosted a series of three workshops with community stakeholders and advocates between October 2018 and January 2019. At these workshops, staff listened to the group's personal experiences of using the corridors, and helped the group create a collective challenge statement to define the problems the project needed to address:

How do we increase safety for pedestrians and other fragile modes of transportation, while ensuring access for the commercial sector and improving the quality of Muni service for local trips, commuters, and special needs?

The group used this challenge statement to evaluate the conceptual project plan. Over the three workshops, the group reviewed the plan by intersection; this feedback was used to develop a refined project plan. The following groups participated in the workshops:

- Excelsior Action Group
- Excelsior District Improvement Association
- Excelsior and Outer Mission Merchants
- Excelsior Works!
- New Mission Terrace Improvement Association
- Outer Mission Merchants and Residents Association
- PODER
- San Francisco Bicycle Coalition
- San Francisco Transit Riders Union
- Senior and Disability Action
- WalkSF

7. Community Open Houses

On April 10 and 13, 2019, project staff hosted community open houses presenting the refined design to the wider community. The goal of the open houses was to showcase the work that had been done by their representatives at the stakeholder workshops, collect feedback on the overall plan, and present design options at the few locations where stakeholders could not agree.

**SB1 Local Partnership Program - Competitive
Project Information Form**

Project Name:	Mission / Geneva Safety Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$347,000	N/A		\$347,000	SFMTA - actual cost
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$2,734,000	N/A	\$1,000,000	\$1,734,000	SFMTA - based on prior similar work
Right-of-way	\$0	N/A			
Construction	\$17,467,000	\$8,700,000	\$1,391,000	\$7,376,000	SFMTA - based on prior similar work
TOTAL PROJECT COST	\$20,548,000	\$8,700,000	\$2,391,000	\$9,457,000	

Percent of Total 42% 12% 46%

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Competitive	\$8,700,000	N/A	N/A	\$8,700,000	Fiscal Year 2021/22
<i>Prop B General Fund Pop Based Streets</i>		\$5,341,000		\$5,341,000	
<i>Prop K (see below)</i>	\$1,391,000			\$1,391,000	
<i>Transportation Sustainability Fund</i>		\$2,035,000		\$2,035,000	
TOTAL	\$10,091,000	\$7,376,000	\$0	\$17,467,000	

Comments/Concerns

SFMTA has requested an amendment to the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety category to reprogram funds from Grove Street/Civic Center Improvements to the subject project. See 5YPP amendment for details.



San Francisco County Transportation Authority **SB1 Local Partnership Program - Competitive Project Information Form**

Project Name:	Mission Bay Ferry Landing
Implementing Agency:	The Port of San Francisco
Project Location:	Mission Bay Neighborhood of San Francisco
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Shannon Cairns shannon.cairns@sfport.com 415-274-0560
Brief Project Description (50 words max):	The Mission Bay Ferry Landing project will construct a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area and surrounding neighborhoods. The facility will include piles, pier, connecting ramp, gangway, and float. For vessel navigation, the project requires dredging and the installation of erosion protection from vessel propulsion scour.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, Muni Forward), and how the project would meet the Local Partnership Program screening and prioritization criteria (e.g., quantifiable air quality improvements, VMT reduction, increase safety, improve current system conditions, and advance transportation, land use, and housing goals). Please describe how this project was prioritized.	Please see Attachment.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, etc.).	The Port has conducted extensive community outreach, which included presentations to Central Waterfront Advisory Group, Southern Waterfront Advisory Group, Mission Bay Citizens Advisory Committee, Bay Area Council, Dogpatch Neighborhood Association, SF Bicycle Coalition, South Beach Harbor Neighborhood Association, Golden Gate Audubon Society, as well as response to individual queries from citizens referred by the Port website and other meetings and through the CEQA Mitigated Negative Declaration process.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attachment.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Water Emergency Transportation Authority (WETA) - Kevin Connolly connolly@watertransit.org



San Francisco County Transportation Authority **SB1 Local Partnership Program - Competitive Project Information Form**

<p>Type of Environmental Clearance Required/Date Received: (must complete final draft document by Dec 2, 2020 with clearance by June 2, 2021)</p>	<ul style="list-style-type: none"> •California Department of Fish and Wildlife California Endangered Species Act, Incidental Take Permit No. 2081-2018-062-07 issued August 24, 2018; •National Marine Fisheries Service Endangered Species Act Section 7 and Essential Fish Habitat consultation (Corps File No. 2017-00264S), issued August 9, 2019; •San Francisco Regional Water Quality Control Board - Clean Water Act Section 401 Water Quality Certification (CIWQS Place ID 84139), dated October 28, 2019; •San Francisco Bay Conservation and Development Commission (BCDC) Major Permit No. 2017.008.00, authorized December 17, 2019 and Federal Consistency Certification. •The U.S. Army Corps of Engineers completed a Permit Evaluation and Decision Document in January 2020 and the USACE Clean Water Act Section 404 and Rivers and Harbors Act Section 10 Individual Permit for the Project is expected to be issued in March 2020. •The City of San Francisco Planning Department issued a Preliminary Mitigated Negative Declaration (MND) for the Project on May 2, 2018. The Planning Department posted the Preliminary MND for public review and provided notice of the intent to adopt the MND as required by CEQA and Chapter 31 of the San Francisco Administrative Code. The MND was not appealed to the Planning Commission, and the Final MND was signed on June 18, 2018, with the issuance of an encroachment permit on July 6, 2018. A Notice of Determination was signed and filed with the San Francisco County Clerk and the California Office of Planning and Research on September 13, 2018. (2017-008824ENV).
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Project Delivery Milestones	Status	Work	Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Both				
Environmental Studies (PA&ED)	100%	In-house				
Design Engineering (PS&E)	100%	Contract				
Right-of-way						
Advertise Construction- (Dredging Phase 1)	0%	N/A	Apr-Jun	2020	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Jul-Sep	2020	N/A	N/A
Advertise Construction- (Soil Cap, Float & Landside Phase 2)	0%	N/A	Oct-Dec	2021		
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022		
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2023

*Only construction phase is eligible for Local Partnership Program Competitive Funds.

Comments

The construction portion of the project will be done in two phases. Phase 1: Dredging construction will be begin in the summer of 2020. Phase 1 is funded by Office of Community Investment and Infrastructure (OCII) funds and CCSF General Funds. Phase 2: Marine Mattress Cap and Float Construction will begin construction in the summer of 2022. We are requesting LPP funds for Phase 2 of project construction.

Detailed Scope

Project and Benefits

Overview

The Mission Bay Ferry Landing Project (MBFL) is located on San Francisco Bay adjacent to the intersection of Terry A. Francois Boulevard and 16th Street in San Francisco, CA. The Port is proposing to construct the Mission Bay Ferry Landing on San Francisco Bay in the rapidly growing Mission Bay neighborhood. The Project entails construction of a single-float, two-berth Ferry Landing to provide regional ferry service. The Mission Bay Ferry Landing will serve more than 350,000 annual weekday passengers plus 125,000 people traveling for special events, helping reduce trips by car to these new jobs and housing hub and easing chronic overcrowding on regional transit. The first phase of construction will begin in Summer 2020 and be open to the public in the Summer 2023.

Scope and Benefits

The MBFL provides an expansion opportunity for Transbay transit capacity in the near future. This new ferry service will reduce pressure on overcrowded Transbay transportation infrastructure, especially BART and the Bay Bridge, reduce vehicle miles traveled (VMTs) by getting people out of their cars, and encourage more active transportation. As calculated by the Benefit Cost Analysis (BCA), ferry service to Mission Bay will:

- Save passengers who choose this mode more than 100,000 hours of travel time in 2020 and nearly 290,000 hours in 2040.
- Relieve the Bay Area region of 930,000 vehicle miles traveled (VMTs) in the year 2023 and 1.9 million VMTs in 2050. This in-turn saves individuals vehicle operating costs.
- Indirectly relieve the need for future parking development and free up space for more productive land uses by reducing the number of annual vehicle trips to Mission Bay and associated parking needs.
- Provide a measurable, valuable benefit for BART riders who do not shift to the ferry by increasing their odds of obtaining a seat during their ride. Many Mission Bay ferry riders will shift to the ferry from BART.
- Reduce injuries and fatalities associated with transportation, as passengers shift to the ferry from relatively less safe modes of travel.

Advancing Sustainable Communities Strategy and Other Regional Plans

The MBFL project is consistent with transportation, land use, and housing planning goals for the region, including Plan Bay Area 2040, the San Francisco General Plan, the Port's Waterfront Land Use Plan, WETA's Strategic Plan, the San Francisco Bay Area Seaport Plan, and the San Francisco Bay Trail Plan.

Plan Bay Area names the project as a key regional transit system improvement, pointing out the importance of increased connectivity and transit infrastructure. Additionally, the Port of San Francisco and Mission Bay are Priority Development Areas (PDAs) identified by Plan Bay Area – that is, existing

neighborhoods served by public transit and identified as appropriate for additional, compact development. MBFL also would allow for ferry service to PDAs in and around Oakland and Vallejo.

The MBFL is well-aligned with Plan Bay Area's major goal of Transportation System Effectiveness: Increase non-auto mode share. Ferry ridership fulfills this goal by reducing vehicle miles traveled, encouraging mode shift from automobiles, and integrating with transit, walking, and biking.

The MBFL also advances the Port's Waterfront Land Use Plan and WETA's Strategic Plan. The former calls for the promotion of new and expanded ferry and excursion boat operations, including new berths and landing facilities. Both plans elucidate the need for strengthened structures, capacity, and flexibility in the event of an emergency. Furthermore, WETA's Strategic Plan identifies the goal of expanding ferry service and reducing barriers to ferry ridership, which would be advanced by new regional ferry service to San Francisco's Southern Waterfront.

Figure 1: Transportation Connections in MBFL Vicinity



Broad Community Benefits

Bringing ferry service to Mission Bay presents a host of community benefits: improved transportation choice, strengthened access to the jobs and housing in the neighborhood, eased congestion on surface transportation and parking, and emergency preparedness. Adding ferries to the list of transportation options allows people more choice and flexibility in their access to the neighborhood and provides an improved travel experience for many. Currently, there is no direct service between the East and North Bay locations to Mission Bay. Adding more transit service provides more access to the area and reduces the strain on existing transportation. The mode shifts out of vehicles and into public transportation will

also reduce congestion and ease parking needs. Lastly, the capacity added to WETA bolsters emergency preparedness for the region by providing critical redundancy should other transportation infrastructure be compromised and improving access for fire boats to the southern waterfront.

Benefits to Disadvantaged Communities

The MBFL is located adjacent to several MTC Communities of Concern in the southeast region of San Francisco, including the Bayview and Hunters Point neighborhoods. The MBFL would bring needed transit infrastructure to this historically underserved part of the city. Additionally, the ferry terminals served by the Mission Bay Ferry route in Oakland and Vallejo are either within or surrounded by Communities of Concern.

WETA ridership surveys indicate that over 30% of ferry riders have an annual household income below the Area Median Income (AMI) for a household of four, with over 20% at or below 75% of AMI. Furthermore, the Mission Bay Ferry will link to key transit routes serving disadvantaged communities and low-income areas. Namely, the San Francisco Municipal Transit Agency's (SFMTA) T-Third light rail line and 22 bus route link to the site and each serve low-income and disadvantaged communities – according to data from SFMTA, the T-Third serves a 63% minority and 32% low-income ridership. The 22 bus serves a 50% minority and 38% low-income ridership.

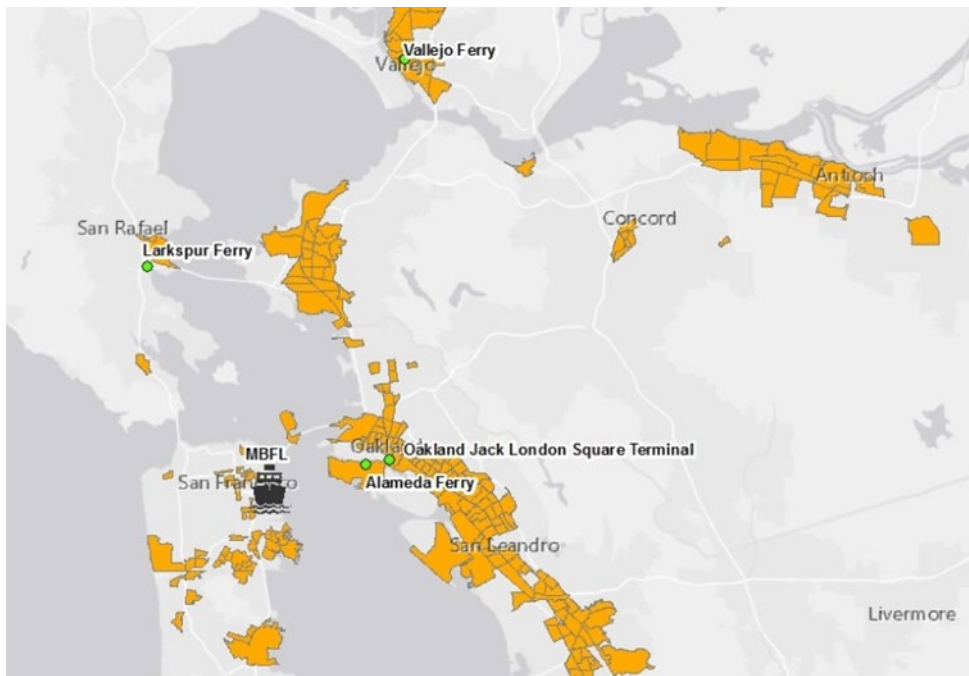


Figure 2: Communities of Concern and Bay Area Ferry Service Connections to Mission Bay

Community Support

Throughout the planning of this project, the Port has worked closely with San Francisco's diverse communities, Port tenants, and many other stakeholders to determine the best plan forward to create a more robust water transportation system. The Mission Bay Ferry Landing project has received backing from the Water Emergency Transportation Authority (WETA), the Bay Area Council, UCSF, and the Golden State Warriors. It has the support of groups including: the neighborhood associations of Mission

Bay, Potrero, and Bayview (BRITE); the Mission Bay Harbor Association; and the Mission Bay Life Science Community. Additionally, the project has received letters of support from state-level elected officials, Senator Scott Wiener and 17th District Assembly Member David Chiu. Due to page constraints, a limited number of letters of support are attached at the end of this application.

Cost Estimate and Funding Plan

Below is a table of the proposed funding allocation and the current cost estimates.

Funding Sources			
Source	Phase	Amount	Funds Committed?
LPP Request	Construction	\$7,000,000	Requested
Regional Measure 3	Construction	\$25,000,000	LONP Secured
UCSF Contribution	Construction	\$4,000,000	Committed
GO Bond (Agua Vista Park)	Construction	\$1,700,000	Committed
Total		\$37,700,000	

Funding Uses	
Task	Amount
	\$37,700,000
Construction	
	\$6,000,000
Soil Cap	
Construction Management	\$3,600,000
Construction – Float & Landside	\$23,000,000
Agua Vista Park	\$1,700,000
Risk Contingency	\$ 3,400,000
Total	\$37,700,000

A Welcome Improvement to Bay Area Transportation

The Mission Bay Ferry Landing will be a true asset not only to Mission Bay, but to the whole Bay Area. By strengthening transportation service region-wide; improving and simplifying access to this booming neighborhood's jobs, housing, special events, and community spaces, and linkages to other critical neighborhoods; reducing strain on other transit modes and the streets and parking in the neighborhood; and providing critical redundancy in an emergency, the MBFL will bolster the Bay Area's transportation infrastructure. Strong support from the community reinforces these many benefits – the MBFL will be a heartily welcomed improvement to the neighborhood and the region for years to come.



Figure 3: Conceptual Design (Looking North)

**SB1 Local Partnership Program - Competitive
Project Information Form**

Project Name:	Mission Bay Ferry Landing
----------------------	---------------------------

COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$875,760	N/A		\$875,760	Actual Cost
Environmental Studies (PA&ED)	\$138,426	N/A		\$138,426	Actual Cost
Design Engineering (PS&E)	\$6,285,814	N/A		\$6,285,814	Actual Cost
Right-of-way	\$0	N/A		\$0	N/A
Construction Phase 1	\$15,400,000			\$15,400,000	Engineer's Estimate, peer estimate of the waterside work by R.E.W Estimating, and comparisons to recently built facilities like Richmond Terminal and Sea Plane Lagoon (Alameda). Dredging based on actual bids.
Construction Phase 2	\$37,700,000	\$7,000,000		\$30,700,000	Engineer's Estimate, peer estimate of the waterside work by R.E.W Estimating, and comparisons to recently built facilities like Richmond Terminal and Sea Plane Lagoon (Alameda).
TOTAL PROJECT COST	\$60,400,000	\$7,000,000	\$0	\$53,400,000	

Percent of Total 12% 0% 88%

FUNDING PLAN FOR CONSTRUCTION PHASE 2 - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Competitive	\$7,000,000	N/A	N/A	\$7,000,000	Fiscal Year 2021/22
<i>Regional Measure 3 (see below)</i>	\$25,000,000			\$25,000,000	
<i>General Obligation Bond</i>			\$1,700,000	\$1,700,000	
<i>UCSF Contribution</i>			\$4,000,000	\$4,000,000	
TOTAL	\$32,000,000	\$0	\$5,700,000	\$37,700,000	

Comments / Concerns

The Metropolitan Transportation Commission has approved a Letter of No Prejudice (LONP) to spend RM3 funds at risk for the Mission Bay Ferry Landing project, with WETA as the 'sponsoring agency' and the Port as the 'implementing agency'. WETA and the Port are in negotiations to execute a detailed Term Sheet. This agreement will need to be in place in order to ensure eligibility for reimbursement through WETA per the LONP. If the RM3 litigation stands, the Port may use internal funding to meet the construction needs.



PORT OF SAN FRANCISCO MISSION BAY FERRY LANDING AND WATER TAXI LANDING 16TH STREET AND TERRY A. FRANCOIS BOULEVARD SAN FRANCISCO, CA 94158

100% SUBMITTAL
OCTOBER 26, 2018

PROJECT TITLE

PROJECT TEAM

PROJECT DESCRIPTION

OWNER
PORT OF SAN FRANCISCO
1000 MARKET STREET, SUITE 200
SAN FRANCISCO, CA 94103
PHONE: (415) 274-0619
CONTACT: JONATHAN ROMAN
EMAIL: JONATHAN.ROMAN@SFPORTRC.COM

STRUCTURAL/DBEDDING/COASTAL
COWI-NORTH AMERICA, INC.
1300 CLAY STREET, 7TH FLOOR
OAKLAND, CA 94612
PHONE: (510) 287-7164
CONTACT: JAMES CONNOLLY
EMAIL: JMC@COWI.COM

STRUCTURAL
OLM CONSULTING ENGINEERS
156 ELLIS STREET, 4TH FLOOR
SAN FRANCISCO, CA 94102
PHONE: (415) 882-9449 EXT. 15
CONTACT: SUNIL GUPTA
EMAIL: SUNIL@OLM.COM

ELECTRICAL
HRA CONSULTING ENGINEERS
582 MARKET STREET #1113
SAN FRANCISCO, CA 94104
PHONE: (415) 773-0455 EXT. 201
CONTACT: HAMID R. ARBARIKAGHI
EMAIL: HAMID.ARBARIKAGHI@HRAIENG.COM

CIVIL
LOTUS WATER
215 KEARNY STREET, SUITE B.
SAN FRANCISCO, CA 94108
PHONE: (415) 800-6805
CONTACT: SHAINA DUNTON
EMAIL: SHUNTON@LOTUSWATER.COM

MECHANICAL
MHC ENGINEERS, INC.
1010 MARKET STREET, SUITE 200
SAN FRANCISCO, CA 94103
PHONE: (415) 912-7141 EXT.14
CONTACT: TOBY LEE
EMAIL: TOBYLEE@MHCENR.COM

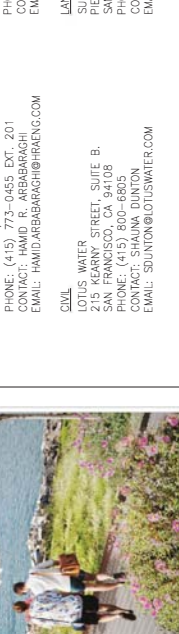
GEOTECHNICAL
GEO TECHNICAL CONSULTANT, INC.
500 SANSOME STREET #204
SAN FRANCISCO, CA 94111
PHONE: (415) 981-9950
CONTACT: NEEL NEELAKANTAN
EMAIL: NEEL@GTCGTECH.COM

ENVIRONMENTAL/PERMITTING
ESA, INC.
550 KEARNEY STREET
SAN FRANCISCO, CA 94108
PHONE: (415) 896-5900
CONTACT: GARY OATES
EMAIL: GOATES@ESASOCC.COM

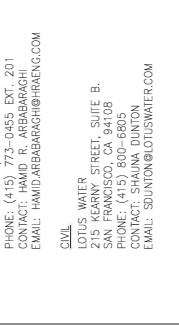
ARCHITECT
ROBIN CHANG & COMPANY
381 TEHAMA STREET
SAN FRANCISCO, CA 94103
PHONE: (415) 995-9870
CONTACT: ROBIN CHANG
EMAIL: RCHANG@DESIGNBYTHEBAY.COM

LANDSCAPE ARCHITECT
SURFACEDESIGN, INC.
PIER 33 NORTH, SUITE 200
SAN FRANCISCO, CA 94111
PHONE: (415) 914-7463
CONTACT: MICHAEL KAPITULNIK
EMAIL: MICHAEL@SDSI.FT.COM

PROJECT DESCRIPTION
THE PROJECT INCLUDES:
• THE CONSTRUCTION OF A NEW FERRY LANDING FACILITY INCLUDING COVERED PIER, GANGWAY, MOORING FLOAT, AND DONUT TENDERS;
• DREDGING OF BERTH AND APPROACH TO FERRY LANDING;
• CONSTRUCTION OF A NEW WATER TAXI FACILITY INCLUDING PIER, GANGWAY, MOORING FLOAT, AND DONUT TENDERS;
• UTILITY WORKS, INCLUDING POWER, SITE LIGHTING, DOMESTIC WATER, IRRIGATION, AND FIRE PROTECTION.



NO.	DATE	DESCRIPTION	BY	APP'D
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DESIGNED BY:	DATE:
SAN FRANCISCO PORT COMMISSION	10-26-18
DATE:	
DRAWN:	DATE:
ADR	10-26-18
CREATED:	DATE:
JMC	10-26-18

SCALE:	AS SHOWN
SHEET OF SHEETS	-

MISSION BAY FERRY LANDING AND WATER TAXI LANDING

COVER SHEET

CONTRACT NO.	068311
SHEET NO.	G001
FILE NO.	
REV. NO.	0



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OCTOBER 26, 2018

VERB. PL01

Attachment 2



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OCTOBER 26, 2018

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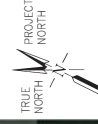
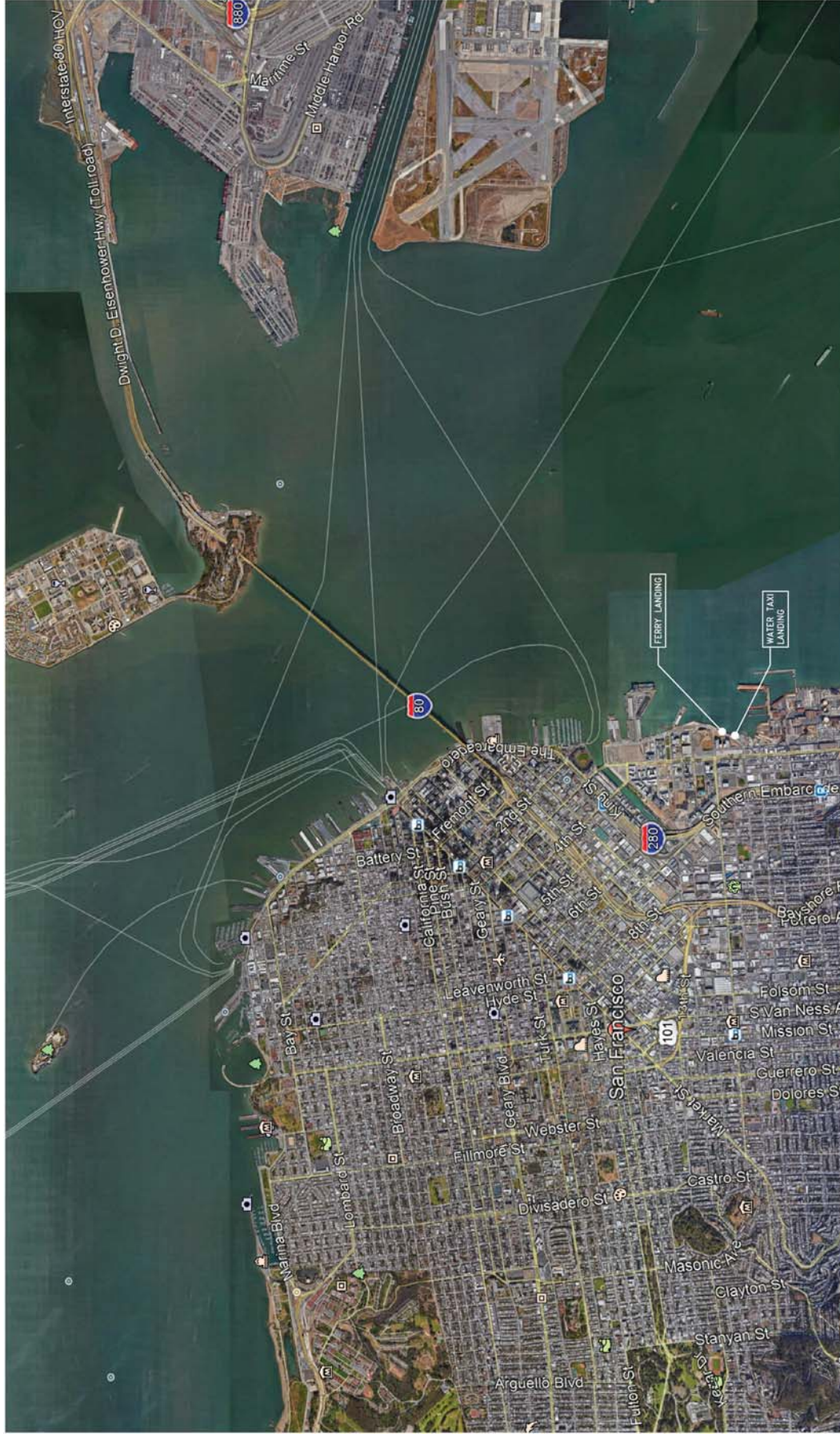
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Attachment 2



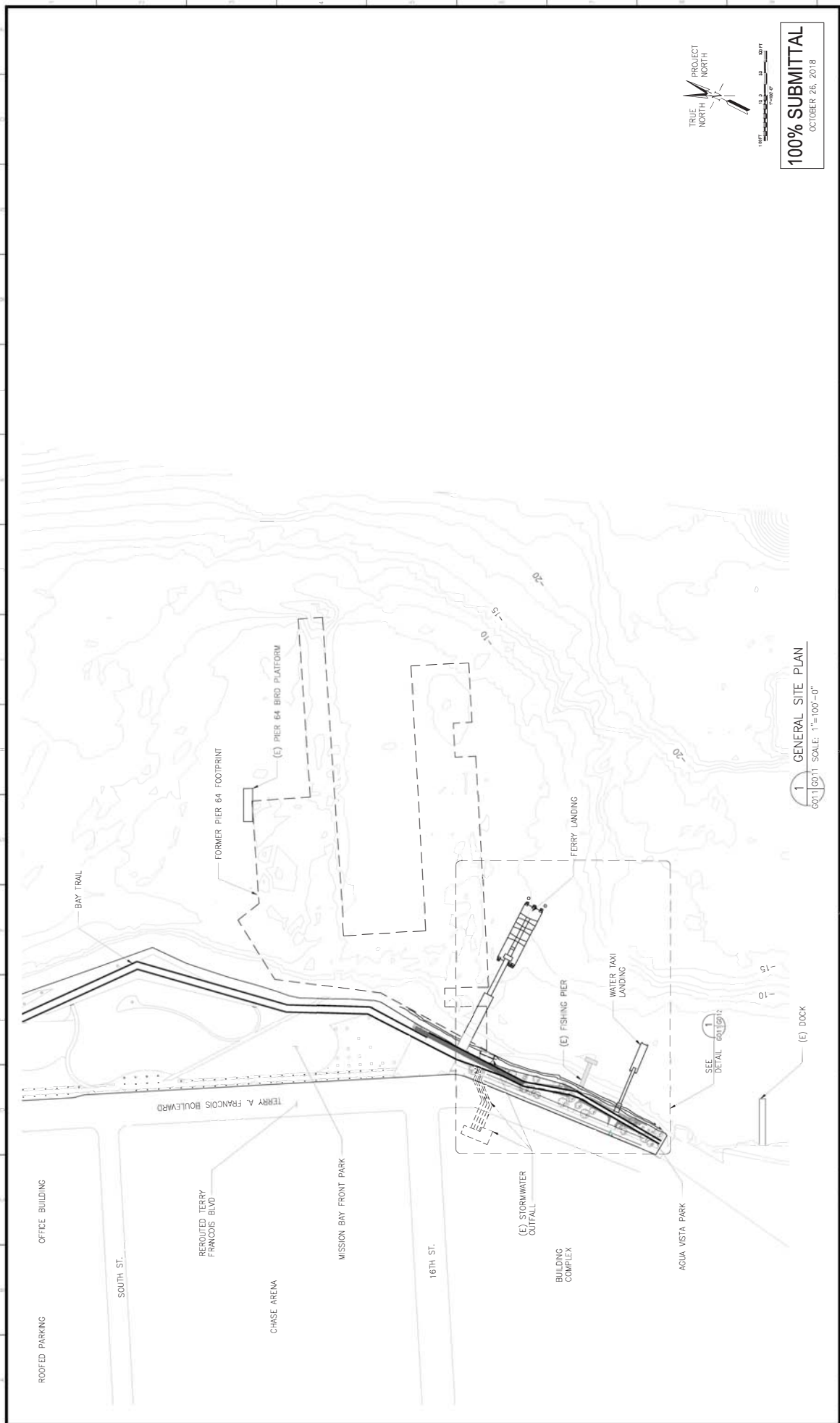
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OCTOBER 26, 2018

1 LOCATION MAP
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MISSION BAY FERRY LANDING AND WATER TAXI LANDING						LOCATION MAP							

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Attachment 2

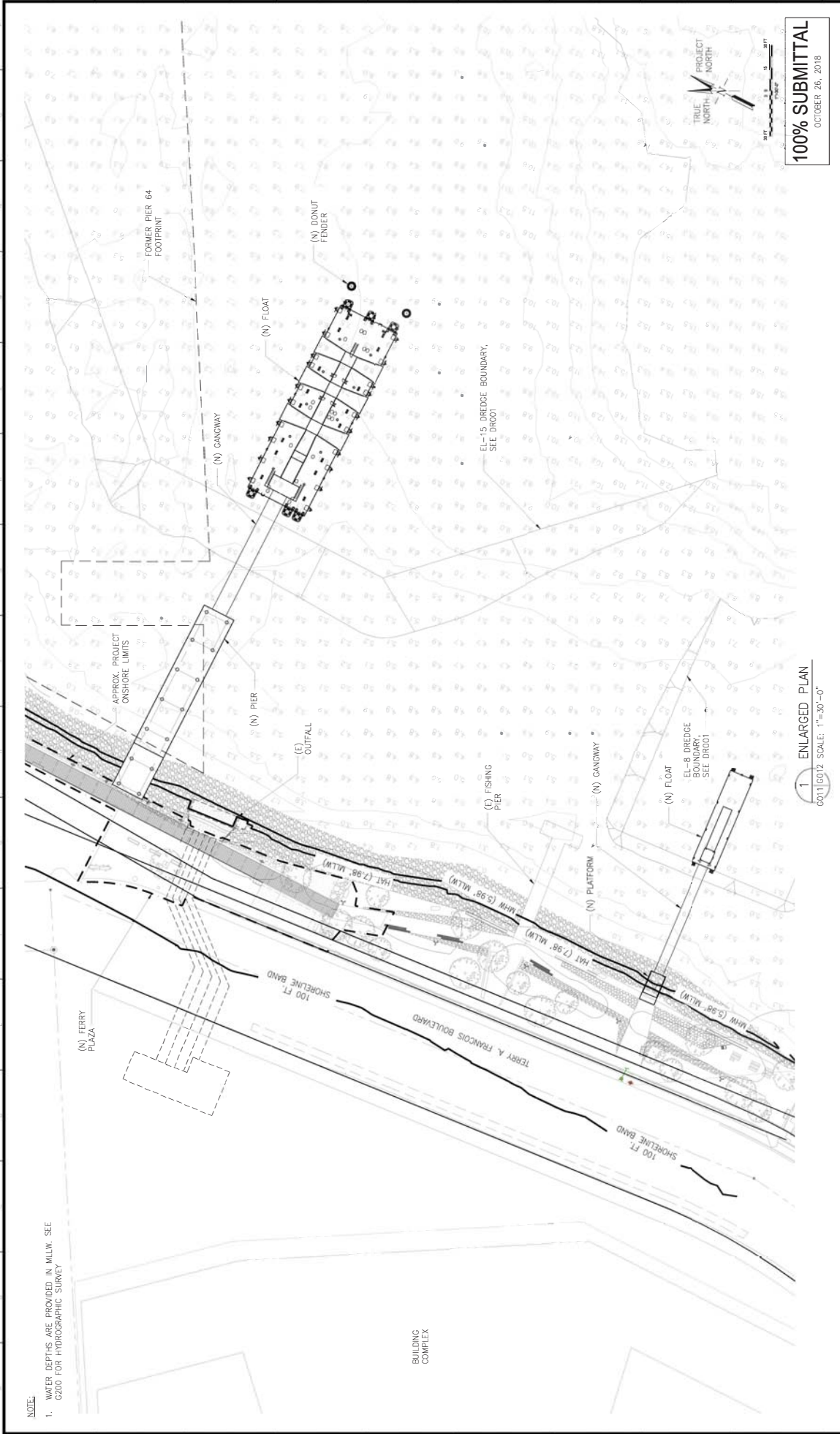


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OCTOBER 26, 2018

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<p>DESIGNED: DATE: 10-26-18 DRAWN: DATE: 10-26-18 CHECKED: DATE: 10-26-18 JWC</p>		<p>CHEF HARBOR RUNNER</p>	
<p>GENERAL SITE PLAN 6011(2011) SCALE: 1"=100'-0"</p>			
<p>CONSULTANT COWI COWI-OLMM 350 CALIFORNIA STREET, 8TH FLOOR SAN FRANCISCO, CA 94102</p>			
<p>REFERENCE INFORMATION & FILE NO. OF SHEETS</p>		<p>SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING</p>	
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Attachment 2



NOTE:
1. WATER DEPTHS ARE PROVIDED IN MLTW. SEE C200 FOR HYDROGRAPHIC SURVEY

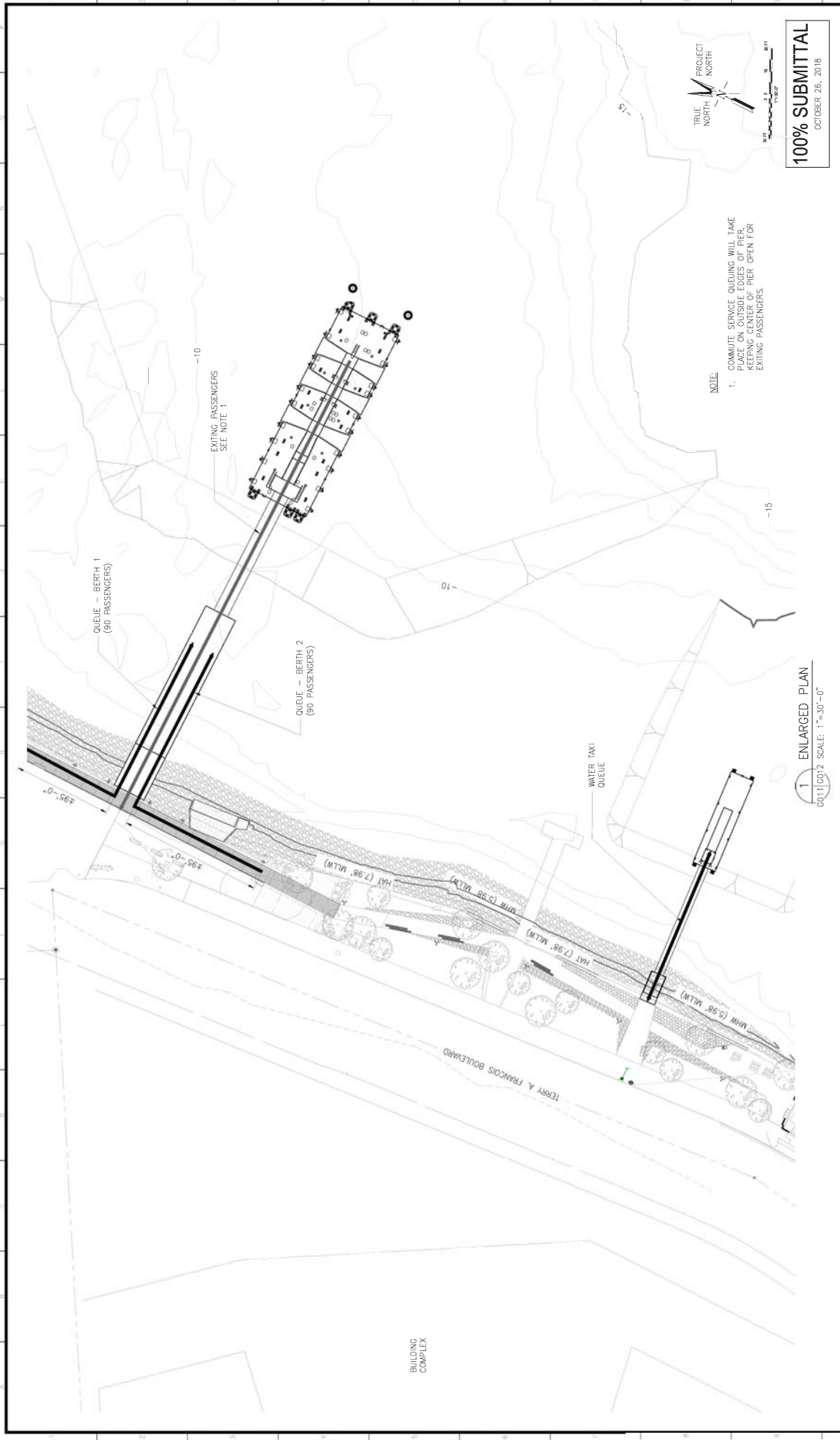
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OCTOBER 26, 2018

1 ENLARGED PLAN
6011(00)2 SCALE: 1"=30'-0"

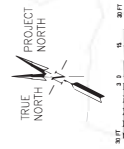
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VIEW: PLAN

Attachment 2



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OCTOBER 26, 2018



1 ENLARGED PLAN
6011(0012) SCALE: 1"=30'-0"

CONTRACT NO. 6011(0012) SHEET NO. G013 FILE NO. _____ REV. NO. 0		MISSION BAY FERRY LANDING AND WATER TAXI LANDING	
SCALE: 1"=30'-0" SHEET OF SHEETS: _____		COMMUTER QUEUE FERRY AND WATER TAXI LANDINGS	
DESIGNED BY: SAN FRANCISCO PORT COMMISSION DATE: _____		CHECKED BY: _____ DATE: _____	
DRAWN BY: ADJR DATE: 10-26-18		CHECKED BY: JMC DATE: 10-26-18	
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CONSULTANT: COWI-OLMM COWI NORTH AMERICA, INC. 700 CLAY STREET, 7TH FLOOR OAKLAND, CA 94612		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING	
REFERENCE INFORMATION & FILE NO. OF SURVEYS		PORT OF SAN FRANCISCO	
NO.	DATE	DESCRIPTION	BY
0	10/26/18	100% SUBMITTAL	JMC
CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION			

VIEW: PLAN

LANDSIDE DEMOLITION NOTES

1. CONTRACTOR SHALL OBTAIN A COPIES OF THE GEOTECHNICAL REPORTS PREPARED BY TREWELL & ROLLO, AND GTC, INC. AND FOLLOW ALL RECOMMENDATIONS CONTAINED THEREIN.
2. CONTRACTOR SHALL OBTAIN A COPY OF THE TERRY A. FRANCOIS BOULEVARD INFRASTRUCTURE TO REMAIN OR TO BE UPGRADED. NOTE THAT THE NEW TFB SUBMITTAL IMPROVEMENTS ARE BEING CONSTRUCTED AT THE TIME OF THIS CONSTRUCTION OF THIS PROJECT. THEREFORE THE TFB IMPROVEMENTS ARE ASSUMED TO BE THE "EXISTING CONDITION."
3. SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO START OF DEMOLITION.
4. UPON REQUEST, OWNER'S REPRESENTATIVE WILL MAKE AVAILABLE TO CONTRACTOR ANY SITE SPECIFIC REPORTS PRIOR TO DEMOLITION. CONTRACTOR SHALL COORDINATE WITH LANDSCAPE PLANS AND DETAILS SHEETS C-111 AND C-112 FOR EROSION CONTROL PLAN AND DETAILS.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXISTING TREES TO REMAIN AND TO BE UPGRADED. CONTRACTOR SHALL BE RESPONSIBLE FOR DISCONNECTING AND CAPPING OF EXISTING UTILITIES AND OTHER CONDITIONS THAT ARE APPLICABLE TO SAN FRANCISCO UTILITY AND OTHER CONDITIONS THAT ARE APPLICABLE TO UTILITY SHUT OFF AND DISCONNECTION PRIOR TO DEMOLITION.
6. CONTRACTOR SHALL CONFIRM THAT ANY REMOVAL OF ELECTRICAL LINES, LIGHT POLES, AND BOXES WILL NOT AFFECT OR DISRUPT THE POWER TO THE ADJACENT BUILDINGS, STREET LIGHTS, OR TRAFFIC LIGHTS.
7. CONTRACTOR SHALL REMOVE AND RECYCLE/SALVAGE/DISPOSE OF ALL EXISTING CONCRETE CURBS, SIDEWALKS, AND PAVEMENTS IN ACCORDANCE WITH NOTES ON THIS SHEET AND SPECIFICATIONS. ITEMS TO BE DISPOSED OF SHALL BE DONE SO IN A LEGAL MANNER AS THE CONTRACTOR'S PROPERTY.
8. CONTRACTOR SHALL PROTECT ALL ADJACENT BUILDINGS, FOUNDATIONS, AND INFRASTRUCTURE DURING DEMOLITION. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO AND/OR REPLACEMENT OF ANY DAMAGE RELATED TO DEMOLITION ACTIVITIES.
9. DISCONNECT, CAP, AND PLUG EXISTING STORM DRAIN AND SANITARY SEWER LINE WITHIN THE LIMITS OF WORK PER PORT STANDARDS.
10. DISCONNECT AND REMOVE EXISTING WATER, GAS, ELECTRIC, AND DATA RELEVANT UTILITY PROVIDER.
11. AREAS TO BE IMPROVED SHALL BE STRIPPED OF CONCRETE, LOOSE SURFACE SOIL, ROCKS, Boulders, VEGETATION, AND TOPSOIL WHERE THEY CONTACT WITH NEW FOUNDATIONS OR OTHER IMPROVEMENTS. EXISTING SHADES STRUCTURES SHALL BE REMOVED DURING SITE DEMOLITION. ANY RESULTING EXISTING WOOD SHALL BE EXTENDED BELOW SUBGRADE PER THE NOT ENGINEER APPROVED SOILS PER SPECIFICATIONS.
12. ALL EXISTING FOUNDATIONS, WHICH WILL NOT BE REUSED, SHOULD BE REMOVED SPECIFICALLY, WHERE ENCOUNTERED. ALL PILE CAPS AND PAVEMENTS, SIDEWALKS, AND LANDSCAPED AREAS FILES SHOULD BE REMOVED SUFFICIENTLY DEEP TO PREVENT "HARD SPOTS" IN GENERAL. EXISTING PAVEMENTS AND SIDEWALKS SHALL BE REMOVED TO A MINIMUM OF 18" BELOW NEW IMPROVEMENTS AND/OR UTILITIES AND PILE GROUPS SHOULD BE REMOVED AT LEAST EIGHT FEET BELOW NEW IMPROVEMENTS AND/OR UTILITIES. ON THE BAY AVENUE, WHEREVER IS SHALLOWER, THE UTILITIES SHALL BE REMOVED TO THE DEPTH OF PILE HEADS, BASED UPON SITE SPECIFIC CONDITIONS.
13. ALL HAZARDOUS WASTES, TRANSFORMERS, AND WIRING SHALL BE PROPERLY DISPOSED PER STATE LAW AND/OR PORT STANDARDS, WHICHEVER IS MORE STRINGENT.
14. REMOVE NOTED UNDERGROUND UTILITIES & STRUCTURES ON PROPERTY WITHIN SPECIFIED DEPTH REQUIRED BY GEOTECHNICAL ENGINEER.
15. ALL EXISTING STREET CURBS, PAVEMENT, SIGNS, PARKING METERS, ETC. SHALL BE REMOVED AND RECYCLED UNLESS SPECIFICALLY DESIGNATED FOR REMOVAL AS APPLICABLE.
16. CONTRACTOR SHALL NOTIFY ARCHEOLOGIST FOR INSPECTION OF EARTHWORK DELIVERED TO RECYCLING FACILITY.
17. ALL ASPHALT PAVING WITHIN LIMITS OF WORK TO BE REMOVED AND DELIVERED TO RECYCLING FACILITY.
18. REMOVED CONCRETE CURBS, SLABS, WALLS AND OTHER CONCRETE STRUCTURES SHALL BE RECYCLED INTO REUSABLE AGGREGATES.
19. OTHER SITE HARDSCAPE MATERIALS TO BE RECYCLED TO THE EXTENT POSSIBLE. SEE SPECIFICATIONS.
20. PLANT MATERIAL TO BE REMOVED SHALL BE SHIPPED FOR DELIVERY TO A COMPOSTING FACILITY OR SALVAGED FOR REUSE ON PROJECT OR AS DIRECTED BY THE PORT OF SAN FRANCISCO.
21. CONTRACTOR SHALL TAKE EXTREME CARE TO PROTECT ALL EXISTING SURVEY MONUMENTS IN PLACE.
22. REFER TO WATERSIDE DEMOLITION PLANS FOR REMOVAL OF ALL INFRASTRUCTURE BEYOND THE TOP OF BANK.

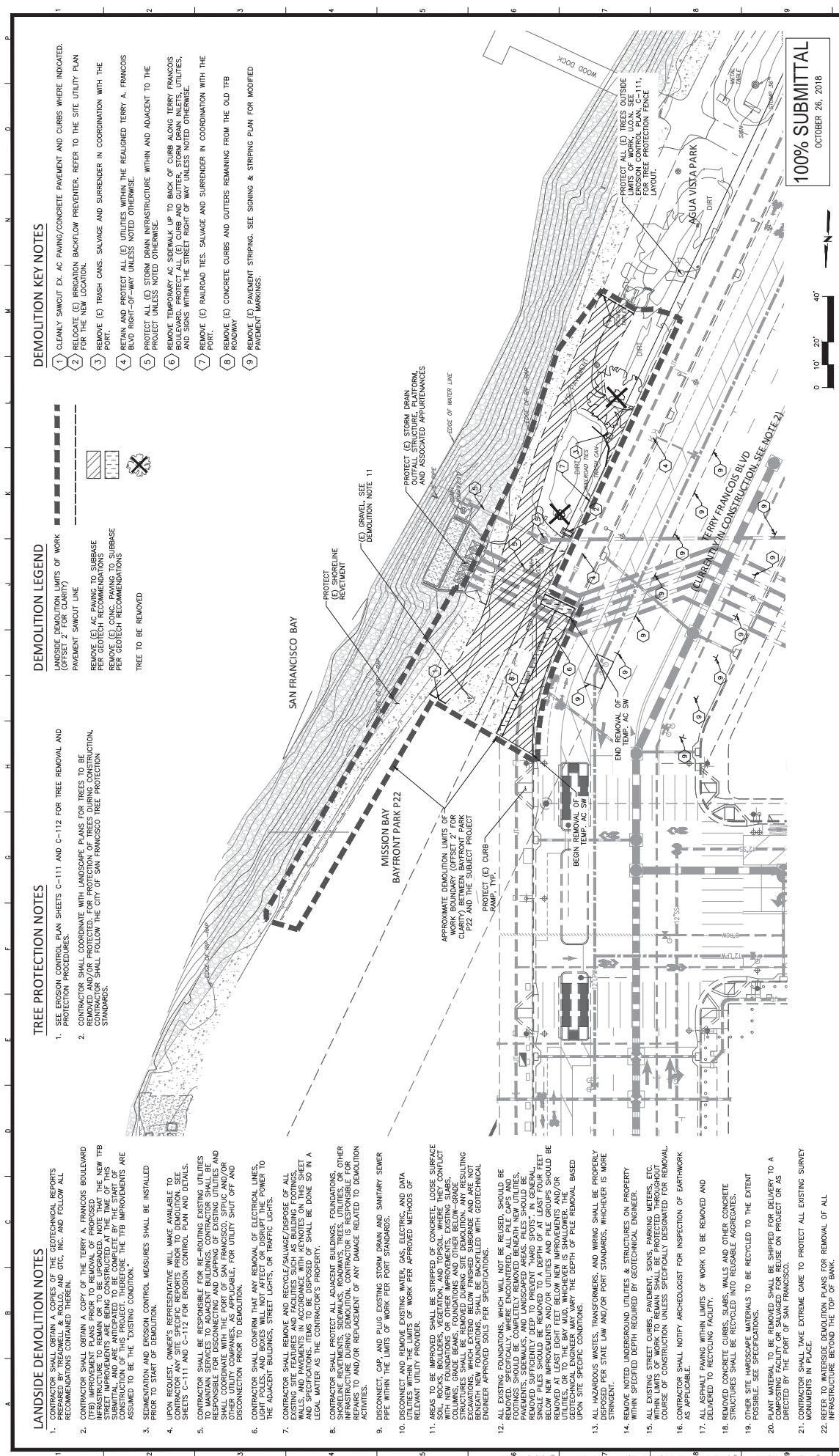
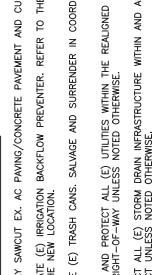
TREE PROTECTION NOTES

1. SEE EROSION CONTROL PLAN SHEETS C-111 AND C-112 FOR TREE REMOVAL AND PROTECTION PROCEDURES.
2. CONTRACTOR SHALL COORDINATE WITH LANDSCAPE PLANS FOR TREES TO BE REMOVED AND/OR PROTECTED, FOR PROTECTION OF TREES DURING CONSTRUCTION. CONTRACTOR SHALL FOLLOW THE CITY OF SAN FRANCISCO TREE PROTECTION STANDARDS.

DEMOLITION KEY NOTES

1. CLEANLY SAWCUT EX. AC PAVING/CONCRETE PAVEMENT AND CURBS WHERE INDICATED.
2. RELOCATE (E) IRRIGATION BACKFLOW PREVENTER, REFER TO THE SITE UTILITY PLAN FOR THE NEW LOCATION.
3. REMOVE (E) TRASH CANS, SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
4. RETAIN AND PROTECT ALL (E) UTILITIES WITHIN THE REALIGNED TERRY A. FRANCOIS BLVD RIGHT-OF-WAY UNLESS NOTED OTHERWISE.
5. PROTECT ALL (E) STORM DRAIN INFRASTRUCTURE WITHIN AND ADJACENT TO THE PROJECT UNLESS NOTED OTHERWISE.
6. REMOVE TEMPORARY AC SIDEWALK UP TO BACK OF CURB ALONG TERRY FRANCOIS BOULEVARD. PROTECT ALL (E) CURB AND GUTTER, STORM DRAIN INLETS, UTILITIES, AND SIGNS WITHIN THE STREET RIGHT OF WAY UNLESS NOTED OTHERWISE.
7. REMOVE (E) RAILROAD TIES, SALVAGE AND SURRENDER IN COORDINATION WITH THE PORT.
8. REMOVE (E) CONCRETE CURBS AND GUTTERS REMAINING FROM THE OLD TFB ROADWAY.
9. REMOVE (E) PAVEMENT STRIPPING. SEE SIGNING & STRIPING PLAN FOR MODIFIED PAVEMENT MARKINGS.

DEMOLITION LEGEND



<p>RESIGNED: DATE: 2/14/18 DRAWN: IS 2/14/18 CHECKED: SDO 2/16/18</p>		<p>APPROVED BY: _____ DATE: _____ CHIEF HARBOR ENGINEER</p>	
<p>SCALE: 1" = 20'</p>		<p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING</p>	
<p>CONTRACT NO. A685311 SHEET NO. C110</p>		<p>LANDSIDE SITE DEMOLITION PLAN</p>	
<p>FILE NO. _____ REV. NO. C</p>		<p>100% SUBMITTAL OCTOBER 26, 2018</p>	

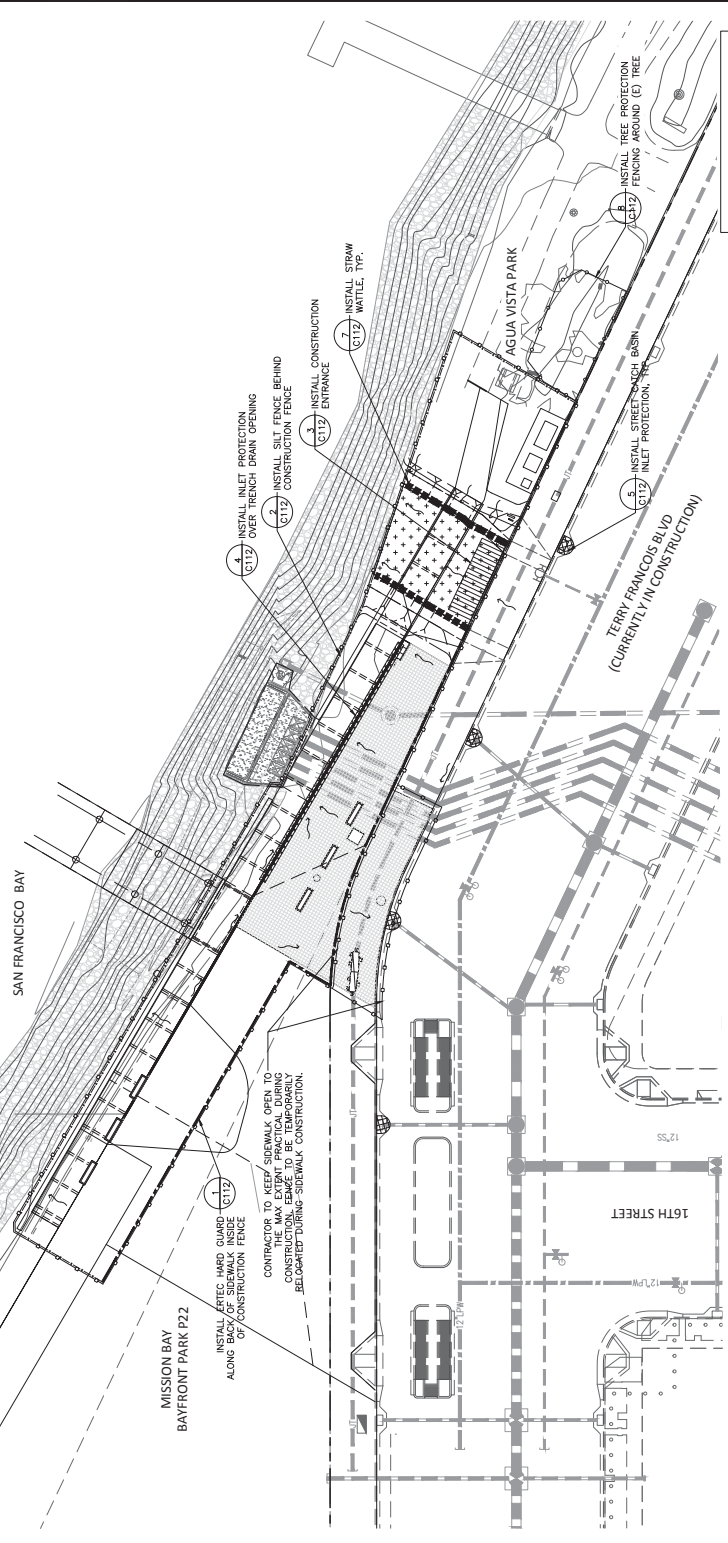
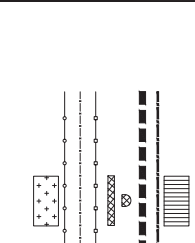
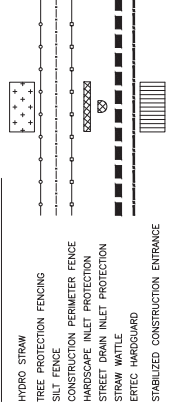
EROSION CONTROL PLAN NOTES:

1. THIS EROSION CONTROL PLAN IS A PREVENTION PLAN TO PROTECT STORM WATER POLLUTION. SUPPLEMENT THE DURING CONSTRUCTION DUE TO UNANTICIPATED FIELD CONDITIONS. IN GENERAL, THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION.
2. THIS PLAN MAY NOT COVER ALL THE SITUATIONS THAT ARISE DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION.
3. AFTER OCTOBER 1ST TO APRIL 15TH, ALL VEGETATION CONTROL MEASURES SHALL BE INSPECTED AND MAINTAINED DAILY. STORM DRAINAGE SHALL BE MAINTAINED AND TEMPORARY SWALES WILL BE REPAIRED AT THE CLOSE OF EACH DAY AND WHENEVER NECESSARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DAILY MAINTENANCE OF THESE FACILITIES. ALL WORK SHALL BE RECORDED WITH A PHONE NUMBER AND A PHOTOGRAPH OF EACH FACILITY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DAILY MAINTENANCE OF THESE FACILITIES.
4. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL MANUAL OF THE PORT OF SAN FRANCISCO. ALL EROSION AND SEDIMENT CONTROL MEASURES ARE SUBJECT TO THE INSPECTION AND APPROVAL OF THE CITY OF SAN FRANCISCO AND THE PORT OF SAN FRANCISCO.
5. SUB CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL EROSION AND SEDIMENT CONTROL MEASURES. ALL SUB CONTRACTORS AND SUPPLIERS ARE AWARE OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
6. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE PERIODICALLY THEREAFTER AS DIRECTED BY THE INSPECTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERIODIC MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
7. IF EXISTING DRIVEWAY IS REMOVED DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE ARES MUD MAT FOR THE DRIVEWAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERIODIC MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
8. DURING THE RAINY SEASON (OCTOBER 1 TO APRIL 15), ALL PAVED AREAS ARE TO BE KEPT CLEAR OF EARTH MATERIAL AND DEBRIS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERIODIC MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
9. DURING PERIODS WHEN STORMS ARE FORECAST -
 - EXCAVATED SOILS SHOULD NOT BE PLACED IN STREETS OR ON PAVED AREAS.
 - ALL EXCAVATED SOILS SHOULD BE REMOVED FROM THE SITE BY THE END OF THE DAY.
 - WHERE STOCKPILING IS NECESSARY, USE A TARPULIN AND SURROUND THE STOCKPILED MATERIAL WITH SEDIMENT ROLLS, GRAVEL, SEDIMENT BARRIER, SILT FENCE, OR OTHER RUNOFF CONTROLS.
 - USE INLET CONTROLS AS NEEDED (E.G. BRICK DRAIN DOWNSTREAM FROM THE PROJECT SITE OR STOCKPILED SOIL).
10. THOROUGHLY SWEEP ALL PAVED AREAS EXPOSED TO SOIL EXCAVATION AND PLACEMENT.
11. STAND-BY CREWS SHALL BE ALERTED BY THE PERMITEE OR CONTRACTOR FOR EMERGENCY WORK DURING RAINSTORMS.
12. AS A PART OF THE EROSION CONTROL MEASURES, IMPROVEMENT PLANS AS APPROPRIATE FOR THE CURRENT PROJECT SHALL BE INSTALLED COMPLETE AS SHOWN ON THE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERIODIC MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
13. BORROW AREAS AND TEMPORARY STOCKPILES SHALL BE RESTORED TO THE SATISFACTION OF THE CITY ENGINEER.

TREE PROTECTION NOTES:

1. PROTECT ALL EXISTING TREES WHOSE DRIP LINE IS WITHIN 25 FEET OF EXCAVATION, TRENCHING, GRADING, OR PATHWAY OPERATIONS.
2. EXISTING TREES AND SHRUBS OUTSIDE THE LIMITS OF WORK SHALL BE REMOVED ONLY UPON PRIOR APPROVAL.
3. TREES TO BE SAVED SHALL BE FLAGGED AND MARKED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING TREES AND VEGETATION.
4. REFER TO ATTACHED REQUEST BEFORE COMMENCING WITH ANY DEMOLITION WORK OR GRADING FOR PROPER PROCEDURES IN VICINITY OF EXISTING TREES.
5. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN ALL EXISTING TREES AND VEGETATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PERIODIC MAINTENANCE AND REPAIR OF ALL EROSION AND SEDIMENT CONTROL MEASURES.
6. THESE PROTECTION AREAS SHALL BE PROTECTED FROM DUMPING OF REFUSE, GARBAGE AND WASTE, AND CONTINUOUS PUBLISHING OR RUNNING WHEN:

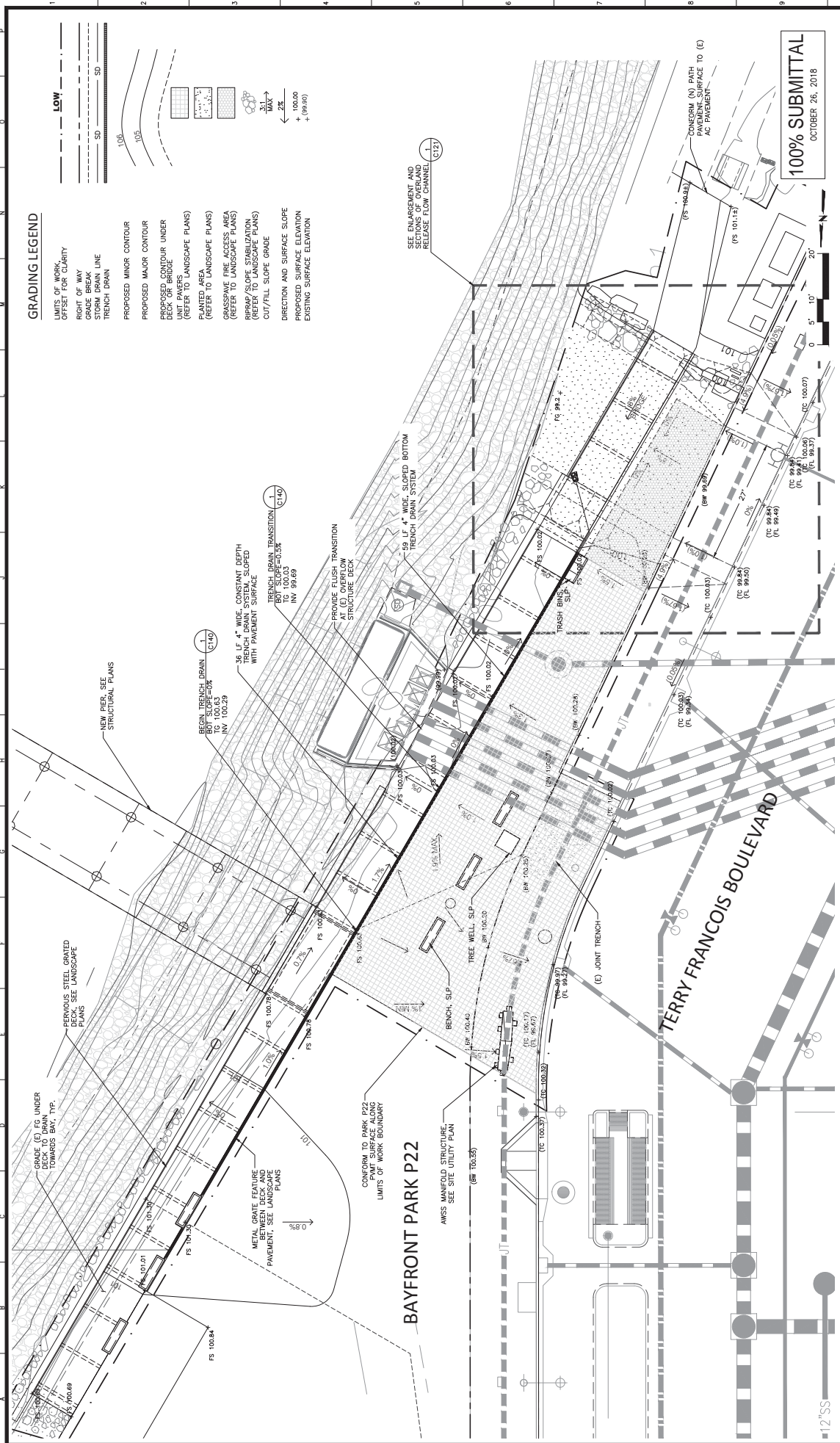
EROSION CONTROL LEGEND



100% SUBMITTAL
OCTOBER 26, 2018

<p>REFERENCE INFORMATION & FILE NO. OF SURKETS</p> <p>PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING</p> <p>COWI-OLMM CONSULTANT</p> <p>LOTUS WATER, INC. (S) No. 200 San Francisco, CA 94105</p>	<p>DESIGNED BY: DATE: 2/14/18 DRAWN: JS DATE: 2/14/18 CHECKED: SDO DATE: 2/16/18</p> <p>APPROVED BY: _____ DATE: _____ SAN FRANCISCO PORT COMMISSION</p> <p>SCALE: 1" = 20' SHEET OF SHEETS</p> <p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING EROSION AND SEDIMENT CONTROL PLAN</p> <p>CONTRACT NO. A685311 SHEET NO. C111 FILE NO. REV. NO. C</p>
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Attachment 2



GRADING LEGEND

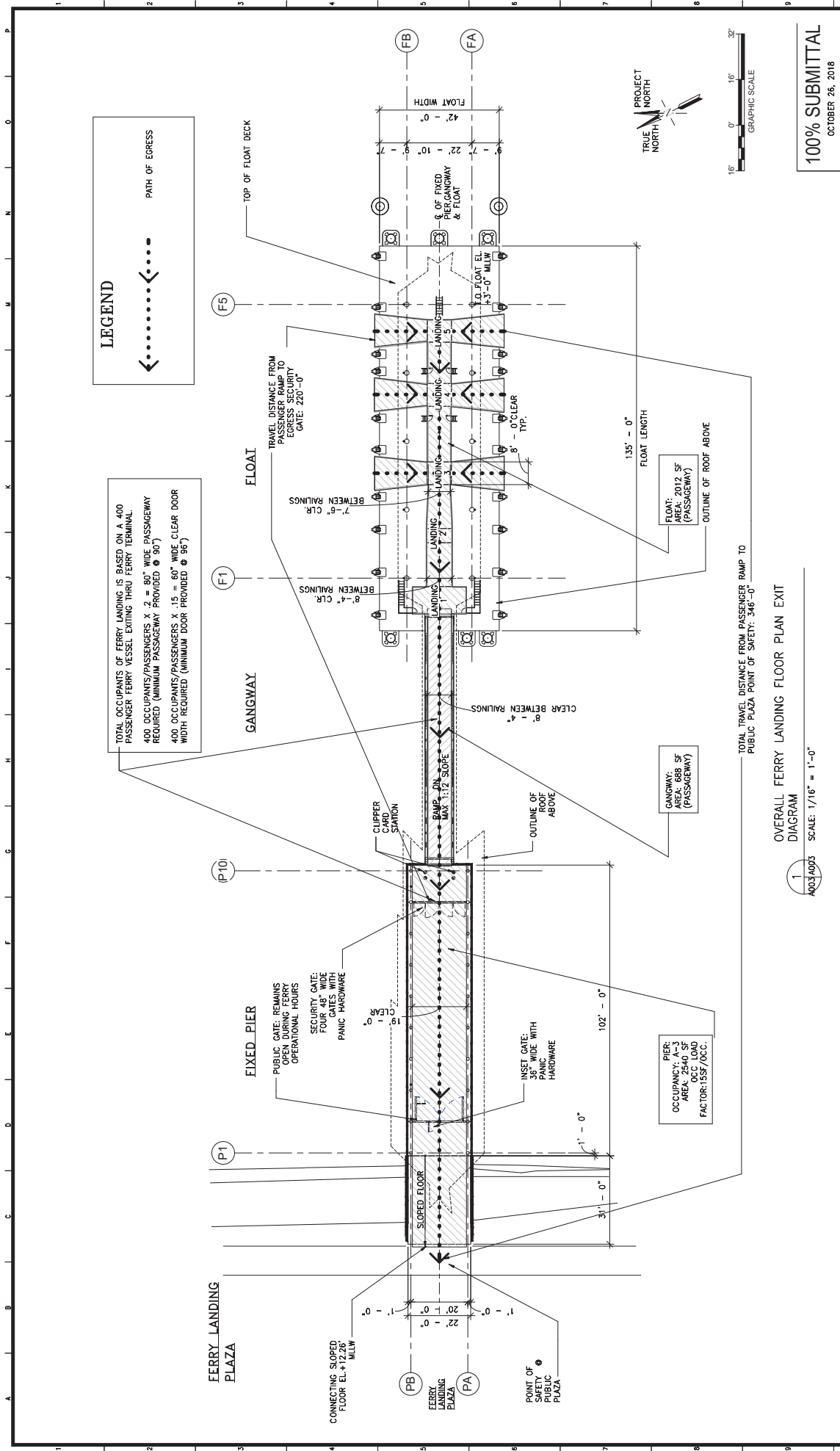
- LIMITS OF WORK.
- OFFSET FOR CLARITY.
- RIGHT OF WAY.
- STREET FRONT LINE.
- TRENCH DRAIN.
- PROPOSED MINOR CONTOUR.
- PROPOSED MAJOR CONTOUR.
- PROPOSED CONTOUR UNDER EXISTING GRADE.
- UNIT PAVERS.
- PLANTED AREA (REFER TO LANDSCAPE PLANS).
- GRASSPAVE FIRE ACCESS AREA (REFER TO LANDSCAPE PLANS).
- RIPRAP/SLOPE STABILIZATION (REFER TO LANDSCAPE PLANS).
- CUT/FILL SLOPE GRADE.
- DIRECTION AND SURFACE SLOPE.
- PROPOSED SURFACE ELEVATION.
- EXISTING SURFACE ELEVATION.

100% SUBMITTAL
OCTOBER 26, 2018

<p>CONTRACT NO. A685311 SHEET NO. C120 FILE NO. REV. NO. C</p>											
<p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING GRADING AND DRAINAGE PLAN</p>											
<p>SCALE: 1" = 10'</p>	<p>SHEET OF SHEETS</p>										
<p>DESIGNED BY: SAN FRANCISCO PORT COMMISSION DATE: 2/14/18</p>	<p>CHECKED BY: CHIEF HARBOR ENGINEER DATE: 2/16/18</p>										
<p>DRAWN BY: JS DATE: 2/14/18</p>	<p>SDO: 2/16/18</p>										
<p>APPROVED BY: SAN FRANCISCO PORT COMMISSION DATE: 2/14/18</p>											
<p>REFERENCE INFORMATION & FILE NO. OF SURVEYS</p>											
<p>CONTRACT NO. A685311 SHEET NO. C120 FILE NO. REV. NO. C</p>											
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NO.	DATE	DESCRIPTION	BY	APP.							
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<p>CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION</p>											
<p>PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING</p>											
<p>COWI-OLMM CONSULTANT</p>											
<p>LOTUS WATER, INC. S.C. No. 200 San Francisco, CA 94105</p>											

WER: PL01

Attachment 2



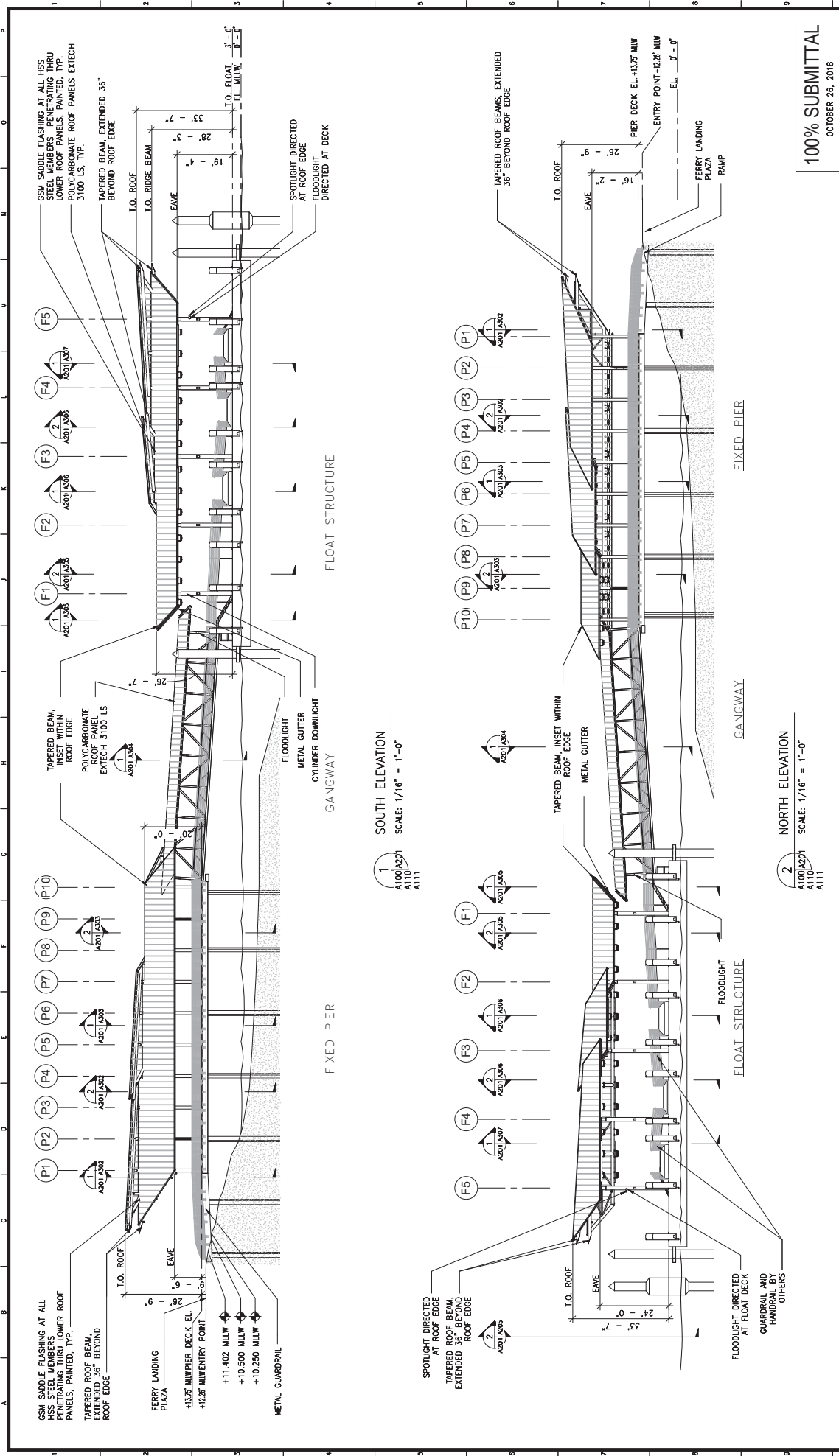
100% SUBMITTAL
 OCTOBER 26, 2018

OVERALL FERRY LANDING FLOOR PLAN EXIT DIAGRAM
 SCALE: 1/16" = 1'-0"

REFERENCE INFORMATION SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		CONSULTANT Cowi-Olmm Robin Cherry & Associates 3911 Tiburcio Street San Francisco, CA 94103		APPROVED BY SAN FRANCISCO PORT COMMISSION DATE: 10-26-18		SCALE: AS SHOWN		MISSION BAY FERRY LANDING AND WATER TAXI LANDING		CONTRACT NO.: A00311	
TABLE OF REVISIONS CHECK WITH TIMING TO SEE IF YOU HAVE LATEST REVISION		DATE 10/26/18		BY RB		DATE 10-26-18		SHEET NO. A003		PROJECT NO. A003	
NO. 0		DATE 10/26/18		BY RB		DATE 10-26-18		SHEET OF SHEETS 1		FILE NO. A003	
DESCRIPTION 100% SUBMITTAL		DATE 10-26-18		CHECKED RB		DATE 10-26-18		CHIEF HARBOR ENGINEER _____		REV. NO. 0	
EXIT DIAGRAM		SCALE: AS SHOWN		DATE: 10-26-18		DATE: 10-26-18		DATE: 10-26-18		REV. NO.: 0	

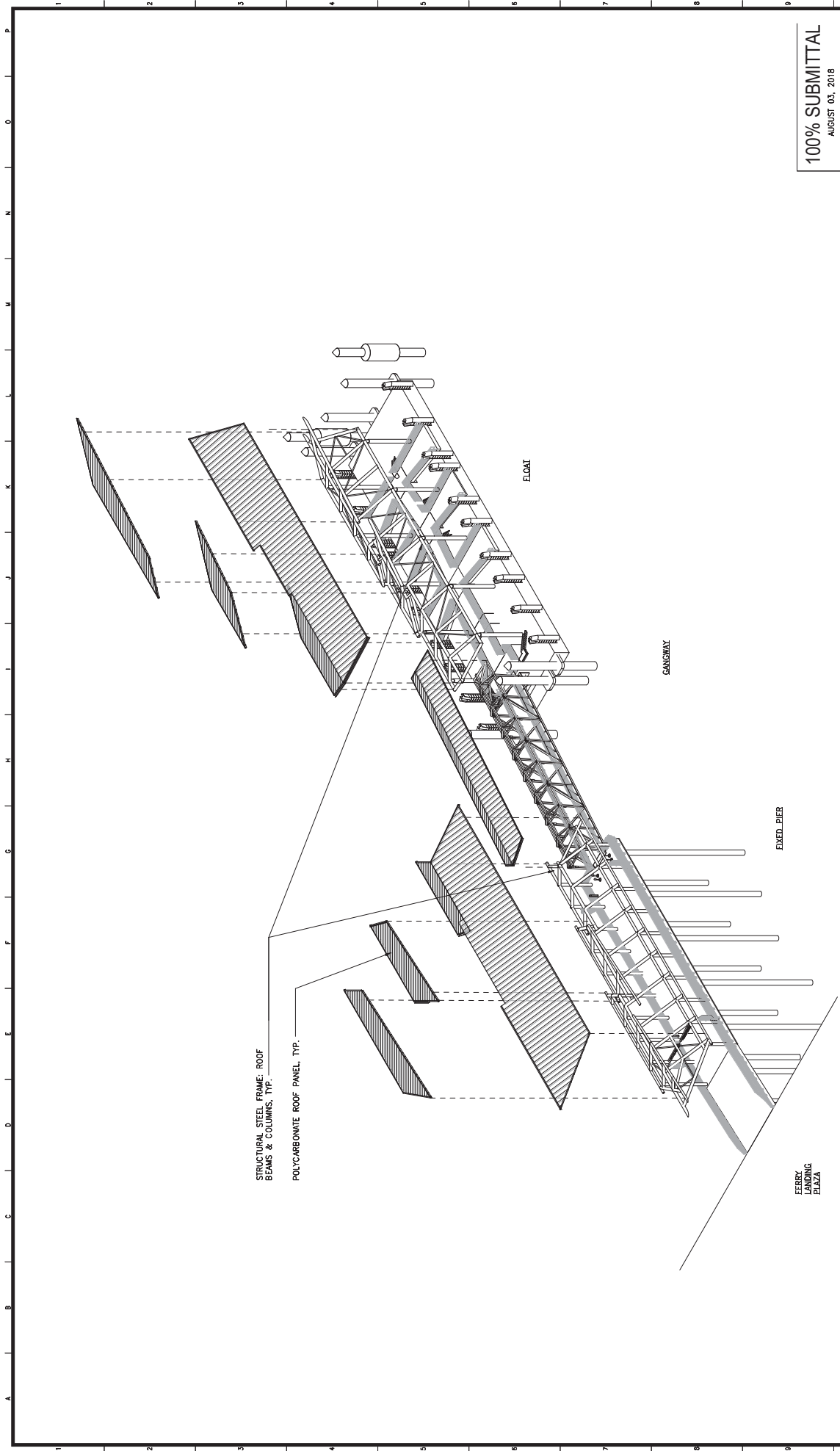
REF: PLOT1

Attachment 2



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 OCTOBER 26, 2018

REFERENCE INFORMATION & FILE NO. OF SURKETS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI-OLMM CONSULTANT Robin Cherry & 3511 Tiburcio Street San Francisco, CA 94103		APPROVED BY SAN FRANCISCO PORT COMMISSION DATE:		SCALE: AS SHOWN		CONTRACT NO. ADDRESS 11 SHEET NO. FILE NO. A201 REV. NO. D	
CHECKED: DATE: 10-26-18 DRAWN: DATE: 10-26-18 CHECKED: DATE: 10-26-18 BY: RB		APPROVED BY: _____ DATE: _____		SHEET OF SHEETS		CHIEF HARBOR ENGINEER		MISSION BAY FERRY LANDING AND WATER TAXI LANDING		FERRY LANDING ELEVATIONS	
TABLE OF REVISIONS CHECK WITH TRACING TO SEE IF YOU HAVE LATEST REVISION		NO. DATE 0 10/26/18 100% SUBMITTAL		DESCRIPTION TABLE OF REVISIONS		BY: RB DATE:		REF: PLOT1		100% SUBMITTAL OCTOBER 26, 2018	

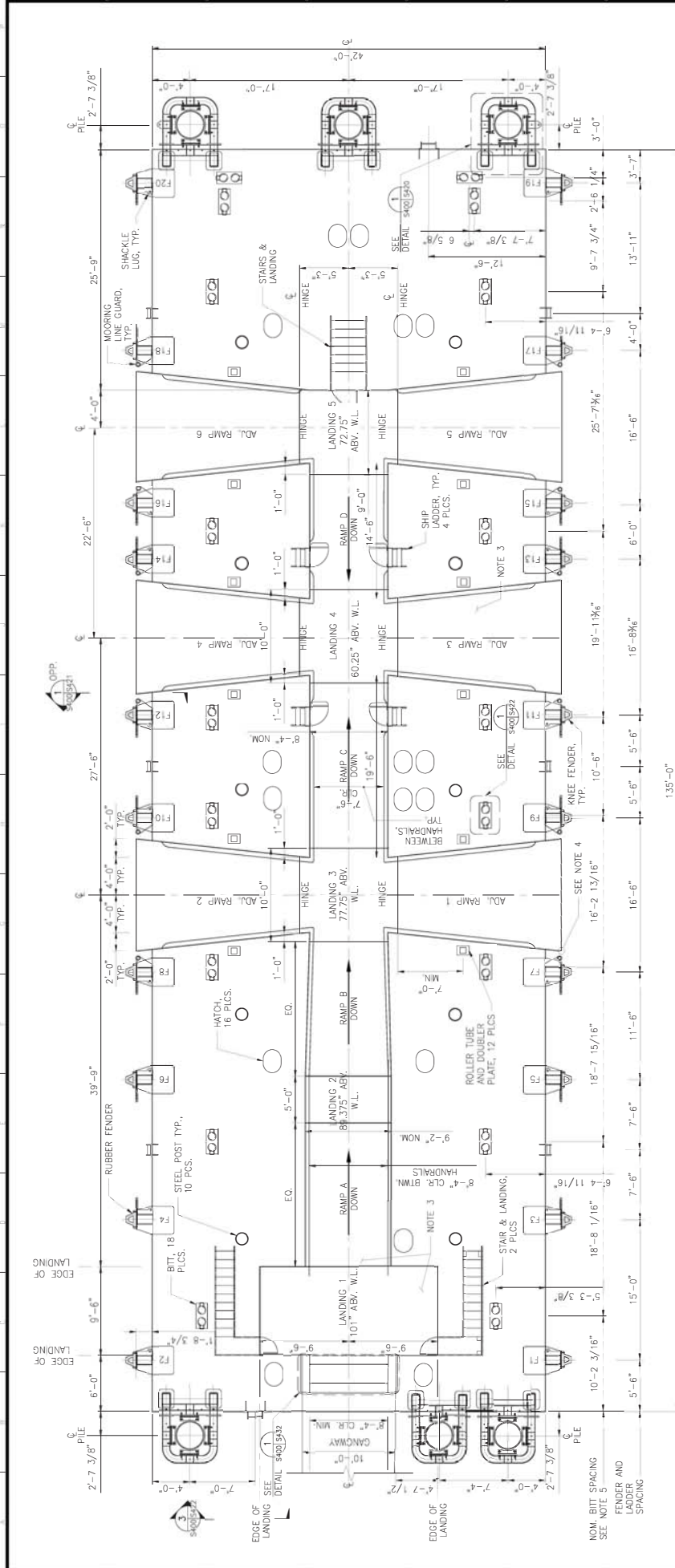


STRUCTURAL STEEL FRAME: ROOF BEAMS & COLUMNS, TYP.
 POLYCARBONATE ROOF PANEL, TYP.

100% SUBMITTAL
 AUGUST 03, 2018

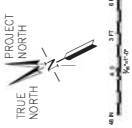
REFERENCE INFORMATION & FILE NO. OF SURKETS		SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING		COWI·OLMM CONSULTANT EXPLODED AXON SCALE: 3/16" = 1'-0" 311 Phono Street San Francisco, CA 94103		APPROVED BY: SAN FRANCISCO PORT COMMISSION DATE: 01-28-18		SCALE: AS SHOWN SHEET OF SHEETS		CONTRACT NO. A6310 SHEET NO. 0 FILE NO. REV. NO.	
NO. DATE DESCRIPTION BY APP.		TABLE OF REVISIONS CHECK WITH TIMING TO SEE IF YOU HAVE LATEST REVISION		DATE: 01-28-18 DATE: 01-28-18 DATE: 01-28-18		CHIEF HARBOR ENGINEER		EXPLODED AXONOMETRIC VIEW LOOKING NORTHEAST		MISSION BAY FERRY LANDING AND WATER TAXI LANDING	

Attachment 2



1. FLOAT DECK PLAN
 1" = 3'-0" SCALE

- NOTE:
1. FOR FEATURES AND DIMENSIONS NOT IDENTIFIED, SEE S405 AND S410.
 2. MAXIMUM ALLOWED SLOPE OF FIXED RAMPS, A, B, C AND D IS 1:12.
 3. ALUMINUM DECKING WITH NON-SLIP SURFACE AND WITH RIVETS FOR FUTURE REPLACEMENT.
 4. VERTICAL POST MUST SLOPE AWAY FROM VESSEL 1:12 OR MORE SO THAT TOP OF POST DOES NOT PROJECT TOWARD VESSEL WHEN ADJ. RAMP IS IN LOW POSITION.
 5. WHERE ONE EDGE OF THE MOORING BITT IS SUPPORTED BY A BHD OR FRM, DESIGN INTENT IS FOR THE BITT TO BE POSITIONED SUCH THAT THE EDGE OF THE BASE PLATE REACHES PAST THE BHD PLATE OF FRM WEB, FOR FULL SUPPORT. FIELD VERIFY AND ADJUST FINAL DIMENSION ACCORDINGLY.



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 OCTOBER 26, 2018

SCHEDULE 2 - ADJUSTABLE RAMPS

ADJ. RAMP	RANGE OF END-OF-RAMP ELEVATIONS ABOVE WATER LEVEL W/ 3'-0" FLOAT FREEBOARD.	ULTIMATE RANGE
1, 2	60 1/4" TO 85 1/4"	58" TO 102"
3, 4	42 3/4" TO 77 3/4"	CONTACT WITH FLOAT EDGE. GOAL IS TO HAVE AS CLOSE TO FLOAT DECK AS FEASIBLE (RAMP END 41" NOM.) TO 80"
5, 6	55 1/4" TO 90 1/4"	50" TO 95"

THE NORMAL USE RANGE ENTAILS RAMP SLOPES NOT STEEPER THAN 1:12
 THE ULTIMATE RANGE ASSUMES A 19" STROKE LIFT LEG, 7'-0" FROM RAMP HINGE.
 O= ITEM ON OFFSHORE END OF KNEE FENDER
 S= ITEM ON SHORESIDE END OF KNEE FENDER

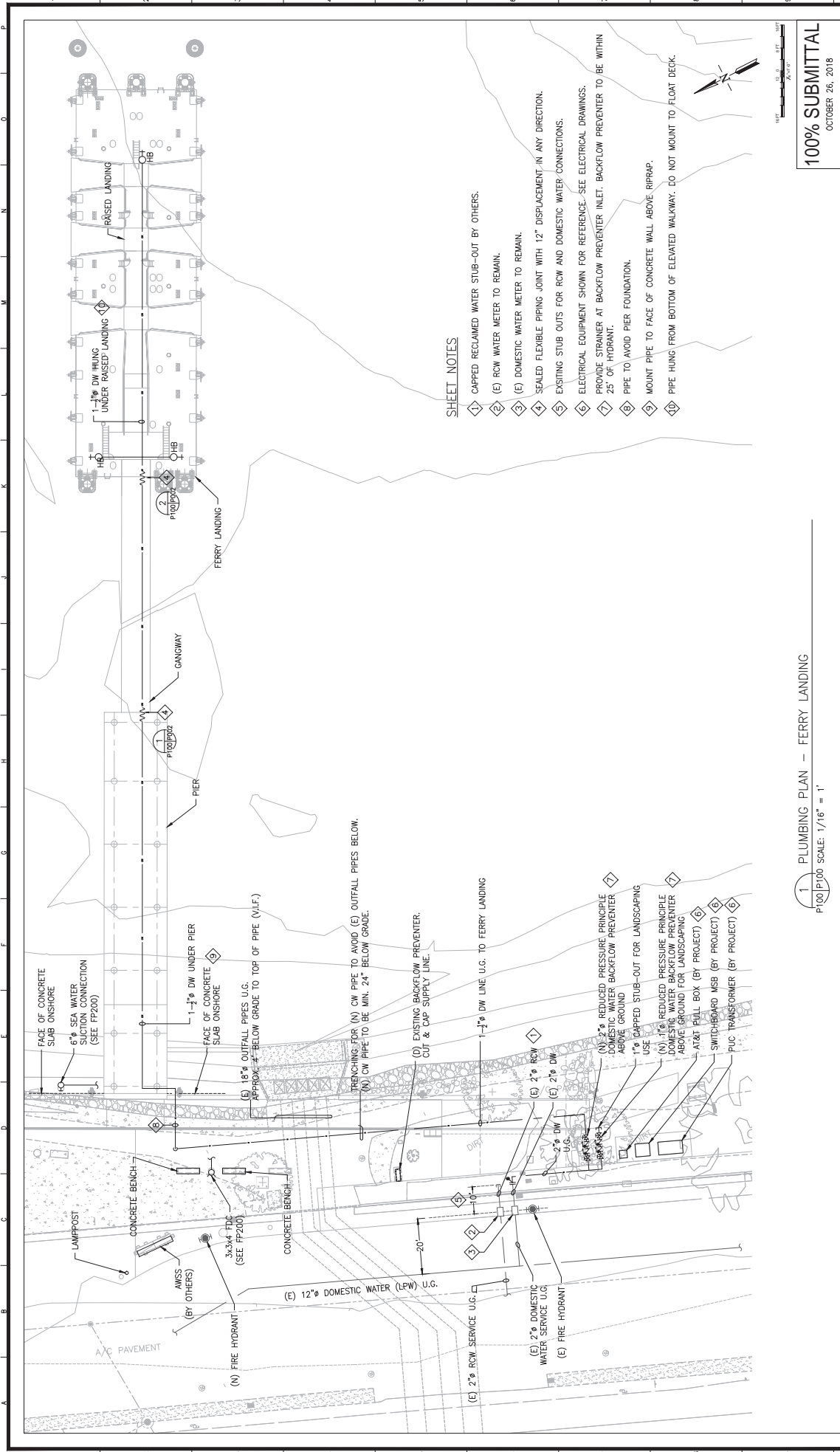
SCHEDULE 1 - FENDERS

FENDER MARK	MOORING LINE GUARD	WOOING SHACKLE LIGHT	SHACKLE LUG
F1, F2			
F3, F4			
F5, F6			
F7, F8			
F9, F10			
F11, F12			
F13, F14			
F15, F16			
F17, F18			
F19, F20	X		

<p>CONTRACT NO. 1803311 SHEET NO. S400 FILE NO. REV. NO. 0</p>	<p>PROJECT NORTH</p>	<p>SCALE 3/16"=1'-0"</p>	<p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING</p>
<p>DESIGNED BY MSW</p>	<p>DATE 10-26-18</p>	<p>APPROVED BY SAN FRANCISCO PORT COMMISSION</p>	<p>SHEET OF SHEETS</p>
<p>DRAWN BY ADJR</p>	<p>DATE 10-26-18</p>	<p>DATE 10-26-18</p>	<p>CHIEF HARBOR ENGINEER</p>
<p>CHECKED BY MAG</p>	<p>DATE 10-26-18</p>	<p>DATE 10-26-18</p>	<p>FLOAT DECK PLAN</p>
<p>REFERENCE INFORMATION & FILE NO. OF SURVEYS</p>	<p>DESIGNED BY MSW</p>	<p>DATE 10-26-18</p>	<p>APPROVED BY SAN FRANCISCO PORT COMMISSION</p>
<p>DATE 10/26/18</p>	<p>100% SUBMITTAL</p>	<p>DATE 10/26/18</p>	<p>DATE 10/26/18</p>
<p>NO. DATE</p>	<p>DESCRIPTION</p>	<p>DATE</p>	<p>DATE</p>
<p>BY</p>	<p>BY</p>	<p>BY</p>	<p>BY</p>
<p>CHK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION</p>	<p>COWI CONSULTANT</p>	<p>COWI CONSULTANT</p>	<p>COWI CONSULTANT</p>
<p>CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION</p>	<p>SAN FRANCISCO PORT COMMISSION DEPARTMENT OF ENGINEERING</p>	<p>SAN FRANCISCO PORT COMMISSION DEPARTMENT OF ENGINEERING</p>	<p>SAN FRANCISCO PORT COMMISSION DEPARTMENT OF ENGINEERING</p>

VIEW: PLOT1

Attachment 2



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OCTOBER 26, 2018

SHEET NOTES

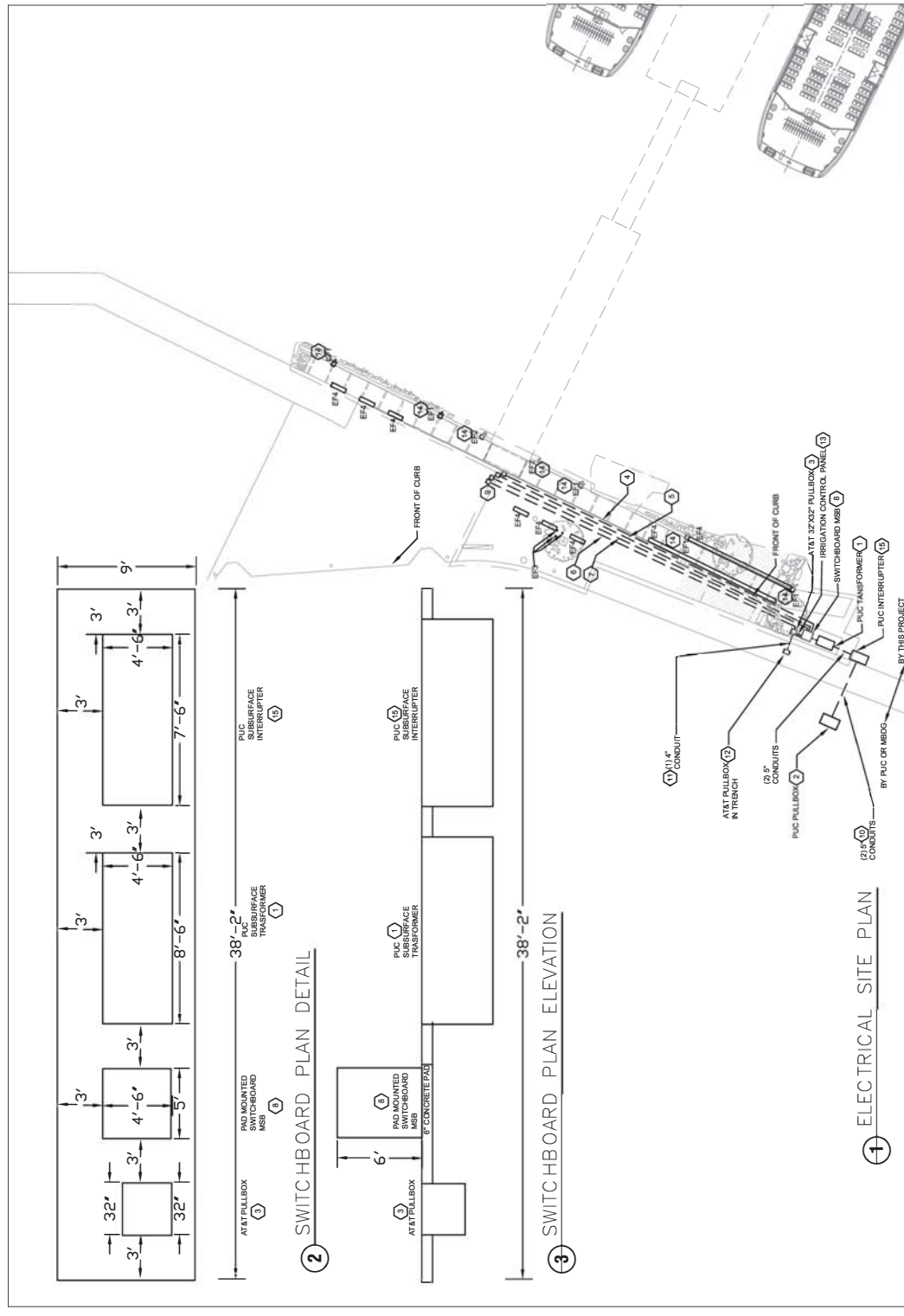
- 1 CAPPED RECLAIMED WATER STUB-OUT BY OTHERS.
- 2 (E) RCW WATER METER TO REMAIN.
- 3 (E) DOMESTIC WATER METER TO REMAIN.
- 4 SEALED FLEXIBLE PIPING JOINT WITH 12" DISPLACEMENT IN ANY DIRECTION.
- 5 EXISTING STUB OUTS FOR RCW AND DOMESTIC WATER CONNECTIONS.
- 6 ELECTRICAL EQUIPMENT SHOWN FOR REFERENCE. SEE ELECTRICAL DRAWINGS.
- 7 PROVIDE STRAINER AT BACKFLOW PREVENTER INLET. BACKFLOW PREVENTER TO BE WITHIN 25' OF HYDRANT.
- 8 PIPE TO AVOID PIER FOUNDATION.
- 9 MOUNT PIPE TO FACE OF CONCRETE WALL ABOVE RIPRAP.
- 10 PIPE HUNG FROM BOTTOM OF ELEVATED WALKWAY. DO NOT MOUNT TO FLOAT DECK.

1 PLUMBING PLAN - FERRY LANDING
P100 P100 SCALE: 1/16" = 1'

<p>CONTRACT NO. A665311 SHEET NO. P100 FILE NO. REV. NO. 0</p>		<p>SCALE: AS SHOWN SHEET OF SHEETS</p>		<p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING</p>											
<p>APPROVED BY: SAN FRANCISCO PORT COMMISSION DATE: 10/26/18 DATE: 10/26/18</p>		<p>DESIGNED BY: SW DATE: 10/26/18 CHECKED BY: SW DATE: 10/26/18</p>		<p>CHIEF HARBOR ENGINEER</p>											
				<p>CONSULTANT</p>											
<p>SAN FRANCISCO PORT COMMISSION DEPARTMENT OF ENGINEERING</p>		<p>SAN FRANCISCO PORT COMMISSION DEPARTMENT OF ENGINEERING</p>		<p>PORT OF SAN FRANCISCO</p>											
<p>REFERENCE INFORMATION & FILE NO. OF SURKERS</p>		<p>TABLE OF REVISIONS</p>		<p>CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION</p>											
<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> <th>BY</th> <th>APP.</th> </tr> <tr> <td>0</td> <td>10/26/18</td> <td>100% SUBMITTAL</td> <td>MHC</td> <td>MHC</td> </tr> </table>		NO.	DATE	DESCRIPTION	BY	APP.	0	10/26/18	100% SUBMITTAL	MHC	MHC				
NO.	DATE	DESCRIPTION	BY	APP.											
0	10/26/18	100% SUBMITTAL	MHC	MHC											

REF: PLOT1

Attachment 2



- SHEET GENERAL NOTES**
1. ALL CONDUIT SHALL BE PVC COATED RIGID STEEL, 3/4" MINIMUM UNLESS OTHERWISE NOTED.
 2. CONNECT ALL LIGHTING AND POWER DEVICES TO MSB1 UNLESS OTHERWISE NOTED.
 3. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL TRENCHES.
 4. COORDINATE WITH LANDSCAPE ARCHITECT AND CIVIL ENGINEER FOR LOCATION OF ALL ELECTRICAL TRENCHES.

SHEET KEYNOTES

1. PROVIDE SUBSURFACE TRANSFORMER, DUAL VOLTAGE (208/120V, 3-PHASE) WITH 150' MINIMUM WORKING CLEARANCE IN FRONT OF TRANSFORMER PER DETAILS 2 & 3. PROVIDE 1/2" CONDUIT WITH (4) #800 MCW AWG WITH (1) #14 GROUND.
2. SPPLIC TO FURNISH AND INSTALL PULLBOX, COORDINATE WITH PUC.
3. PROVIDE AT&T PULLBOX, COORDINATE WITH AT&T.
4. PROVIDE (3) 2" SPBIE CONDUIT WITH (4) #800 MCW AWG WITH (1) #14 GROUND.
5. PROVIDE (2) 2" SPBIE CONDUIT.
6. PROVIDE (3) 2" CONDUITS FOR AT&T + (1) 2" CONDUIT SPBIE.
7. PROVIDE (1) 2" CONDUIT FOR PUBLIC ART AND (2) 2" CONDUIT FOR LIGHTING POWER, COORDINATE EXACT LOCATION WITH PORT.
8. PROVIDE PAD MOUNTED SWITCHBOARD MSB, 400A, 208/120V, 3-PHASE. AWG SEE DETAILS 2 & 3. SWITCHBOARD MSB SHALL BE FRONT ACCESSIBLE AND 10' CLEARANCE IN FRONT OF SWITCHBOARD MSB.
9. SEE SHEET E301 FOR CONTINUATION.
10. FURNISH AND INSTALL UNDERGROUND CONDUITS TO SWITCHBOARD COORDINATE WITH AT&T TRENCH LOCATION WITH PORT AND (E) AS BUILTS.
11. FURNISH AND INSTALL UNDERGROUND CONDUIT TO AT&T PULLBOX, COORDINATE AND FLD VERIFY TRENCH LOCATION WITH PORT AND (E) AS BUILTS.
12. MISSION BAY DEVELOPMENT TO FURNISH AND INSTALL AT&T PULL BOX.
13. COORDINATE EXACT LOCATION OF IRRIGATION CONTROL PANEL WITH SURFACE DESIGN.
14. COORDINATE LIGHT FIXTURE SPECIFICATION AND MOUNTING DETAIL WITH SURFACE DESIGN.
15. FURNISH AND INSTALL PUC INTERRUPTER PER SPPLIC SPECIFICATIONS.

100% SUBMITTAL
OCTOBER 26, 2018

<p>CONTRACT NO. A083311 SHEET NO. E101 FILE NO. REV. NO. 0</p>	
<p>MISSION BAY FERRY LANDING AND WATER TAXI LANDING ELECTRICAL SITE PLAN</p>	
<p>SCALE: _____</p>	<p>SHEET OF SHEETS</p>
<p>APPROVED BY: _____ SAN FRANCISCO PORT COMMISSION DATE: _____</p>	<p>CHEF HARBOR ENGINEER</p>
<p>DESIGNED: DATE: 10-26-18 DRAWN: DATE: _____ CHECKED: DATE: 10-26-18</p>	<p>DATE: 10-26-18</p>
<p>SEAL: _____ REGISTERED ELECTRICAL ENGINEER</p>	
<p>COWI-OLMM CONSULTANT HRA CONSULTING ENGINEERS 1000 MARKET STREET, SUITE 1400 SAN FRANCISCO, CA 94102 PHONE: (415) 774-2400 WWW.COWI-OLMM.COM</p>	
<p>SAN FRANCISCO PORT COMMISSION PORT OF SAN FRANCISCO DEPARTMENT OF ENGINEERING SAN FRANCISCO</p>	
<p>REFERENCE INFORMATION & FILE NO. OF SURVEYS</p>	<p>TABLE OF REVISIONS CHECK WITH TRACKING TO SEE IF YOU HAVE LATEST REVISION</p>
<p>NO. 0 DATE 10/26/18 DESCRIPTION 100% SUBMITTAL BY: HRA</p>	<p>NO. 1 DATE 10/26/18 DESCRIPTION 100% SUBMITTAL BY: HRA</p>

1 ELECTRICAL SITE PLAN

MEM: PL01

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Pedestrian Circulation and Safety Category (EP 40)
Programming and Allocations to Date
 Pending May 19, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Corridor Projects									
SFMTA	Grove Street/Civic Center Improvements	PS&E	Programmed	\$200,000					\$200,000
SFMTA	Grove Street/Civic Center Improvements ⁴	CON	Programmed			\$0			\$0
SFMTA	Folsom-Howard Streetscape	CON	Programmed		\$900,963				\$900,963
SFMTA	Lake Merced Pedestrian Safety	PS&E	Programmed	\$80,000					\$80,000
SFMTA	Lake Merced Pedestrian Safety	CON	Programmed			\$400,000			\$400,000
SFMTA	Leavenworth Livable Street	PLAN/ CER	Programmed		\$750,000				\$750,000
SFMTA	Mission Street Excelsior Safety	PS&E	Allocated	\$1,000,000					\$1,000,000
SFMTA	Mission / Geneva Safety Project ⁴	CON	Planned			\$1,391,000			
SFMTA	Monterey Street Safety Improvements	PS&E	Programmed	\$245,000					\$245,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed		\$1,250,000				\$1,250,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
Citywide Pedestrian Safety & Circulation Improvements									
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed				\$0		\$0
SFMTA	Vision Zero Improvements Placeholder ²	CON	Programmed					\$0	\$0
SFMTA	Intersections Near Term Improvements ¹	PS&E	Allocated	\$38,680					\$38,680
SFMTA	Intersections Near Term Improvements ¹	CON	Allocated	\$121,320					\$121,320
SFMTA	District 3 Pedestrian Safety Improvements ³	CON	Allocated	\$279,200					\$279,200
Any Eligible	NTIP Placeholder ^{1,3}	Any	Programmed	\$688,238					\$688,238
Total Programmed in 2019 5YPP				\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$0	\$8,594,401
Total Allocated and Pending				\$1,439,200	\$0	\$0	\$0	\$0	\$1,439,200
Total Unallocated				\$1,213,238	\$2,900,963	\$3,041,000	\$0	\$0	\$7,155,201

Total Programmed in 2019 Strategic Plan		\$2,652,438	\$2,900,963	\$3,041,000	\$0	\$0	\$8,594,401
Deobligated Funds		\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity		\$0	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation							
Board Approved Allocation/Appropriation							

FOOTNOTES:

- ¹ 5YPP amendment to fund 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital] (Resolution 2019-062, 6/25/2019).
NTIP Placeholder: Reduced from \$1,100,000 to \$967,438
- ² 7th and 8th Streets Freeway Ramp Intersections Near Term Improvements [NTIP Capital]: Added project with \$160,000 in Fiscal Year 2019/20 for design Strategic Plan and 5YPP amendment to program \$2,500,000 for [Vision Zero Quick-Build Program Implementation] (Resolution 20-002, 7/23/2019)
[Vision Zero Improvements Placeholder]: Reduced from \$1,000,000 FY2022/23 to \$0 and from \$1,000,000 in FY2023/24 to \$0
Funds advanced from outside of current 5YPP period: \$250,000 advanced to FY2020/21, and \$250,000 advanced to FY2021/22.
[Vision Zero Quick-Build Program Implementation]: Added project with \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.
- ³ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
NTIP Placeholder: Reduced from \$967,438 to \$688,238
- ⁴ District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$279,200 in Fiscal Year 2019/20 for construction.
5YPP amendment to fund Mission/Geneva Safety Project (formerly known as Mission Street Excelsior Safety Project) (Resolution 2020-xx, 05/19/2020).
Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$0 in Fiscal Year 2021/22 for construction. Project will advance with non-Prop K fu
Mission/Geneva Safety Project: Increased from \$0 to \$1,391,000 in Fiscal Year 2021/22 for construction.



Memorandum

AGENDA ITEM 5

DATE: May 5, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/12/20 Board Meeting: Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program and Amend the Prop K 5-Year Prioritization Program for the Pedestrian Circulation and Safety Category

RECOMMENDATION Information Action

- Approve the Transportation Authority's project priorities for Senate Bill 1 (SB 1) Local Partnership Program (LPP) Competitive Grant Program as shown in Attachment 1
- Authorize the Executive Director to enter into agreements designating the SFMTA and SF Port as the implementing agencies for the recommended projects
- Amend the Prop K 5-Year Prioritization Program (5YPP) for the Pedestrian Circulation and Safety category

SUMMARY

In March 2020, the California Transportation Commission (CTC) released a call for projects for up to \$187 million statewide in LPP Competitive Grant Program funds over Fiscal Years (FYs) 2020/21 - 2022/23 with applications due on June 22, 2020. Jurisdictions with voter approved taxes, tolls, or fees or imposed fees that are dedicated solely to transportation improvements are eligible applicants. In San Francisco, the Transportation Authority and the City are eligible applicants. If both entities submit one or more of the same projects to the CTC, they have to be in the same priority order per CTC guidelines. Transportation Authority and Mayor's Office staff reviewed LPP project nomination requests. We agree on the top priority shown in Attachment 1 (Mission/Geneva Safety Project) and are awaiting confirmation whether the Mayor's Office will also submit our recommended second priority (Mission Bay Ferry Landing). We reviewed each project's eligibility and assessed its potential to be competitive for this funding source. The SFMTA has requested an amendment to

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



<p>the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements project to the Mission/Geneva Safety Project to provide the required 1:1 local match to these LPP funds.</p>	
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BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is an eligible applicant as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and the City and County of San Francisco (CCSF) is an eligible applicant as administrator of the Transportation Network Company (TNC) Tax (Prop D, November 2019) and for the self-imposed fees portion of the Transportation Sustainability Fee.

The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC. In the first cycle of the LPP Competitive Program, the CTC awarded \$6.7 million to the Transportation Authority, with SFPW as the implementing agency, for Jefferson Street Improvements Phase 2.

The LPP Competitive Program has broad project eligibility criteria which include projects that improve the state highway system, transit facilities or expand transit services, local roads, bicycle and pedestrian safety, among others. According to the LPP guidelines, Competitive Program funds are available for construction only and require a dollar-for-dollar local match. The minimum grant request for a jurisdiction the size of San Francisco is \$3 million, meaning the project must have a construction phase cost of at least \$6 million. The LPP Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start construction (contract award) by December 31, 2023.

Per the LPP guidelines, the CTC will give higher priority to projects that are more cost-effective, can commence construction sooner, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in



vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals within the Regional Transportation Plan.

DISCUSSION

In February 2020, we held an informational workshop about the LPP Competitive Program call for projects for city agencies, regional transit operators and other project sponsors. We also provided monthly updates through the Transportation Authority's Technical Working Group.

Recommended LPP Competitive Program Project Priorities. We received requests to support the nomination of two projects, as described below and in detail in Attachments 1 and 2. After considering LPP guidelines and assessing project status and potential to be competitive in the statewide call for projects, and in close coordination with staff from the Mayor's Office, we recommend submitting San Francisco's project nominations in the following priority order, as required by CTC. Below is some of the key project information upon which our rationale for priority order is based.

Priority #1 Mission / Geneva Safety Project - \$8.7 million LPP request: SFMTA requests LPP funds for the construction phase of pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague streets. This project improves pedestrian and bicycle safety on Mission Street and Geneva Avenue on the High Injury Network. The project also improves transit reliability for eight Muni lines that serve the area and have average speeds below 5 mph on some blocks.

Design is underway and funded in part by Prop K. The project has obtained environmental and has a full funding plan with LPP funds matched with Prop K subject to Board approval as part of the recommended action (see 5YPP amendment below), Prop B General Fund, and Transportation Sustainability Fees. SFMTA could advertise the project for construction in July 2021.

Priority #2 Mission Bay Ferry Landing - \$7 million LPP request: SF Port is requesting LPP funds for the Mission Bay Ferry Landing to fund the construction of a single-float, two-berth ferry landing to provide regional ferry service to the Mission Bay area, a rapidly growing part of the city. This project will provide regional ferry services to and from Mission Bay, expected to serve over 350,000 annual weekday passengers and 125,000 passengers for special events. Project would reduce vehicle trips and greenhouse gas emissions and relieve stress on the Transbay corridor.

Design is complete and the project has environmental clearance. The first phase (dredging) will begin construction in summer 2020. Phase 2 (ferry landing) will be ready to advertise for construction by December 2021. The funding plan



overmatches the LPP funds with Regional Measure 3, General Obligation Bond funds, and a contribution from UCSF.

As noted above, Mayor's Office staff have indicated they will also submit the Mission / Geneva Safety Project as its #1 priority and they are considering whether to also submit the Mission Bay Ferry Landing project as their #2 priority.

Prop 5YPP Amendment for Mission/Geneva Safety Project Local Match. In order to demonstrate the required 1:1 local match commitment to CTC for the Mission / Geneva Safety Project, SFMTA has requested an amendment to the Prop K Pedestrian Circulation and Safety 5YPP to reprogram \$1,391,000 from the Grove Street/Civic Center Improvements to the Mission/Geneva Safety Project. Future allocation of these funds would be conditioned upon receipt of the requested LPP funds or securing other funds to fully fund a usable segment of the project.

The Grove Street/Civic Center Improvements project includes bicycle and pedestrian improvements on Grove Street between Octavia Boulevard and Market Street. This proposed 5YPP amendment would leave \$1.791 million in Prop K funds available to the project when its ready to advance, although SFMTA has indicated that it is considering funding the project with other sources. The Prop K 5YPP amendment is shown in Attachment 3.

LPP Formulaic Program for Voter-Approved Measures. As mentioned above, the Transportation Authority and CCSF also receive funds from the SB1 LPP Formulaic Program. LPP formula funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) but all other LPP program elements apply, including the dollar-for-dollar match requirement.

For this funding cycle covering FYs 2020/21 - 2022/23, the Transportation Authority will receive a total of \$6,015,00 in LPP formula funds based on Prop K and Prop AA revenues. CCSF will receive \$1,358,000 based on TNC Tax revenues as anticipated in legislation. In addition, CCSF will receive \$5 million in one-time incentive funds for passing the TNC Tax in 2019. Distribution of the LPP formula and one-time incentive funds will be split between the Transportation Authority and the SFMTA in accordance with the split of revenues in the legislation. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

Over the next few months we will develop a staff recommendation for the LPP formula funds as we monitor and analyze the impacts of the COVID-19 pandemic on our FY 2020/21 revenues, budget and work program priorities. We will consult with partner agencies and other stakeholders and plan to present these recommendations to the Board this fall.

Next Steps. Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to the CTC jointly with SFMTA and SF Port staff by the June 22, 2020 deadline. The CTC is scheduled to release staff recommendations on November 12, 2020 and adopt the program of projects at its December 2, 2020 meeting.



FINANCIAL IMPACT

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

CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Nominations for LPP Competitive Program
- Attachment 2 - Project Information Forms
- Attachment 3 - Prop K Pedestrian Circulation and Safety 5YPP



RESOLUTION AWARDING A ONE-YEAR PROFESSIONAL SERVICES CONTRACT TO MCMILLEN JACOBS ASSOCIATES IN AN AMOUNT NOT TO EXCEED \$1,000,000 FOR RAIL TUNNEL PLANNING SERVICES FOR THE PENNSYLVANIA AVENUE EXTENSION PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the Downtown Rail Extension (DTX) project to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue; and

WHEREAS, The project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the DTX project at the 4th and King Railyard; and

WHEREAS, By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid; and

WHEREAS, The Transportation Authority is seeking consultant support to provide rail tunnel planning services for the Pennsylvania Avenue Extension Project to prepare it for future state and federal environmental studies; and

WHEREAS, The scope of services will include study of tunnel alignment options with the goal of minimizing project cost and environmental impacts, as well as establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates, and a preliminary funding plan which will be reflected in a Project Initiation Report; and

WHEREAS, The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act and National Environmental Policy Act; and



WHEREAS, On February 25, 2020, the Transportation Authority issued a Request for Proposals for consultant support to prepare a Project Initiation Report for the project, and by the due date of April 3, 2020, received five proposals in response to the Request for Proposal; and

WHEREAS, A multi-agency selection panel comprised of staff from the Transportation Authority, Transbay Joint Powers Authority, the Peninsula Corridor Joint Powers Board (Caltrain), and the San Francisco Planning Department evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and interviewed three firms between April 21 and April 22, 2020; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates; and

WHEREAS, The contract will be funded with Prop K sales tax funds appropriated through Resolution 20-16; and

WHEREAS, The proposed Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

RESOLVED, That the Transportation Authority hereby awards a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for rail tunnel planning services for the Pennsylvania Avenue Extension Project, and be it further

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

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

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



Memorandum

AGENDA ITEM 6

DATE: May 4, 2020

TO: Transportation Authority Board

FROM: Eric Cordoba -Deputy Director for Capital Projects

SUBJECT: 05/12/20 Board Meeting: Award a One-Year Professional Services Contract to McMillen Jacobs Associates in an Amount Not to Exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension Project

RECOMMENDATION Information Action

- Award a one-year professional services contract to McMillen Jacobs Associates in an amount not to exceed \$1,000,000 for Rail Tunnel Planning Services for the Pennsylvania Avenue Extension (PAX) Project (Project)
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

We are seeking consultant support to provide rail tunnel planning services for the PAX Project to prepare it for future state and federal environmental studies. The Project would underground the existing at-grade Caltrain rail line at 16th Street and Mission Bay Drive and connect to the Downtown Rail Extension (DTX) at the 4th and King Railyard. By eliminating at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities, the proposed project will improve vehicular and pedestrian safety, avoid significant delays to surface transit, and provide opportunities to reconnect the local street grid. We issued a Request for Proposals (RFP) on February 25, 2020. By the proposal April 3, 2020 due date, we received five proposals. Following evaluation of documents received from all firms, the multi-agency selection panel interviewed three firms and recommended award of the contract to the highest-ranking firm: McMillen Jacobs Associates.

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



BACKGROUND

The DTX project will extend Caltrain and future California High-Speed Rail service from the existing 4th and King railyard in San Francisco to the newly-constructed Salesforce Transit Center. In April 2018, the Planning Department released the Railyard Alignment and Benefits Study (RAB) which, among other components, considered alternatives for the Caltrain rail alignment to the Salesforce Transit Center. The report concluded that an underground Caltrain rail alignment beneath Seventh Street and Pennsylvania Avenue connecting to the DTX project was technically advantageous and allow for the reconnection of multiple surface streets in the Mission Bay area, thereby greatly improving emergency access, pedestrian safety, surface transit reliability, and traffic management.

On September 25, 2018, the Transportation Authority Board adopted Resolution 19-12 which identified Pennsylvania Avenue as the preliminary preferred route for the DTX to continue south from its current project limit to just north of Mission Bay Drive via tunnel beneath Seventh Street and Pennsylvania Avenue. The PAX will eliminate at-grade crossing conflicts with 16th Street, a major east-west travel corridor serving the Mission Bay neighborhood and adjacent medical facilities. The proposed Project will improve vehicular and pedestrian safety by separating train movements from surface traffic and avoid significant delays to surface transit associated with an at grade rail crossing. Subsequently, the San Francisco Mayor's Office endorsed the alignment.

In June 2019 the major stakeholders entered into a Memorandum of Understanding (MOU) associated with the potential future development of the 4th and King Railyard (Railyard), in order to coordinate associated development efforts of the Railyard, DTX, PAX, the 22nd Street Station and other related projects. The parties of the MOU included the Peninsula Corridor Joint Powers Board (Caltrain), the Transbay Joint Powers Authority (TJPA), the City and County of San Francisco, the Transportation Authority, and Prologis, the owner of the 4th and King Railyards property. PAX project development efforts will require close coordination and consultation with all MOU partners as well as the California High-Speed Rail and the San Francisco Public Utilities Commission.

DISCUSSION

We are seeking consultant support to provide rail tunnel planning services to further develop PAX alternatives in the form of a Project Initiation Report. The Project Initiation Report will establish recommended project alternatives to be further evaluated in future environmental documentation processes required by the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA). The Project Initiation Report will scope tunnel alignment options with the goal of minimizing project cost and environmental impacts. This effort also includes establishing goals and objectives, alignment alternatives, environmental constraints, a preliminary project implementation plan, cost estimates and a preliminary funding plan.



We intend to work closely with our partner agencies leading collaborative projects as discussed above within the corridor. We will also seek input and keep the Transportation Authority Citizens Advisory Committee (CAC) and Board informed of progress as critical draft documents are prepared, and expect to be completed with this effort by summer of 2021.

Procurement Process. We issued an RFP for a Project Initiation Report for the Project on February 25, 2020. We hosted a pre-proposal conference at our offices on March 6, 2020, which provided opportunities for small businesses and larger firms to meet and form partnerships. 21 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of April 3, 2020, we received five proposals in response to the RFP. A selection panel comprised of Transportation Authority, TJPA, Caltrain and Planning Department staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to the highest-ranked firm: McMillen Jacobs Associates. The McMillen Jacobs Associates team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around tunneling and operations for Caltrain projects. In addition, the McMillen Jacobs Associates team demonstrated stronger capabilities and experience in conducting geotechnical evaluation and systems planning which are both essential to the success of the project.

We established a Disadvantaged Business Enterprise (DBE)/ Local Business Enterprise (LBE)/Small Business Enterprise (SBE) goal of 20% for this contract. Proposals from all teams exceeded the contract goal. The McMillen Jacobs Associates team includes a combined 20.5% DBE/LBE/SBE participation from multiple subconsultants, including CHS Consulting Group, an Asian Pacific-owned firm; Freyer & Laureta, Inc., a San Francisco-based and Asian Pacific-owned firm; and Slate Geotechnical Consultants Inc., a women-owned firm. McMillen Jacobs Associates is headquartered in San Francisco.

FINANCIAL IMPACT

The contract amount will be funded with Prop K sales tax funds, appropriated through Resolution 20-16. The Fiscal Year 2019/20 budget amendment includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contract.



CAC POSITION

None. The April 22 CAC meeting was cancelled in light of the local health emergency related to the COVID-19 pandemic.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Scope of Services

Attachment 1

Scope of Services

The Transportation Authority seeks consultant services to prepare a Project Initiation Report for the Pennsylvania Avenue Extension (PAX) Project (Project). It is anticipated that a contract will be awarded for a one-year term.

Specific tasks include: 1) Project Management, 2) Goals and Objectives, 3) Alternatives Development, 4) Environmental Constraints, 5) Project Implementation Plan, 6) Cost and Funding, and 7) Project Initiation Report. The tasks are detailed below.

Task 1: Project Management

This task provides for management of PAX initiation efforts, interagency coordination meetings, and regular progress updates. The selected consultant will set the Project schedule to meet project milestones and ensure timely delivery of required studies, permitting documents as needed, presentations, and technical reports.

Work Plan and Schedule: Develop Work Plan to complete pre-environmental planning work and project due diligence. Establish baseline project schedule to meet milestone deliverables and required board cycle approvals.

Meetings: Coordinate regular team meetings to establish project goals and objectives as well as meetings with Transportation Authority staff and 4th and King Railyard Memorandum of Understanding (MOU) partners to monitor deliverable progress against project objectives and avoid scope creep.

Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.

Deliverables:

- *Work Plan*
- *Project Schedule*
- *Meeting Agendas and Minutes*
- *Review Logs and Progress Reports*

Task 2: Goals and Objectives

This task will identify the project's purpose and goals to be accomplished. This will be summarized in the preliminary Background, Purpose and Needs statement to be utilized as a starting point for the follow-on work and supported by distinct metrics to be used during evaluation of project alternatives.

Project Development History: Review and summarize background material relating to the proposed PAX and related projects. Background documents include but are not limited to: the Railyard Alignment and Benefits Study, Caltrain Business Plan, ConnectSF and related corridor studies.

Regional Project Coordination: The selected consultant will coordinate their efforts with other related projects being developed within the region and include information and data from all connected

projects such as Downtown Rail Extension, 22nd Street Station, 4th and King Railyard Development, Rail Storage planning, the Folsom Area Storm Sewer Tunnel, and other projects in the vicinity of the Project area.

Evaluation Criteria: The consultant will seek input from the MOU partners, as well as other affected stakeholders to define project goals and objectives, which will inform the alternatives evaluation framework.

Deliverables:

- *Project Background, Purpose and Need Statement*
- *Project Goals and Metrics*
- *Evaluation Framework*

Task 3: Alternatives Development

The selected consultant will develop and analyze concept-level project alternatives for undergrounding the rail corridor along the Pennsylvania Avenue alignment. The alternatives analysis will include investigating and documenting constraints for proposed options and efficient connection to related projects. The selected consultant will need to work closely with MOU partners in the development of related projects to define project interfaces. This task also includes seeking input from the Transportation Authority Citizens Advisory Committee (CAC) and Board on project alternatives.

Alignment Development: Identify preliminary horizontal and vertical alignments. Review options for southerly portal location (north or south of existing 22nd Street Caltrain station).

Utilities Conflict: Identify major existing and planned underground utilities within the Project vicinity to evaluate conflict potential. Review interagency master planning efforts and decommissioning plans.

Alternatives Analysis: Evaluate typical cross section alternatives for each alignment and compare conflict with utilities and adjacent projects. Analysis should also consider alternatives against each of the Project goals developed as part of Task 2.

Deliverables:

- *Alignment Alternatives*
- *Utilities Conflict Mapping*
- *Recommended Alternatives for Environmental Review*

Task 4: Environmental Constraints

The selected consultant will develop a preliminary environmental assessment to understand project constraints and estimate mitigation costs.

4.1 Geotechnical Study Report: Identify potential geophysical project constraints including geotechnical conditions and seismic risk mapping.

4.2 Hydrology Study: Identify potential hydraulic project constraints including groundwater mapping, storm water runoff, drainage and sea level rise risk.

4.3 Traffic Impact Study: Identify preliminary project impacts during and after construction including impacts and changes to vehicular and rail traffic flow, construction access and emergency services.

4.4 Environmental Issues: Identify other potential social concerns including environmental justice, construction noise and vibration, air quality, shading, possible contaminated soil or hazardous materials, archeological sites and cultural references.

4.5 Environmental Mitigation: Consider potential mitigation measures. Identify key stakeholders that should be consulted during the environmental analysis. Anticipate environmental processing type for both the California Environmental Quality Act and National Environmental Policy Act clearance.

Deliverables:

- *Geotechnical Study Report*
- *Hydrology Study*
- *Traffic Impact Study*
- *Environmental Issues Log*

Task 5: Project Implementation Plan

The selected consultant will develop a preliminary project implementation plan that will consider issues such as potential lay-down areas, right of way acquisition, easements, utility relocations and construction sequencing.

5.1 Site Access Plan: Develop a plan to access required work areas and determine constraints to possible work.

5.2 Utility Relocation Plan: Prepare high-level utility relocation planning for likely alternatives.

5.3 Right of Way and Easements: Understand and document all land ownership within the Project vicinity including existing land holders, leases, easements and right of ways. Determine process for transfer or purchase of required right of way.

5.4 Preliminary Schedule: Prepare a program level schedule with key milestones for the environmental process, right of way acquisition process, design and construction including multiple contracts if appropriate and commissioning and testing. The schedule should contain timeframes for procurement of services, start and end times, and opportunities for public review and input.

Deliverables:

- *Site Access Plan*
- *Utility Relocation Plan*
- *Preliminary Right of Way Acquisition Plan*
- *Preliminary Project Schedule*
- *Preliminary Project Implementation Plan*

Task 6: Cost and Funding

The selected consultant will work with Transportation Authority staff to understand potential economic impacts of the Project including estimated project costs and economic benefits such as travel-time savings due to the elimination of at-grade rail crossings, as well develop a preliminary funding plan for the Project.

Cost Estimate: Prepare a program level cost estimate for likely project delivery alternatives. The costs should consider potential project construction methods, project access constraints, relocation of utilities and overall program schedule.

Risk Management: Work with the Transportation Authority and stakeholders to understand project risks relating to each likely alternative. Risk analysis should consider: technical design, environmental mitigation, construction, right of way- including permanent and temporary easements, permits, governing agency participation costs - including administration, oversight, commissioning and testing.

Preliminary Funding Plan: Identify potential funding sources and prepare a preliminary funding plan for the project.

Deliverables:

- *Alternatives Cost Estimates*
- *Risk Register*
- *Preliminary Funding Plan*

Task 7: Project Initiation Report

The selected consultant will develop a final report summarizing the findings and recommendations of the technical assessment work. The report should provide comparative costs and benefits of the alignments considered during the Study. The Transportation Authority and the MOU partners will utilize this Project Initiation Report to establish a basis for project development. This task includes presentations to the MOU partners, Transportation Authority CAC and Board.

Deliverables:

- *Draft Project Initiation Report*
- *Final Project Initiation Report*

#



Memorandum

AGENDA ITEM 7

DATE: May 4, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 5/12/20 Board Meeting: Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2020

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to provide the quarterly internal accounting report, investment report, and debt expenditure report for the Fiscal Year (FY) 2019/20 period ending March 31, 2020.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

Our Fiscal Policy (Resolution 18-07) establishes an annual audit requirement and directs staff to report to the Board the agency's actual expenditures in comparison to the approved budget, on at least a quarterly basis. The Investment Policy (Resolution 20-23) directs a review of portfolio compliance with the Investment Policy in conjunction with, and in the context of, the quarterly expenditure and budgetary report.

Internal Accounting Report. Using the format of our annual financial statements for governmental funds, the Internal Accounting Report includes a "Balance Sheet" (Attachment 1) and a "Statement of Revenues, Expenditures, and Changes in Fund Balances, with Budget Comparison" (Attachment 2). In Attachment 2, the last two columns show the budget values and the variance of revenues and expenditures as compared to the approved amended budget. For the nine months ending March 31, 2020, the numbers in the approved amended budget column are three-fourths of the total approved amended budget for FY 2019/20, including the Treasure Island Mobility Management Agency. Although the sales tax (Prop K),



and vehicle registration fees (Prop AA), include accruals based on actual receipts after March 31, 2020, and sales tax revenue bond are included, the Internal Accounting Report does not include: 1) the Governmental Accounting Standards Board Statement Number 34 adjustments, 2) Traffic Congestion Mitigation Tax Program revenue (Prop D) accruals or 3) the other accruals that are done at the end of the FY. The Balance Sheet values, as of March 31, 2020, are used as the basis for the Investment Policy compliance review.

In addition, we are reporting for the first-time revenues for the Traffic Congestion Mitigation Tax Program (Prop D) since collections began on January 1, 2020. Back in November 2019, San Francisco voters approved Prop D enabling the City to impose a 1.5 percent business tax on shared rides and 3.25 percent business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The San Francisco Municipal Transportation Agency (SFMTA) receives 50 percent of the revenues for Muni capital and operating improvements and we receive 50 percent of the revenues for capital projects that promote users' safety in the public right-of-way in support of the City's Vision Zero policy. For the nine months ending March 31, 2020, the number in the approved amended budget column is adjusted to reflect 50% of the annual budget.

Investment Report. Our investment policies and practices are subject to, and limited by, applicable provisions of state law and prudent money management principles. All investable funds are invested in accordance with the Investment Policy and applicable provisions of California Government Code Section 53600 et seq. Any investment of bond proceeds will be further restricted by the provisions of relevant bond documents.

We observe the "Prudent Investor" standard, as stated in California Government Code Section 53600.3, applied in the context of managing an overall portfolio. Investments are to be made with care, skill, prudence, and diligence, taking into account the prevailing circumstances, including, but not limited to, general economic conditions, our anticipated needs, and other relevant factors that a prudent person of a like character and purpose, acting in a fiduciary capacity and familiar with those matters, would use in the stewardship of funds.

The primary objectives for the investment activities, in order of priority, are:

- 1) **Safety.** Safety of the principal is the foremost objective of the investment program. Investments will be undertaken in a manner that seeks to ensure preservation of the principal of the funds under its control.
- 2) **Liquidity.** The investment portfolio will remain sufficiently liquid to enable us to meet its reasonably anticipated cash flow requirements.
- 3) **Return on Investment.** The investment portfolio will be managed with the objective of attaining a market rate of return throughout budgetary and economic cycles, commensurate with the investment risk parameters and the cash flow characteristics of the portfolio.



Permitted investment instruments are specifically listed in the Investment Policy and include the San Francisco City and County Treasury Pool (Treasury Pool), certificates of deposit, and money market funds.

Balance Sheet Analysis. Attachment 1 presents assets, liabilities, and fund balances, as of March 31, 2020. Cash, deposits, investments, and restricted cash (Bonds Proceeds) total to \$172.1 million. Other assets total to \$29.1 million which mainly includes \$9.8 million of program receivable and \$6.9 million in sales tax receivable. Liabilities total \$295.0 million, as of March 31, 2020, and mainly includes \$32.0 million in accounts payable, and sales tax revenue bond par and premium amounts (Series 2017) of \$254.8 million.

There is a negative of \$94.7 million in total fund balances, which is largely the result of how multi-year programming commitments are accounted for. Future sales tax revenues and grant reimbursements collected will fully fund this difference. This amount is obtained as follows: \$19.6 million is restricted for capital projects and \$114.4 million is an unassigned negative fund balance. The unassigned negative fund balance reflects grant-funded capital projects that are scheduled to be implemented over the course of several fiscal years. The commitments are multi-year commitments and funded with non-current (i.e., future) revenues. In addition, we do not hold nor retain title for the projects constructed or for the vehicles and system improvements purchased with sales tax funds, which can result in a negative position.

Statement of Revenues, Expenditures, and Changes in Fund Balances Analysis. Attachment 2 compares budgeted to actual levels for revenues and expenditures for the first nine months (three quarters) of the fiscal year. We earned \$97.8 million in revenues, including \$74.8 million in sales tax revenues, \$3.6 million in vehicle registration fee, \$1.8 million in Traffic Congestion Mitigation Tax, \$15.4 million in total program revenues and \$2.1 million in investment income for the nine months ending March 31, 2020. Total revenue was lower than the budget estimates by \$13.3 million. This variance amount mainly includes \$8.3 million in sales tax revenue, \$2.0 million in Traffic Congestion Mitigation Tax, \$0.4 million in interest income, and \$2.4 million in program revenue. Below are the following explanations to significant variances:

Sales Tax Revenue - Due to anticipated lower revenues based on the impact of COVID-19, we do not have enough information to be able to project or estimate revenues for March. As such, the variance of \$8.3 million is mainly due to comparing nine months of budgeted revenue to eight months of recorded revenue. We do not expect any delay in the receipt of sales tax revenue for March 2020.

Traffic Congestion Mitigation Tax - January and February represents the first two months of revenue collection for this new tax and revenues were 25 percent lower than expected. In addition, due to anticipated lower revenues based on the impact of COVID-19, we do not have enough information to be able to project or estimate revenues for March. As such, the variance of \$2.0 million is mainly due to lower collection of revenues for January and February



and comparison of three months of budgeted revenue to two months of recorded revenue. We do not expect any delay in the receipt Traffic Congestion Mitigation Tax for March 2020.

Investment Income - The investment rate of return in the Treasury Pool decreased from 2.02 percent to 1.79 percent in the first quarter of 2020 (January to March). This \$420,366 or 11.4 percent decrease is partially due to two recent emergency interest rate recent cuts by the Federal Reserve. In addition, the investment income is expected to be further impacted by COVID-19 significantly from April to June.

Program Revenue - The \$2.4 million variance in Programs Revenues is mainly due to the construction contract delay for the Yerba Buena Island (YBI) Southgate Road Realignment Project. We expect expenditures to catch up during the 4th quarter. In addition, there is a delay in the approval of toll policies for the Treasure Island Mobility Management Program.

As of March 31, 2020, we incurred \$52.3 million of expenditures, including \$21.7 million in debt service cost for the Sales Tax Revenue Bonds and the revolving credit loan agreement, and \$6.9 million for personnel and non-personnel expenditures. Total expenditures were lower than the budgetary estimates by \$100.6 million. This amount mainly includes a net non-favorable variance of \$5.3 million for debt services costs, and a favorable variance of \$104.5 million in capital project costs. The net non-favorable variance of \$5.3 million in debt service costs is due to timing of Sales Tax bond principal and interest payments. The annual principal payment was withheld from monthly sales tax revenues received in the last quarter and made in February and the bi-annual interest payments were made in August and February. The favorable variance of \$104.5 million in capital project costs includes \$5.8 million, mainly related to the delay in expenditures for the YBI Southgate Road Realignment Improvement and 101/280 Carpool and Express Lane projects. The remaining \$97.6 million variances in capital project costs is mainly due to costs from project sponsors that have not yet been received. We anticipate a higher amount of reimbursement requests and expenditures in next quarter.

Investment Compliance. As of March 31, 2020, approximately 72.9 percent of our investable assets, excluding the \$35.2 million of bond proceeds held by US Bank, per the terms of the debt indenture, were invested in the Treasury Pool. These investments are in compliance with both the California Government Code and the adopted Investment Policy and provide sufficient liquidity to meet expenditure requirements for the next nine months. Attachment 3 is the most recent investment report furnished by the Office of the Treasurer.

Debt Expenditure Compliance. In June 2018, Transportation Authority entered into a 3-year Revolving Credit (loan) Agreement with State Street Public Lending Corporation and US Bank for a total amount of \$140 million. As of March 31, 2020, the Transportation Authority does not have any outstanding balance in the loan.

As of March 31, 2020, the cumulative total of Prop K capital expenditures paid with bond proceeds is \$172.6 million. The available balance of remaining bond proceeds to be spent is



\$31.4 million. Total earned interest to date from bond proceeds amounts to \$4.1 million. More details on these expenditures are included in Attachment 4.

COVID-19 Financial Impact. We are monitoring revenue streams and coordinating closely with the City and sister agencies to assess short, medium, and long-term financial impacts. While we expect our sales tax and other revenues to be significantly affected going forward, our strong financial position ensures that we can continue to support sponsors' cash needs for a multitude of public works and transit projects across the city. We plan to bring a final amendment to the FY 2019/20 budget in June, to reflect COVID-19 related impacts, along with the results of our review of our work program and funding program priorities.

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Balance Sheet (unaudited)
- Attachment 2 - Statement of Revenue, Expenditures, and Changes in Fund Balance with Budget Comparison (unaudited)
- Attachment 3 - Investment Report
- Attachment 4 - Debt Expenditure Report



Attachment 1
Governmental Funds
Balance Sheet (unaudited)
March 31, 2020

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds
ASSETS							
Cash in bank	\$ 50,771,009	\$ -	\$ 1,908,135	\$ 19,608,517	\$ -	\$ -	\$ 72,227,661
Deposits and investment with the City Treasurer	99,868,820	-	-	-	-	-	99,868,820
Sales tax receivable	6,878,722	-	-	-	-	-	6,878,722
Vehicle registration fee receivable	-	-	-	731,951	-	-	731,951
Interest receivable from the City & County of San Francisco	1,511,656	-	-	-	-	-	1,511,656
Program receivables	15,667	7,894,814	-	-	45,840	-	9,772,241
Receivable from the City & County of San Francisco	-	1,257,244	-	-	1,043,352	-	2,300,596
Other receivables	41,583	-	-	-	-	-	41,583
Due from other funds	7,743,990	-	-	-	-	-	7,743,990
Prepaid costs and deposits	81,580	-	-	-	-	-	81,580
Total Assets	\$ 166,853,026	\$ 9,152,058	\$ 1,908,135	\$ 20,340,468	\$ 1,089,192	\$ 1,815,920	\$ 201,158,800
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES							
Liabilities							
Accounts payable	\$ 6,410,997	\$ 2,139,026	\$ 120,099	\$ 1,643,701	\$ 260,491	\$ -	\$ 10,574,314
Accounts payable to the City & County of San Francisco	19,683,805	-	19,387	1,919,943	-	-	21,623,135
Accrued salaries and taxes	269,817	-	-	-	-	-	269,817
Sales Tax Revenue Bond (Series 2017)	254,781,559	-	-	-	-	-	254,781,559
Due to other funds	-	6,557,945	442,922	315,944	397,591	29,588	7,743,990
Total Liabilities	\$ 281,146,178	\$ 8,696,971	\$ 582,408	\$ 3,879,588	\$ 658,082	\$ 29,588	\$ 294,992,815
Deferred Inflows of Resources							
Unavailable revenues	\$ -	\$ 455,087	\$ -	\$ -	\$ 431,110	\$ -	\$ 886,197
Total deferred inflows of resources	\$ -	\$ 455,087	\$ -	\$ -	\$ 431,110	\$ -	\$ 886,197
Fund Balances							
Nonspendable	\$ 81,580	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,580
Restricted	-	-	1,325,727	16,460,880	-	1,786,332	19,572,939
Unassigned	(114,374,732)	-	-	-	-	-	(114,374,732)
Total Fund Balances (Deficit)	\$ (114,293,152)	\$ -	\$ 1,325,727	\$ 16,460,880	\$ -	\$ 1,786,332	\$ (94,720,213)
Total Liabilities, Deferred Inflows of Resources, and Fund Balances	\$ 166,853,026	\$ 9,152,058	\$ 1,908,135	\$ 20,340,468	\$ 1,089,192	\$ 1,815,920	\$ 201,158,799

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency	Traffic Congestion Mitigation Tax Program	Total Governmental Funds	Amended Budget Fiscal Year 2019/20	Variance With Amended Budget Positive (Negative)
REVENUES									
Sales tax	\$ 74,846,593	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 74,846,593	\$ 83,146,272	\$ (8,299,679)
Vehicle registration fee	-	-	-	3,571,714	-	-	3,571,714	3,697,500	(125,786)
Traffic congestion mitigation tax	-	-	-	-	-	1,815,920	1,815,920	3,834,255	(2,018,335)
Investment Income	1,942,160	-	1,717	145,440	-	-	2,089,317	2,509,683	(420,366)
Program revenues	15,667	13,522,234	383,226	-	1,489,030	-	15,410,157	17,799,300	(2,389,143)
Other revenues	32,951	-	-	-	-	-	32,951	34,485	(1,534)
Total Revenues	\$ 76,837,371	\$ 13,522,234	\$ 384,943	\$ 3,717,154	\$ 1,489,030	\$ 1,815,920	\$ 97,766,652	\$ 111,021,492	\$ (13,254,840)
EXPENDITURES									
Current - transportation improvement									
Personnel expenditures	\$ 1,570,091	\$ 2,995,538	\$ 29,292	\$ 233,086	\$ 291,961	\$ 29,588	\$ 5,149,556	\$ 6,088,443	\$ 938,887
Non-personnel expenditures	1,697,561	64,425	-	65	4,801	-	1,766,852	2,245,290	478,438
Capital project costs	12,331,267	9,173,817	120,099	1,643,701	471,800	-	23,740,684	128,237,553	104,496,869
Debt service									
Principal	12,920,000	-	-	-	-	-	12,920,000	9,690,000	(3,230,000)
Interest and fiscal charges	8,758,245	-	-	-	-	-	8,758,245	6,655,689	(2,102,556)
Total Expenditures	\$ 37,277,164	\$ 12,233,780	\$ 149,391	\$ 1,876,852	\$ 768,562	\$ 29,588	\$ 52,335,337	\$ 152,916,972	\$ 100,581,635
Excess (Deficiency) of Revenues Over (Under) Expenditures	\$ 39,560,207	\$ 1,288,454	\$ 235,552	\$ 1,840,302	\$ 720,468	\$ 1,786,332	\$ 45,431,315	\$ (41,895,480)	\$ 87,326,795
OTHER FINANCING SOURCES (USES)									
Transfer In	\$ 2,008,922	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,008,922	\$ 2,824,932	\$ (816,010)
Transfer Out	-	(1,288,454)	-	-	(720,468)	-	(2,008,922)	(2,824,932)	816,010
Draw on Revolving Credit Agreement	-	-	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	\$ 2,008,922	\$ (1,288,454)	\$ -	\$ -	\$ (720,468)	\$ -	\$ -	\$ -	\$ -
NET CHANGE IN FUND BALANCES	\$ 41,569,129	\$ -	\$ 235,552	\$ 1,840,302	\$ -	\$ 1,786,332	\$ 45,431,315	\$ (41,895,480)	\$ 87,326,795
Fund Balances - Beginning	\$ 98,919,278	\$ -	\$ 1,090,175	\$ 14,620,578	\$ -	\$ -	\$ 114,630,031	\$ -	\$ -
Sales Tax Revenue Bond (Series 2017)	(254,781,559)	-	-	-	-	-	(254,781,559)	-	-
Fund Balances (Deficit) - End	\$ (114,293,152)	\$ -	\$ 1,325,727	\$ 16,460,880	\$ -	\$ 1,786,332	\$ (94,720,213)	\$ -	\$ -

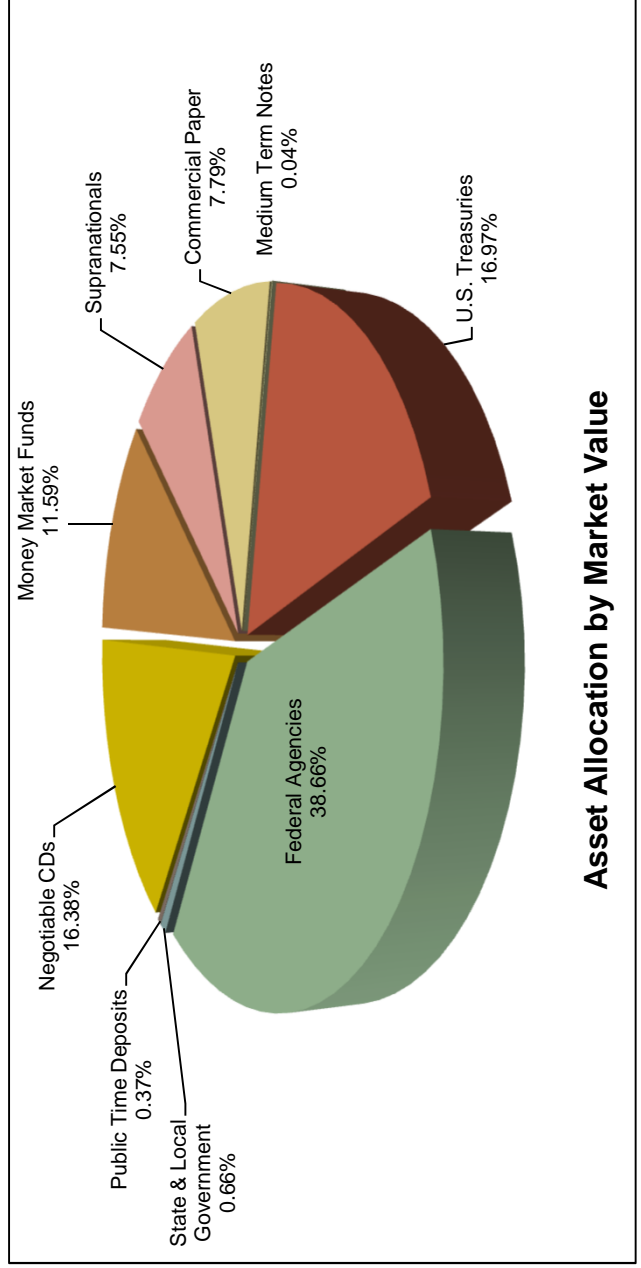
** - The Traffic Congestion Mitigation Tax Program is being reported for the first-time since collections began on January 1, 2020. The number in the approved amended budget column is adjusted to reflect 50% of the annual budget.

City and County of San Francisco Pooled Fund Portfolio Statistics

For the month ended March 31, 2020

Average Daily Balance	\$12,136,801,704
Net Earnings	\$18,405,705
Earned Income Yield	1.79%
Weighted Average Maturity	410 days

Investment Type	(\$ million)	Par Value	Book Value	Market Value
U.S. Treasuries	\$	2,060.0	\$ 2,063.1	\$ 2,081.1
Federal Agencies		4,701.3	4,700.0	4,741.5
State & Local Government				
Agency Obligations		80.7	80.3	81.4
Public Time Deposits		45.0	45.0	45.0
Negotiable CDs		2,004.3	2,004.4	2,008.6
Commercial Paper		960.0	950.3	955.0
Medium Term Notes		5.0	5.0	5.1
Money Market Funds		1,421.6	1,421.6	1,421.6
Supranationals		922.1	918.0	925.8
Total		\$ 12,200.0	\$ 12,187.6	\$ 12,264.9





**San Francisco
County Transportation
Authority**

**Attachment 4
Sales Tax Revenue Bond
Debt Expenditure Report
As of March 31, 2020**

Bond Proceed Uses	Bond Proceeds	Spent Bond Proceeds	Remaining Balance
Capital Project Fund	\$204,003,258	\$172,646,525	\$31,356,733
Revolver Refinancing	46,000,981	46,000,981	-
Total	\$250,004,239	\$218,647,506	\$31,356,733

Interest Earned	\$4,138,099
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Sponsor	Bond-Eligible Reimbursement Requests Paid	Previous	Current	Cumulative Total
SFMTA	Motor Coach Procurement*	\$ 32,775,223	\$ 7,749,262	\$ 40,524,485
SFMTA	Radio Communications System & CAD Replacement*	35,756,776	-	35,756,776
SFMTA	Trolley Coach Procurement*	35,523,496	-	35,523,496
SFMTA	Central Subway	-	13,752,000	13,752,000
TJPA	Transbay Transit Center	8,336,512	267,305	8,603,817
SFMTA	Guideway Improvements (e.g. MME, Green Light Rail Facility, OCS)	7,449,493	-	7,449,493
SFMTA	Signals - New and Upgraded	4,885,353	17,358	4,902,711
SFMTA	Van Ness Bus Rapid Transit	4,895,930	-	4,895,930
SFMTA	Central Control and Communications (C3) Program*	4,146,932	-	4,146,932
PCJPB	Caltrain Early Investment Program - Electrification	2,898,251	-	2,898,251
SFMTA	Light Rail Vehicle Procurement*	2,829,105	-	2,829,105
SFMTA	Escalators	2,707,284	-	2,707,284
PCJPB	Caltrain Early Investment Program - CBOSS	1,846,023	325,706	2,171,729
SFMTA	1570 Burke Avenue Maintenance Facility	1,983,241	-	1,983,241
SFMTA	Muni Forward	1,435,632	-	1,435,632
SFMTA	Geary Bus Rapid Transit	1,172,609	-	1,172,609
SFMTA	Fall Protection Systems	597,849	-	597,849
SFMTA	Balboa Park Station Area and Plaza Improvements	580,809	-	580,809
SFMTA	Downtown Ferry Terminal	440,000	-	440,000
SFMTA	Signals - Sfgo	142,581.0	-	142,581
SFMTA	Traffic Calming Implementation (Prior Areawide Plans)	131,795	-	131,795
	Total	\$ 150,534,894	\$ 22,111,631	\$ 172,646,525
	Percentage of Capital Project Fund Spent	73.79%	10.84%	84.63%

* Major Cash Flow Drivers