



RESOLUTION APPROVING \$1 MILLION IN FORMER CENTRAL FREEWAY PARCEL REVENUES FOR THE PAGE STREET NEIGHBORWAY PROJECT

WHEREAS, In 1998, the voters of San Francisco approved Proposition E, which called for the removal of the Central Freeway structure north of Market Street and replacement of the portion north of Market Street with a ground level boulevard; and

WHEREAS, Pursuant to Proposition E, the Transportation Authority became the Fiscal Agent for the project, and was responsible for adopting a budget and scope for the project, and for appointing and providing staff support to a Central Freeway Citizens Advisory Committee and providing public outreach for the project; and

WHEREAS, An important element of the scope of the project was the development of a set of ancillary projects, intended to address the impacts that the implementation of the new boulevard and touchdown ramps would cause on the adjacent neighborhoods and on traffic circulation related to the project; and

WHEREAS, Revenues generated from the sale and/or use of the former Central Freeway Parcels were intended to be used to fund the ancillary projects; and

WHEREAS, In February 2006, through approval of Resolution 06-40, the Transportation Authority Board adopted the Central Freeway Replacement Project - Ancillary Projects Study, which detailed a prioritized list of 12 ancillary projects; and

WHEREAS, All of the projects recommended in the Central Freeway Replacement Project - Ancillary Projects Study have been implemented and approximately \$7 million in revenues from the sale and rental of former Central Freeway parcels remain available in the Octavia Boulevard Special Fund for additional ancillary projects; and

WHEREAS, In 2019, at the request of former Commissioner Vallie Brown, the Transportation Authority Board approved Neighborhood Program (NTIP) funds from



the Prop K local sales tax for Transportation Authority staff, in partnership with the San Francisco Municipal Transportation Authority (SFMTA), to conduct the Octavia Improvements Study [NTIP Planning] (Study) to evaluate the accessibility, safety, and circulation of Octavia Boulevard leading to the Central Freeway; and

WHEREAS, The Study, which is anticipated to be done in Fall 2021, will prioritize recommended improvements to be implemented with the remaining Central Freeway parcel revenues; and

WHEREAS, The SFMTA's Page Street Neighborway Project is consistent with the Study's goals which include but are not limited to improving safety for all road users, supporting and expanding bicycle and pedestrian use, and enhancing the accessibility of all modes of transportation; and

WHEREAS, The scope of the Page Street Neighborway Project includes six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort, as well as San Francisco's first raised intersection at Buchanan Street, which is also designed to slow traffic, including bicycles; and

WHEREAS, The SFMTA and San Francisco Public Works have completed the design phase for the Page Street Neighborway and the project is ready to advertise for bids as early as December 2020, with the estimated \$2.215 million construction phase starting as early as Spring 2021 if funding is secured quickly; and

WHEREAS, the SFMTA has allocated \$566,715 in General Fund funds and \$183,285 in development impact fees to the design phase of the project and committed a further \$1,070,995 in development impact fees and requested \$144,005 in Proposition AA vehicle registration fee funds from the Transportation Authority to complete the Page Street Neighborway project; and

WHEREAS, Page Street bicycle and pedestrian improvements are specifically



called out in the Market and Octavia Plan; and

WHEREAS, Commissioner Preston is supportive of prioritizing the Page Street Neighborway Project and supporting delivery of the project as soon as possible; and

WHEREAS, At its November 16, 2020 meeting, the Market and Octavia Community Advisory Committee, steward of the Market and Octavia Plan, unanimously approved a resolution endorsing the use of \$1 million in Central Freeway parcel revenues for the Page Street Neighborway Project and urging the Transportation Authority to approve use of these funds; and

WHEREAS, At its December 2, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the use of \$1 million of Central Freeway parcel revenues for the Page Street Neighborway Project; and be it further

RESOLVED, That the remaining Central Freeway parcel revenues will be prioritized for projects based on the recommendations of the underway Octavia Improvements Study.



Memorandum

AGENDA ITEM 6

DATE: December 3, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 12/08/2020 Board Meeting: Approve \$1 million in Former Central Freeway Parcel Revenues for the Page Street Neighborway Project

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve \$1 million in former Central Freeway parcel revenues for the Page Street Neighborway Project.</p> <p>SUMMARY</p> <p>In 1998, San Francisco voters approved Proposition E which called for replacement of the elevated Central Freeway by Octavia Boulevard and made the Transportation Authority fiscal agent for the project. The freeway replacement project included a set of ancillary projects that were funded by revenues from the sale and/or use of parcels formerly occupied by the freeway. The Transportation Authority is currently conducting the Octavia Improvements Study [NTIP Planning] (Study), anticipated to be done by Fall 2021, to determine how to prioritize approximately \$7 million in remaining parcel funds for additional ancillary projects based on the recommendations of the Study. The San Francisco Municipal Transportation Agency’s (SFMTA’s) Page Street Neighborway (Webster to Market) project, which would construct six sidewalk bulbouts and a raised intersection at Buchanan Street to slow traffic, is consistent with the goals of the Study and is ready to advertise for construction bids as soon as full funding is secured. Approving \$1 million in parcel revenues would allow the project to start construction as soon as Spring 2021. The funding plan includes \$144,005 in Prop AA funds, which is the subject of a separate item on this agenda. Commissioner Preston is supportive of prioritizing the Page Street Neighborway Project and supporting delivery of the project as soon as possible. On November 16, 2020, the Market and Octavia Community Advisory Committee unanimously approved a resolution recommending that the Transportation Authority approve parcel funds for the Page Street Neighborway.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

Proposition E, which called for the removal of the Central Freeway structure north of Market Street and replacement of the portion north of Market Street with a ground level boulevard. Pursuant to Proposition E, the Transportation Authority became the Fiscal Agent for the project, and was responsible for adopting a budget and scope for the project, and for appointing and providing staff support to a Central Freeway Citizens Advisory Committee and providing public outreach for the project.

An important element of the scope of the project was the development of a set of ancillary projects, intended to address the impacts that the implementation of the new boulevard and touchdown ramps would cause on the adjacent neighborhoods and on traffic circulation related to the project. Revenues generated from the sale and/or use of the former Central Freeway Parcels were intended to be used to fund the ancillary projects.

In February 2006, through approval of Resolution 06-40, the Transportation Authority Board adopted the Central Freeway Replacement Project - Ancillary Projects Study, which detailed a prioritized list of 12 ancillary projects. All of the projects recommended in the Central Freeway Replacement Project - Ancillary Projects Study have been implemented and approximately \$7 million in revenues from the sale and rental of former Central Freeway parcels remain available in the Octavia Boulevard Special Fund for additional ancillary projects.

In 2019, at the request of former Commissioner Vallie Brown, the Transportation Authority Board approved neighborhood program (NTIP) funds from the Prop K local sales tax for Transportation Authority staff, in partnership with the SFMTA, to conduct the Octavia Improvements Study (Study) to evaluate the accessibility, safety, and circulation of Octavia Boulevard leading to the Central Freeway. The Study, which is anticipated to be done in Fall 2021, will prioritize recommended improvements to be implemented with the remaining Central Freeway parcel revenues.

DISCUSSION

The SFMTA's Page Street Neighborway project is consistent with the Study's goals which include but are not limited to improving safety for all road users, supporting and expanding bicycle and pedestrian use, and enhancing the accessibility of all modes of transportation. The scope of the project includes six sidewalk bulb-outs along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort, as well as San Francisco's first raised intersection at Buchanan Street, which is also designed to slow traffic, including bicycles.

The SFMTA and San Francisco Public Works have completed the design phase and the project is ready to advertise for bids as early as December 2020, with the estimated \$2.215 million construction phase starting as early as Spring 2021 if funding is secured quickly. The funding plan includes \$1,070,995 in Market Octavia impact fees and \$144,005 in Prop AA funds which the SFMTA has requested as part of a separate item (#5) on this meeting's agenda. Further details on the project's scope, schedule, cost and funding are included in the allocation request form that is part of agenda item #5.



FINANCIAL IMPACT

None. These funds have been previously appropriated through the City and County of San Francisco's budget to the San Francisco Public Works, Octavia Boulevard Special Fund.

CAC POSITION

The CAC considered this item at its December 2, 2020 meeting, and unanimously adopted a motion of support.

SUPPLEMENTAL MATERIALS