



AGENDA

Community Advisory Committee Meeting Notice

Date: Wednesday, September 22, 2021; 6:00 p.m.

Location: Watch <https://bit.ly/3jLszQF>

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 946 0561 # #

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Members: John Larson (Chair), David Klein (Vice Chair), Nancy Buffum, Rosa Chen, Robert Gower, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for rolling back certain provisions of the Governor's COVID-19-related Executive Orders - video conferencing and teleconferencing exceptions to the Brown Act remain in effect until September 30, 2021. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Community Advisory Committee Meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to stream the live meeting using the link above or listen via the public comment call-in line. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Committee members before the meeting begins.

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1. Call to Order
2. Chair's Report - **INFORMATION**

Consent Agenda

- | | | |
|----|--|----|
| 3. | Approve the Minutes of the September 1, 2021 Meeting - ACTION* | 5 |
| 4. | Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - ACTION* | 13 |



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5. Adopt a Motion of Support to Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - **ACTION*** 27

End of Consent Agenda

6. Adopt a Motion of Support to Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests - **ACTION*** 33
- Projects:** SFMTA: 14th Street Road Diet [NTIP Capital](\$60,700), Schools Engineering Program FY21/22 Cycle (\$925,000). SFPW: Potrero Gateway Loop Pedestrian Safety Improvements (\$100,000). SFCTA: Treasure Island Supplemental Transportation Study [NTIP Planning] (\$100,000).
7. Adopt a Motion of Support to Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan - **ACTION*** 41
8. San Francisco Municipal Transportation Agency Transportation Recovery Plan: 2022 Muni Service Network - **INFORMATION*** 65
9. Progress Report for Van Ness Avenue Bus Rapid Transit Project - **INFORMATION*** 133
10. Update on the Expenditure Plan Advisory Committee and Outreach Efforts for Development of a New Expenditure Plan - **INFORMATION*** 139

Other Items

11. Introduction of New Business - **INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration.
12. Public Comment
13. Adjournment

*Additional Materials

Next Meeting: October 27, 2021

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



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San Francisco
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DRAFT MINUTES

Community Advisory Committee

Wednesday, September 1, 2021

1. Call to Order

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

Present at Roll: Nancy Buffum, Rosa Chen, Robert Gower, David Klein, John Larson, Jerry Levine, Peter Tannen (7)

Absent at Roll: Stephanie Liu (entered during item 3), Kevin Ortiz, Danielle Thoe, Sophia Tupuola (4)

2. Chair's Report - INFORMATION

Chair Larson shared information regarding the Back to Work and School Transit Guide, that Transportation Authority staff put together and featured in a blog (<https://www.allaboardbayarea.com/info/>). He said that this coincided with the All Aboard Bay Area Transit Campaign wherein the region's 27 transit agencies are working together with the Metropolitan Transportation Commission (MTC) to support transit recovery and bring it back better than before in terms of seamlessness and customer friendly features, in particular. He said there are a lot of service changes, discounts and even free transit being offered. He shared several examples such as Free Muni for Youth 18 and under from August 15, 2021 to August 14, 2022, Muni service will be restored and expanded on some lines, and BART is half off if you pay with Clipper in September and has significantly expanded hours and service. He said, relatedly, staff confirmed that San Francisco Transportation Municipal Agency (SFMTA) Director Jeffrey Tumlin and staff will be joining the September 22 CAC meeting to discuss their transit recovery plan and service changes.

With regard to the Treasure Island Mobility Management Agency, Chair Larson reported that this summer they held outreach events to focus on the toll policies for Treasure Island businesses and workers. Since then, he said, the proposals have been revised based on feedback and will be presented at the upcoming Treasure Island Outreach for Businesses and Workers outreach event on Tuesday, September 14 at 6 p.m. He said that this event will be held virtually on zoom with the link available at sfcta.org/events, and for those unable to attend, the recording will be posted on the Transportation Authority's website following the meeting at www.sfcta.org.

Chair Larson invited member Rosa Chen to provide an update on the Expenditure Plan Advisory Committee (EPAC) for reauthorization of the half-cent sales tax. Ms. Chen gave a brief update on what was discussed at the optional orientation meeting and said that she will give monthly updates to the CAC through December. She noted that the first official EPAC meeting is September 9 at 6 p.m. and said that the public is welcome at all EPAC meetings. She concluded by stating that more information is available online at sfcta.org/expenditureplan.



Lastly, Chair Larson shared an update on the Downtown Congestion Pricing Study delay. He said in light of the changing and fluid conditions surrounding traffic conditions and transit use, and uncertainties about longer term remote work trends, the Transportation Authority is extending the timeline of the study to next year. He said the project team will wrap up a series of co-creation workshops with community-based organizations. Additional general public outreach will be paused temporarily. He added that outreach will resume when the agency has a more reliable understanding of traffic patterns, transit use, office occupancy, and the trajectory of the city's overall economic rebound. He said the timeline to resume outreach activities is to be determined but is expected to resume in 2022.

During public comment, Ed Mason commented on the EPAC meetings and his request to provide a local San Francisco or toll free number for the virtual meetings. He said he had contacted Transportation Authority staff who are working to get this in place by the next meeting.

Roland Lebrun thanked staff for implementing closed captioning into their meetings. He said however, they should use Zoom live to encourage more public participation.

Consent Agenda

3. **Approve the Minutes of the July 28, 2021 Meeting - ACTION**
4. **Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to File an Application for Regional Discretionary Funding with the Metropolitan Transportation Commission, Committing Any Necessary Matching Funds, and Stating Assurance to Complete the Yerba Buena Island West Side Bridges Project (Project); and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal Funds for the Project in the Amount of \$5,000,000 from a Safe and Seamless Mobility Quick-Strike Program Grant - ACTION**

During public comment, Edward Mason requested the following change on page 5 fourth paragraph down, second sentence changing "fewer trucks" to "newer trucks". He said that he's seen the new trucks and is interested to see how the new trucks will affect the Vision Zero program.

Peter Tannen motioned to approve the consent agenda with the following changes to the minutes as requested by Mr. Mason: on page 5, fourth paragraph down, second sentence changing "fewer trucks" to "newer trucks", seconded by David Klein.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)

End of Consent Agenda

5. **Adopt a Motion of Support to Allocate \$885,777 in Prop K Funds and \$410,000 in Prop AA Funds, with Conditions, for Four Requests - ACTION**

Rosa Chen asked that Joice Alley Lighting Improvements be severed from the item so that she could recuse herself from consideration of that request due to a conflict of interest given her involvement in the project. Chair Larson severed the request from the rest of the item.



Anna LaForte, Deputy Director for Policy and Programming, presented the three remaining requests per the staff memorandum.

Chair Larson asked what kinds of bicycles or other mobility devices (e.g. Segways, electric bicycles) would not be allowed to use bike lanes identified in the Active Communities Plan.

Bryant Woo, with SFMTA, said Segways were allowed to ride in bikeways and devices such as scooters and e-bikes were allowed by statute to use bike lanes, as long as the Department of Motor Vehicles does not require that they be licensed.

Chris Kidd, with SFMTA, elaborated that the California Vehicle Code divides electric bikes into three classes, based on top speed and whether they feature pedal assisted motive power. He said there were current statewide discussions on whether scooters were bikes. Mr. Kidd anticipated that there would be new kinds of electric bikes and other devices in the future and said the Active Communities Plan would be designed to be relevant in the face of future technological change.

Peter Tannen commented that as a former manager of SFMTA's bike program, he was impressed by the level of community input proposed for the Active Communities Plan, as well as the level of effort to ensure that the plan led to equitable outcomes. He expressed support for the proposal and the funding request.

Addressing Mr. Tannen, Chair Larson asked if he generally saw more public engagement in current planning efforts than in the past. Mr. Tannen answered that the City's modal shift and attitudinal toward biking had been notable. He said in the past removal of even a few parking spaces to enable bike facilities to be installed was typically very controversial, whereas recent plans have demonstrated public approval of many blocks of parking conversion.

During public comment Edward Mason asked for clarification on whether a traffic calming device was planned for 22nd Street between Dolores and Chattanooga, and if so, why. He pointed out that block of 22nd Street was short and already had a speed hump. Mr. Mason also asked about an inconsistency in the enclosure about the name of SFMTA's CAC.

Daniel Carr with SFMTA said with respect to 22nd Street, he said the caller was correct that there was already one speed hump on that block. He said a new application for the street came through siting continued concerns of the speeding of motorists on the street even with the existing speed hump. Mr. Carr continued by stating that they collected data from the block and it revealed that 85th percentile speeds were still in excess of the 15 mph posted speed limit for the school zone on that street. He said in light of that, SFMTA was recommending that the installation of a second speed hump be pursued on that block.

Chair Larson thanked Mr. Carr for the information response.

With respect to the SFMTA changing the name of their CAC, Mr. Kidd said it was a typo in the scope of work that they submitted to Caltrans and said he would correct that.

Peter Tannen motioned to approve the New Signal Contract 66, Application-Based Traffic Calming Program FY20-21 and Active Communities Plan funding requests, seconded by Robert Gower.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)



Absent: Ortiz, Thoe and Tupuola (3)

Anna LaForte presented Public Works' request for Joice Alley Lighting Improvements per the staff memorandum.

There was no public comment.

Robert Gower motioned to approve the request, seconded by Jerry Levine

The motion was approved by the following vote:

Ayes: Buffum, Gower, Klein, Larson, Levine, Liu, Tannen (7)

Recused: Chen (1)

Absent: Ortiz, Thoe and Tupuola (3)

6. Adopt a Motion of Support to Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$125 Million with U.S. Bank National Association; to Execute and Deliver Legal Documents Relating Thereto; and To Take All Necessary or Appropriate Related Actions in Connection Therewith - ACTION

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

Mr. Levine noted that the agency had a prior relationship with US bank and asked how that went and how comfortable staff felt about working with them again.

Ms. Fong, noted that in the last revolving credit agreement, US Bank and State Street Bank partnered up and offered them \$70 million dollars each. This time around they separated and competed against each other, and US Bank came in with much lower rates. Ms. Fong said staff does feel comfortable with the anticipated working relationship with US Bank. She noted that State Street was the prime on the prior revolving credit agreement, but that US Bank was timely and responsive when they needed to work with them. Ms Fong added the agency currently holds an account with US bank for their Prop AA vehicle registration fee funds, and that relationship has been great on a local scale.

Mr. Tannen asked with respect to the proposals, whether they at a fixed interest or variable.

Ms. Fong replied that for this type of financing instrument, they are typically variable, and all the proposals received had rates that varied on a scale both when they agency borrowed funds and when they weren't drawing down funds.

During public comment Roland Lebrun commented that he never ceases to be amazed on how much funding the agency can leverage with so little local funding.

Jerry Levine motioned to approve the item, seconded by Nancy Buffum.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)



7. Adopt a Motion of Support to Accept the Downtown Rail Extension (DTX) Phasing Study Final Report, Support the Phasing Recommendations of the Peninsula Rail Program Executive Steering Committee, and Release \$2,644,557 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for DTX Project Development - ACTION

Jesse Koehler, Rail Program Manager for Capital Projects, presented the item per the staff memorandum.

Peter Tannen requested clarification regarding the DTX intercity bus facility (IBF) and the distinction between the option to reduce the IBF and the option to defer the IBF.

Mr. Koehler answered that the two options are distinct from one another, and he noted that the DTX Phasing Study recommends deferring the IBF.

Mr. Tannen asked for further clarification regarding future delivery of the IBF.

Mr. Koehler clarified that the IBF could theoretically be developed in full at a later date, but that doing so would be costly, as it would require significant property acquisition. He noted that the Phasing Study's recommendation for a reduced train box extension means that the necessary right-of-way for the full IBF would not be acquired for the first phase of DTX construction. He added that the reduced IBF could be constructed in the future without acquiring additional right-of-way.

Chair Larson asked if the reduced train box extension would impact the potential future Link21 new Transbay rail crossing project.

Mr. Koehler answered that the DTX project will be designed for compatibility with a future direct connection to the Link21 project, regardless of the extent of the DTX Train Box Extension.

Robert Gower asked about the rationale for deferring the underground pedestrian connector. He expressed disappointment that a multi-modal element would be deferred. Mr. Gower asked what steps would be taken to provide pedestrians with an enhanced connection in the meantime. He also asked about the potential impact on ridership from deferring that pedestrian connector.

Mr. Koehler replied that there were not straightforward options for deferring elements of the project. He said that, from the perspective of project construction, the pedestrian connector could be de-coupled from the rest of the project, with delivery as an independent project at a later date. He noted that an underground connection would be preferable but said that the first phase of DTX construction would include street-level improvements to improve pedestrian connectivity. Mr. Koehler added that the DTX ridership analysis is considering the impacts of deferring the pedestrian connector.

During public comment, Bob Planthold expressed support for the item. Mr. Planthold noted that he is a senior resident of San Francisco and that he had served on the Caltrain Access Advisory Committee. He said that the DTX project will greatly improve access to Caltrain in San Francisco, noting the higher level of connecting transit service at the Transit Center as compared to the current Caltrain terminus. Mr. Planthold noted that an underground pedestrian connection may not be preferred to a surface connection by certain transit users and that the DTX connection should be well designed.



Roland Lebrun said he had sent an email with an attachment to the CAC. Mr. Lebrun expressed concern that the TJPA Board would consider the Phasing Study in September and that the DTX operations analysis would be brought forward in October. He said the DTX train box was sub-optimally designed with respect to future extension to the east. Mr. Lebrun noted that he expects the third track to not be required and that the Seventh Street alignment could be considered. He said that the resulting cost savings could provide for a connection to Muni and BART. Mr. Lebrun added that the Pennsylvania Avenue Extension study report would also come forward this fall.

Robert Gower motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen (8)

Absent: Ortiz, Thoe and Tupuola (3)

8. Community Advisory Committee Ethics Training - INFORMATION*

Amber Maltbie, Nossaman presented the item per the staff memorandum.

Robert Gower thanked Ms. Maltbie stating that the presentation was comprehensive.

Mr. Levine also expressed appreciation for the training.

During public comment Edward Mason asked for clarification on who constitutes membership of the Expenditure Plan Advisory Committee (EPAC) and asked if there is a direct correlation with the amount of money being allocated, and the entity benefitting through future contracts.

Chair Larson said he believes the EPAC backgrounds would be available and as they noted in some ways it is incumbent upon those members to be guided by the rules similar to those reviewed during the current training.

Maria Lombardo said everyone's affiliation as they disclosed it, is posted on a presentation on the Transportation Authority website, that they can share with the CAC members. She added that as in the case of the Prop K sales tax, only public agencies would likely be direct grant recipients in a new expenditure plan, but that those public agencies could contract with other parties to carry out the work.

Roland Lebrun praised the presentation and suggested that it be recorded and posted on a social platform such as YouTube. He referenced slide 16, stating that the Brown act is unclear about Ad Hoc Committees. He said that he believed that any committee that is appointed by a legal entity is subject to the Brown Act regardless of if the Ad Hoc Committee consists of a quorum.

Other Items

9. Introduction of New Business - INFORMATION

Nancy Buffum stated her dismay of the closure of the Great Walkway on August 16, stating that it ran counter to prevailing recommendations. She said it set back what would have been a win situation for the long-term goals which included preserving the walkway for the public, improving local street safety, and prioritizing and concentrating on ways to improve the flow of traffic. She said she would like to see how they measure the difference in public access to the use of recreation because of the increased traffic, as well as speeding traffic volumes and any other information on impacts on local streets in the Richmond and Sunset. She said these are decisions that affect everyone



and not just the people that want to drive.

Chair Larson said he agrees and that it seemed like the opening ran counter to what he understood the process of making a decision and said it would be good to agendize an item that covers this.

Jerry Levine said he appreciated the discussion about eligibility to use the bike lanes. He said he has a motorcycle and would love to use it but it's not eligible. He said it would be great to get a comprehensive look at the status of the electric bike program whether it is an agendized item or a separate follow up. He added that he would like it to include timelines, who the contracts are with, who are using the bikes, etc.

There was no public comment.

10. Public Comment

During public comment Roland Lebrun commended the Chair for the way he conducted the meeting.

11. Adjournment

The meeting was adjourned at 8:00 p.m.

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San Francisco
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Memorandum

AGENDA ITEM 4

DATE: September 16, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/19/2021 Board Meeting: Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program

RECOMMENDATION ☐ Information ☒ Action

Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program (RTIP) for:

- San Francisco Municipal Transportation Agency's (SFMTA's) Communications-Based Train Control - Phase 3 N Judah (\$10,642,000)
- Planning, Programming, and Monitoring for the Transportation Authority (\$380,000) and the Metropolitan Transportation Commission (MTC) (\$180,000)

SUMMARY

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$29.7 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the Communications-Based Train Control - Phase 3 N Judah project, which will support reliable, safe, fast, and high-frequency rail transit along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the Phase 3 N Judah project is \$20.5 million. Our recommendations are shown in Attachment 3. This programming is ultimately subject to approval by the MTC (anticipated in December) and the California Transportation Commission (CTC) (anticipated in March 2022).

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



BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money that is updated every two years by the CTC. Regional spending plans – developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

DISCUSSION

MTC has initiated development of the 2022 RTIP, providing guidance based on CTC-adopted guidelines and the 2022 Fund Estimate. For the 2022 RTIP, San Francisco has a total of \$11,202,000 that can be programmed in Fiscal Years 2025/26 through 2026/27 to RTIP-eligible projects as shown in Attachment 2. As CMA, the Transportation Authority must submit its Board-approved 2022 RTIP priorities to MTC by November 1, 2021.

Our staff recommendations for 2022 RTIP programming is summarized in 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans are in Attachment 4.

Planning, Programming and Monitoring (PPM): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Downtown Rail Extension and Caltrain Electrification. Per CTC guidelines, \$560,000 in new PPM programming is available to be split between MTC (\$180,000) and the Transportation Authority (\$380,000), leaving \$10,642,000 in RTIP funds to program to San Francisco projects as shown in Attachment 2.

Communications-Based Train Control - Phase 3 N Judah (\$10,642,000) - Construction: We recommend programming all of the remaining \$10,642,000 in 2022 RTIP funds to the construction phase of the SFMTA's Communications-Based Train Control - Phase 3 N Judah project. The project will provide reliable, safe, fast, and high-frequency rail transit along the N



Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the phase is \$20,475,176.

The project is part of the SFMTA's Train Control Upgrade Program, a ten-year capital program that will procure the new Communications Based Train Control (CBTC) system to replace the aging train control signal system currently installed on Muni Metro. Overall, the CBTC system will provide better technology to track train movements using an on-board control computer and global positioning system to communicate directly with the Operations Control Center. It will also allow systemwide management of the Muni Metro system including integration with surface traffic signals. This will allow trains to travel closer together and increase allowable train speeds. SFMTA staff anticipates CBTC will allow for improved maintainability, reduce the variability of trip times, better address bottlenecks, and increase overall capacity of the system. SFMTA will deliver the project over seven phases using a design-build contracting approach. It anticipates completing the deployment of CBTC across the entire 75-mile Muni Metro System by FY 2030 with an estimated total cost of \$300 million.

In November 2019, the Transportation Authority Board programmed \$13,752,000 in 2018 RTIP funds to the first two phases of the CBTC project. Phase 1 extends from 23rd Street along the T-Third line to the subway entrance at The Embarcadero. Phase 2 will implement CBTC on the entire Muni Metro Subway from West Portal to The Embarcadero and along the Central Subway alignment. SFMTA anticipates that the CTC will allocate Phases 1 and 2 RTIP funds in February 2023. SFMTA is working to secure full funding for the larger project, including \$18,850,785 in planned Prop K funds in the MUNI Guideways category to be considered by the Board in November 2021 as part of the 2021 Prop K Strategic Plan Update.

Timely Use of Funds and Other Requirements. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is only available in FYs 2025/26 and 2026/27. Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2022 RTIP.

We have worked with SFMTA to identify a project that would meet the RTIP eligibility requirements. The Communications-Based Train Control - Phase 3 N Judah project rose to the top of the list as the 2022 RTIP funds will fully fund the construction phase, the programming availability aligns with when the project would begin construction, and RTIP funds are already committed to the Phases 1 and 2 construction work, meaning the overall project already has to comply with CTC guidelines.

Next Steps. After the Board adopts San Francisco's 2022 RTIP Program of Projects, we will submit it to MTC by its November 1, 2021, deadline. The MTC Commission is expected to consider the 2022 RTIP item on December 15, 2021. The CTC will consider adopting the 2022 RTIP at its March 23, 2022, meeting. If approved, SFMTA would be able to allocate the funds for the Communications-Based Train Control - Phase 3 N Judah project in FY 2025/26.



FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2021/22 budget. The proposed PPM funds would be included in the agency's proposed FY 25/26 budget.

CAC POSITION

The CAC will consider this item at its September 22, 2021, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2022 RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Last Amended September 2021

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [1st priority] ³	\$92,000,000	\$29,669,654	\$10,642,000	\$19,027,654
MTC STP/CMAQ Advance for Presidio Parkway [2nd priority, see updated footnote] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension [3rd priority] ⁵	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$81,516,654	\$10,642,000	\$70,874,654

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

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$10,642,000 in available 2022 RIP funds to SFMTA for the Communications-Based Train Control - Phase 3 N Judah project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC is anticipated to reduce the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

Attachment 2

2022 Regional Transportation Improvement Program (RTIP)

New Funds Available for San Francisco

The 2022 RTIP covers five years (Fiscal Years (FYs) 2022/23 – 2026/27). However, the California Transportation Commission has advised that new project programming is only available in the last two years: FY 2025/26 and FY 2026/27.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$380,000	Up to 5% allowable per 3-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$180,000	
Capital Projects	\$10,642,000	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2022 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding. Can fund environmental, design, right of way and construction phases.
Total:	\$11,202,000	

Attachment 3

San Francisco 2022 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)						
		CTC has advised that new project programming is only available in FYs 2025/26 and 2026/27.						
Agency ¹	Project	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Phase
New 2022 RTIP Programming Priorities								
SFMTA	Communications-Based Train Control - Phase 3 N Judah	\$10,642				\$10,642		Construction
SFCTA	Planning, Programming, and Monitoring	\$380				\$380		n/a
MTC	Planning, Programming, and Monitoring	\$180				\$89	\$91	n/a
Proposed 2022 RTIP Programming		\$11,202	\$0	\$0	\$0	\$11,111	\$91	
Total RTIP Funds Available		\$11,202						
Surplus/(Shortfall)		\$0						

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

DTP-0001 (Revised 11 May 2020 v8.01k)

General Instructions

Amendment (Existing Project)						Yes	Date:	09/16/21		
District		EA	Project ID		PPNO	MPO ID				
04			0420000372		2007	SF-170002				
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency					
SF					San Francisco County Transportation Authority					
					MPO		Element			
					MTC		LA			
Project Manager/Contact			Phone		E-mail Address					
Amber Crabbe			(415)522-4801		amber.crabbe@sfcta.org					
Project Title										
Planning, Programming and Monitoring										
Location (Project Limits), Description (Scope of Work)										
Planning, Programming and Monitoring										
Component		Implementing Agency								
PA&ED		San Francisco County Transportation Authority								
PS&E										
Right of Way										
Construction		San Francisco County Transportation Authority								
Legislative Districts										
Assembly:		17,19		Senate:		11		Congressional:		12,14
Project Benefits										
The project supports timely project management and oversight.										
Purpose and Need										
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.										
Category			Outputs				Unit	Total		
NHS Improvements		No	Roadway Class			Reversible Lane analysis		N		
Inc. Sustainable Communities Strategy Goals				Y	Reduces Greenhouse Gas Emissions		N			
Project Milestone							Existing	Proposed		
Project Study Report Approved										
Begin Environmental (PA&ED) Phase										
Circulate Draft Environmental Document				Document Type						
Draft Project Report										
End Environmental Phase (PA&ED Milestone)										
Begin Design (PS&E) Phase										
End Design Phase (Ready to List for Advertisement Milestone)										
Begin Right of Way Phase										
End Right of Way Phase (Right of Way Certification Milestone)										
Begin Construction Phase (Contract Award Milestone)										
End Construction Phase (Construction Contract Acceptance Milestone)										
Begin Closeout Phase										
End Closeout Phase (Closeout Report)										

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 09/16/21

District	County	Route	EA	Project ID	PPNO	
04	SF			0420000372	2007	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
TOTAL	5,117	260	259	259	46	199		6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) No				Date: 09/16/21	
District	EA	Project ID		PPNO	MPO ID
04				2137	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SF				SFMTA	
				MPO	Element
				MTC	MT
Project Manager/Contact		Phone		E-mail Address	
Dan Howard		(415) 565-3642		dan.howard@sfmta.com	
Project Title					
Communications-Based Train Control - Phase 3 N Judah					
Location (Project Limits), Description (Scope of Work)					
A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Project (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway (continues on next tab).					
Component	Implementing Agency				
PA&ED	SFMTA				
PS&E	SFMTA				
Right of Way	NA				
Construction	SFMTA				
Legislative Districts					
Assembly:	17,19	Senate:	11	Congressional:	12,14
Project Benefits					
To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications Based Train Control System (CBTC) along 9.5 bidirectional miles of the N Judah line during Phase 3 of the Train Control Upgrade Project (TCUP). CBTC benefits are improved reliability, safety, line capacity, and decreased travel times for the most heavily-traveled segments of the light rail system.					
Purpose and Need					
The SFMTA Muni Metro uses a centralized train control system in the Market Street Subway (the core segment). The system was designed more than three decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):					
Category		Outputs/Outcomes		Unit	Total
Intercity Rail/Mass Trans		Operational improvements		Miles	9.5
ADA Improvements N		Bike/Ped Improvements N		Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions Y			
Project Milestone				Existing	Proposed
Project Study Report Approved				11/30/19	
Begin Environmental (PA&ED) Phase					08/01/21
Circulate Draft Environmental Document				Document Type	CE/CE
Draft Project Report					TBD
End Environmental Phase (PA&ED Milestone)					07/01/22
Begin Design (PS&E) Phase					10/29/25
End Design Phase (Ready to List for Advertisement Milestone)					08/01/26
Begin Right of Way Phase					NA
End Right of Way Phase (Right of Way Certification Milestone)					NA
Begin Construction Phase (Contract Award Milestone)					08/01/26
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/27
Begin Closeout Phase					12/31/29
End Closeout Phase (Closeout Report)					09/30/30

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PROJECT PROGRAMMING REQUEST

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

Date: 09/16/21

Additional Information

LOCATION (PROJECT LIMITS), DESCRIPTION (SCOPE OF WORK) (Full language): A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Program (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway.

The system will be installed in seven phases, first piloting CBTC on the surface and then moving into the subways and the rest of the surface-running light rail system. Previously programmed STIP funds are planned for phases 1 and 2. Phase 1 brings CBTC to the surface between 23rd Street and the subway portal at Market Street. This segment of nine stations serves the new Chase Center (Warriors arena), Oracle Park (Giants stadium) as well as Muni Metro East, one of SFMTA's two light rail maintenance facilities. Following this installation, Phase 2 will be installed throughout the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. Phase 2 serves nine underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge, including Central Subway's two surface and two subway stations. The five subsequent phases will bring CBTC to the entirety of the 75-mile Muni Metro system.

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

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

This system keeps vehicles safely and evenly spaced, permitting lower headways than could be achieved under manual operation. Today's SFMTA train control system is beyond its useful life and over capacity. The majority of the LRV network, including the N Judah line described in Phase 3, is governed by line-of-sight rules and signals working in isolation. The full CBTC system installation will expand the centralized vehicle control beyond the Market Street tunnel and along all surface lines. This will permit a more coordinated and centralized management of the entirety of our light rail system by using integrated signals to better manage vehicle flows along the surface, directly translating to faster and more reliable travel times for passengers. Additionally, CBTC will incorporate decades of technological improvements resulting in more flexible operations, lower operating and maintenance costs, and a better and more intuitive user interface.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 9/16/21

District	County	Route	EA	Project ID		PPNO	
04	SF					2137	0
Project Title: Communications-Based Train Control - Phase 3 N Judah							

Existing Total Project Cost (\$1,000s)										Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	SFMTA
PS&E	0	0	0	0	0	0	0	0	0	SFMTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	NA
CON SUP (C)	0	0	0	0	0	0	0	0	0	NA
R/W	0	0	0	0	0	0	0	0	0	NA
CON	0	0	0	0	0	0	0	0	0	SFMTA
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Total Project Cost (\$1,000s)										Notes
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	1,250	3,450	0	4,700	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (C)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	16,336	4,139	20,475	
TOTAL	0	0	0	0	0	1,250	19,786	4,139	25,175	

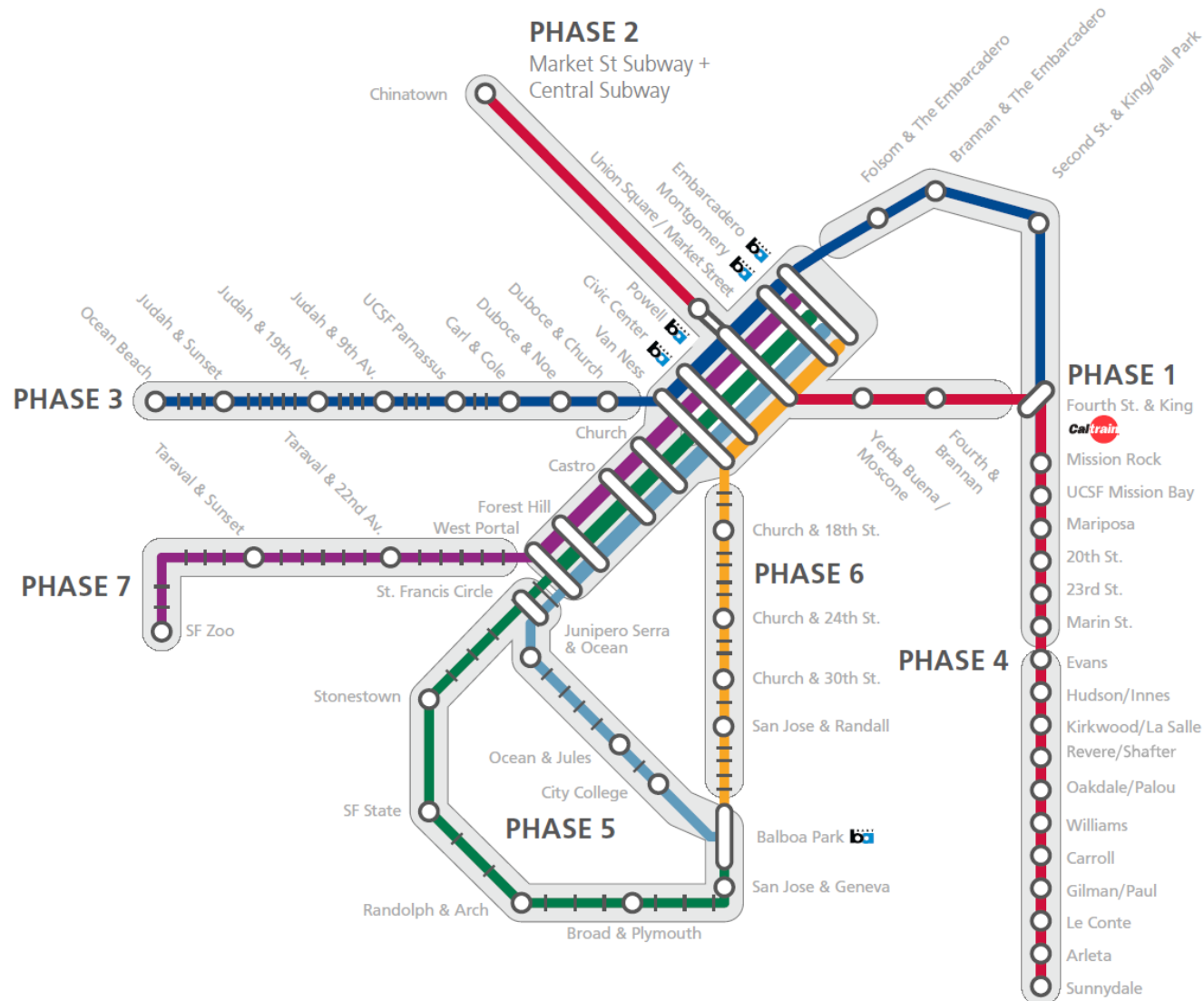
Fund No. 1: STIP										Program Code
Existing Funding (\$1,000s)										Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	CTC, Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							10,642		10,642	
TOTAL	0	0	0	0	0	0	10,642	0	10,642	

Fund No. 2: Transportation Sustainability Fee (TSF)										Program Code
Existing Funding (\$1,000s)										Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	SFMTA
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E							3,450		3,450	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	3,450	0	3,450	

Fund No. 3: SB1 State of Good Repair (SGR)										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							2,200		2,200	
TOTAL	0	0	0	0	0	0	2,200	0	2,200	

Fund No. 4: Transit Capital Priorities										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Federal Transit Administration
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E						1,250			1,250	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							3,494	4,139	7,633	
TOTAL	0	0	0	0	0	1,250	3,494	4,139	8,883	

Preliminary Project Phasing





Memorandum

AGENDA ITEM 5

DATE: September 16, 2021
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 10/19/2021 Board Meeting: Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Execute contract renewals and options for various annual professional services in an amount not to exceed \$725,000:</p> <ul style="list-style-type: none"> • Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000) • SPTJ Consulting (\$300,000) • Civic Edge Consulting and Convey, Inc. (\$100,000) <p>SUMMARY</p> <p>We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. The purpose of this memo is to present the annual contract renewals and options for Fiscal Year (FY) 2021/22 and to seek approval. Attachment 1 provides summary information for the proposed contract options with brief descriptions of the recommended services and amounts in the memo below.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input checked="" type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include computer network services, general legal counsel services, and on-call strategic communications, media and community relations professional services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.

DISCUSSION

Attachment 1 provides summary information for the proposed contract options. Below are brief descriptions of the recommended services and amounts.



Meyers Nave; Nossaman LLP; and Wendel Rosen LLP	\$325,000
<p>We maintain a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. In July 2019, through Resolution 20-07 and based on the results of a competitive process, we awarded three-year professional services contracts to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Wendel Rosen LLP (formerly Wendel, Rosen, Black, & Dean LLP), with an option to extend for two additional one-year periods, in a combined amount not to exceed \$1,000,000, for on-call general legal counsel services. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to the legal teams.</p>	
SPTJ Consulting	\$300,000
<p>SPTJ Consulting provides information technology support services of our computer hardware and software, office networking equipment, telecommunications systems, servers, and disaster recovery preparation. On November 27, 2018, through Resolution 19-26, we awarded a two-year consultant contract, with options to extend for three additional one-year periods to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services. On September 22, 2020, through Resolution 21-12, we approved the first contract option in an amount not to exceed \$325,000, for a total contract amount not to exceed \$805,000. During FY 2021/22 and due to COVID-19, we anticipate the need to maintain technology support for the production of virtual Board and/or Committee meetings and for the reopening of our physical office. The proposed action will exercise the second of three renewal options.</p>	
Civic Edge Consulting and Convey, Inc.	\$100,000
<p>We regularly communicate with the public, the media, policymakers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters. In January 2019, through Resolution 19-37 and based on the results of a competitive process, we awarded three-year consultant contracts to Civic Edge Consulting and Convey, Inc., with an option to extend for two additional one-year periods, in a combined amount not to exceed \$300,000, for on-call strategic communications, media, and community relations professional services. Since then, the consultant teams have provided support for project-specific communications needs, assisted with development of a contacts database management system, assisted in the development of a project highlighting the half-cent sales tax, and helped hone messaging on assorted agency-wide efforts. For the upcoming year, we forecast continuous need for assistance with strategic communications, media relations and outreach related to various projects. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to both consultant teams.</p>	



FINANCIAL IMPACT

The adopted Fiscal Year 2021/22 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts. The proposed contracts will be funded by a combination of federal and state grants, and Prop K funds.

CAC POSITION

The Community Advisory Committee will consider this item at its September 22, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Professional Services Expenditures
- Attachment 2 – Task Order Assignments

**Attachment 1:
Proposed Professional Services Expenditures**

Professional Services	Description of Services	Previous Year Contract	Increase/ (Decrease)	Proposed Annual Amount	Procurement Type/Contract Options	Contract Goal	Utilization to Date
Meyers Nave; Nossaman LLP; and Wendel Rosen LLP	On-call Legal Counsel Services	\$333,333	(\$8,333)	\$ 325,000	Competitively bid. First of two renewal options.	0%	0%
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	\$325,000	(\$25,000)	\$ 300,000	Competitively bid. Second of three renewal options.	15% DBE, LBE or SBE	94% DBE/LBE
Civic Edge Consulting and Convey, Inc.	On-call Strategic Communications, Media, and Community Relations Professional Services	\$100,000	0	\$100,000	Competitively bid. First of two renewal options.	17% DBE	81% DBE
	Total	\$758,333	(\$33,333)	\$725,000			

Attachment 2

**General Legal Counsel Services
Assigned Task Orders (2019 to 2021)**

Legal Firm	Task Order Description	Amount
Nossaman LLP	General Legal Services ¹	\$225,000
	California Public Records Act	\$81,841
	Downtown Extension	\$50,000
	Sales Tax Reauthorization	\$40,000
	Federal Legislative Services	\$25,000
	Streets and Freeways Corridor Study	\$9,386
	Yerba Buena Island Southgate Road Realignment	\$4,680
Total Task Orders Awarded to Nossaman LLP		\$435,907
Wendel Rosen LLP	Yerba Buena Island Southgate Road Realignment	\$100,000
	Yerba Buena Island West-side Bridges	\$25,000
	General Legal Services ¹	\$25,000
Total Task Orders Awarded to Wendel Rosen LLP		\$150,000
Meyers Nave	General Legal Services ¹	\$100,000
Total Task Orders Awarded to Meyers Nave		\$100,000
Total Task Orders Awarded to Date		\$685,907
Total Contract Amount		\$1,000,000

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate task orders.

Attachment 2

**On-Call Strategic Communications, Media and Community Relations Services
Assigned Task Orders (2019 to 2021)**

Prime Consultant	Task Order Description	Amount
Civic Edge Consulting	Overall Communications ²	\$49,985
	Outreach Guidelines	\$44,169
	Outreach Services for the Pennsylvania Avenue Extension Study	\$25,000
Total Task Orders Awarded to Civic Edge Consulting		\$119,154
Convey, Inc.	Overall Communications ²	\$49,370
	30th Anniversary of the Transportation Authority	\$36,265
	Staff Survey	\$17,000
	EnviroLytical Contacts Database	\$12,629
Total Task Orders Awarded to Convey, Inc.		\$115,264
Total Task Orders Awarded to Date		\$234,418
Total Amount Awarded to Disadvantaged Business Enterprise Firms (81%)		\$190,953
Total Contract Amount		\$300,000

² Overall communications encompass activities such as overall image development and branding of the Transportation Authority and creating communication materials, including translating documents to comply with Title VI requirements. In addition, consultant teams monitor legislative, community and media activity for various Transportation Authority projects and provide comprehensive support services for Transportation Authority initiatives not covered by separate task orders.



Memorandum

AGENDA ITEM 6

DATE: September 15, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/19/2021 Board Meeting: Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$985,700 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. 14th Street Road Diet [NTIP Capital] (\$60,700) 2. Schools Engineering Program FY21/22 Cycle (\$925,000) <p>Allocate \$220,000 in Prop AA funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Potrero Gateway Loop Pedestrian Safety Improvements <p>Appropriate \$100,000 for:</p> <ol style="list-style-type: none"> 4. Treasure Island Supplemental Transportation Study [NTIP Planning] <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (e.g. 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.



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,305,700 in Prop K and Prop AA funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2021/22 allocations and appropriations approved 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.

Sufficient funds are included in the Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its September 22, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and Prop AA Allocation Summaries - FY 2021/22
- Enclosure - Allocation Request Forms (4)

							Leveraging			
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)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
PROP K	38	SFMTA	14th Street Road Diet [NTIP Capital] ⁴	\$ 60,700		\$ 60,700	51%	0%	Construction	8
PROP K	38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000		\$ 925,000	51%	0%	Planning, Design, Construction	Citywide
PROP K	44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000		\$ 200,000	40%	50%	Planning	6
PROP AA	Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements		\$ 220,000	\$ 1,949,000	NA	89%	Construction	10
TOTAL				\$ 1,085,700	\$ 220,000	\$ 3,134,700	18%	58%		

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) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

² Acronyms: SFCTA (Transportation Authority); 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
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	Funds will be used for implementation of a "road diet" on 14th Street between Castro Street and Sanchez Street, in response to neighborhood concerns regarding traffic and pedestrian safety. Improvements will include elimination of an eastbound lane on 14th Street between Castro and Sanchez streets, addition of a left-turn-only lane at 14th and Castro streets, and extended red zones to increase daylighting at the intersections of 14th and Castro, Noe and Sanchez streets. Project benefits include improved pedestrian visibility and safer turning movements. The proposal was developed in coordination with Supervisor Mandelman's office, the Duboce Triangle Neighborhood Association and other members of the local community. SFMTA anticipates that the project will be open for use by December 2022.
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	This request will fund the SFMTA's annual school engineering program which serves all K-12 schools in San Francisco (public and private). The two focus areas of work include: 1) school traffic operations signage and pavement/curb markings at up to 35 schools citywide; and 2) school loading zone traffic calming on up to 15 residential streets where school loading zones are present. SFMTA will also complete six Walk Audits from prior program cycles (Prop K funded) which have been delayed because of the COVID-19 pandemic and associated school closures. Locations for the FY22 cycle will be determined by March 2022 through 311, referrals from the San Francisco Unified School District liaison, and observations from SFMTA crossing guards for the School Traffic Operations Signage and Markings Sub-Program, and through collision and enrollment data, as well as observed traffic speeds for the School Loading Zone Traffic Calming Sub-Program. Pages E6-26 - E6-31 of the enclosure show the list of locations and status of implementation for the FY18/19 and FY19/20 program cycles. The SFMTA anticipates that the full scope of this request will be open for use by March 2024. SFMTA did not request funds for a FY20/21 cycle.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	As the request of Supervisor Haney, Neighborhood Program funds would be used to conduct stakeholder engagement and data analysis to understand Treasure Island resident and worker transportation needs, outline recommended short-term public transit improvements and plan for supplemental transportation options to fill identified gaps in service. Recommendations could take the form of an on-demand shuttle, shared van, and/or ride-share subsidy. Each option requires more conversations with residents, workers and service providers to understand new realities after the pandemic, potential barriers to use and how to overcome those barriers. We anticipate that the Study, which will include an implementation plan, will be presented to the Board in July 2022.
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	Requested funds would support construction of this project, which will revitalize and reconnect the Potrero Hill neighborhood separated by U.S. 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 the 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 project is expected to be open for use by December 2022. Prop AA funds will leverage Eastern Neighborhoods impact fees and a grant from the state Affordable Housing and Sustainable Communities program.
TOTAL			\$1,085,700	\$220,000	

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
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	Multi-phase Allocation: We are recommending a multi-phase allocation given the overlapping schedule of the planning, design and construction phases at different school locations.
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	
TOTAL			\$ 1,085,700	\$ 220,000	

¹ See Attachment 1 for footnotes.

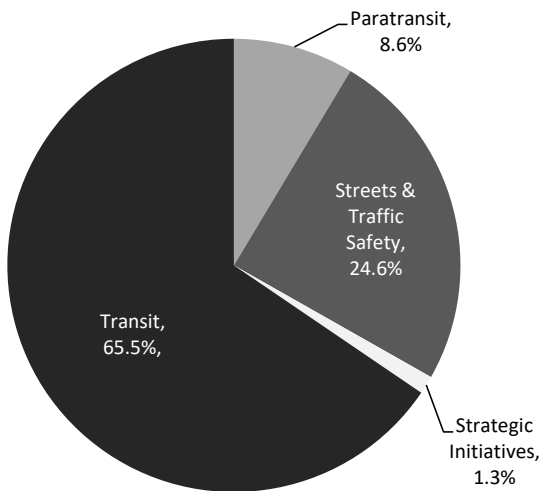
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

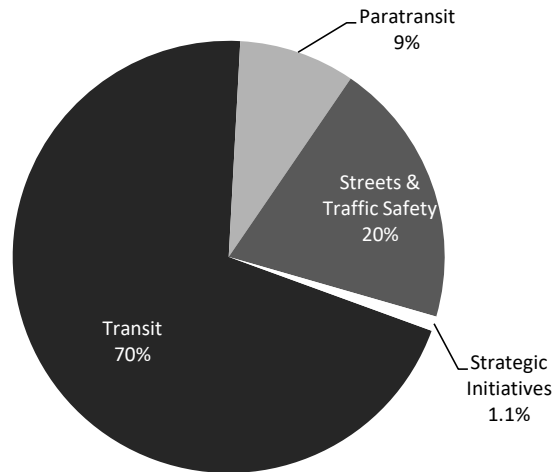
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 27,340,765	\$ 16,671,381	\$ 9,593,532	\$ 1,075,852	\$ -	\$ -
Current Request(s)	\$ 1,085,700	\$ 80,000	\$ 383,200	\$ 522,500	\$ 100,000	\$ -
New Total Allocations	\$ 28,426,465	\$ 16,751,381	\$ 9,976,732	\$ 1,598,352	\$ 100,000	\$ -

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

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



Prop K Investments To Date

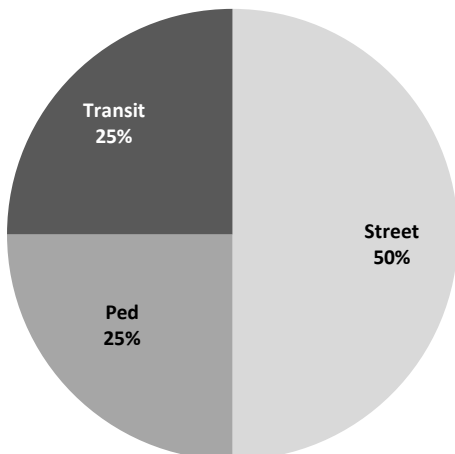


PROP AA VEHICLE REGISTRATION FEE

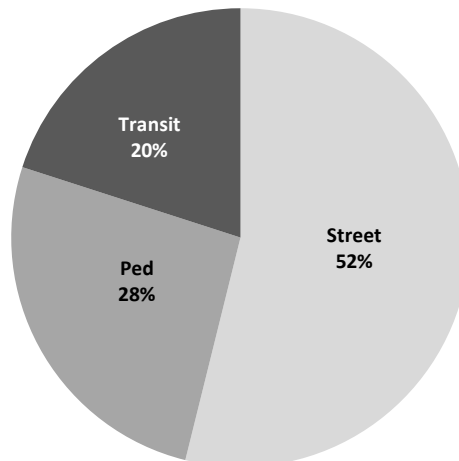
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 1,336,928	\$ -	\$ 1,317,428	\$ 19,500	\$ -
Current Request(s)	\$ 220,000	\$ -	\$ 110,000	\$ 110,000	\$ -
New Total Allocations	\$ 1,556,928	\$ -	\$ 1,427,428	\$ 129,500	\$ -

The above table shows total cash flow for all FY 2021/22 allocations approved to date, along with the current recommended allocation(s).

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



Prop AA Investments To Date



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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 7

DATE: September 17, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/19/21 Board Meeting: Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan

RECOMMENDATION ☐ Information ☒ Action

- Approve the 2022 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria
- Amend the 2017 Prop AA Strategic Plan

SUMMARY

We have reached the final year of the five-year programming period covered by the 2017 Prop AA Strategic Plan and are seeking guidance to develop the 2022 Prop AA Strategic Plan, including releasing a call for projects for approximately \$23 million available in Fiscal Years (FYs) 2022/23 to 2026/27. We are recommending very minor revisions to the Strategic Plan Policies (Attachment 1), which guide staff and project sponsors on administration of the program, and the Screening and Prioritization Criteria (Attachment 2), for Prop AA's three programmatic categories. We also recommend amending the 2017 Strategic Plan to delay programming by one-year for two FY 2020/21 projects that were not able to comply with Prop AA's timely use of funds policy requiring allocation of funds within the year of programming, but that are able to proceed FY 2021/22. These include San Francisco Public Works' (SFPW's) Mission and Geneva Pavement Renovation and San Francisco Municipal Transportation Agency's (SFMTA's) Transit Stop Signage Enhancement Program - Phase 2. As requested by SFPW, we also recommend reprogramming \$2.4 million from the Fillmore Street Pavement Renovation, which is delayed beyond this five-year programming period, to Mission and Geneva Pavement Renovation, as detailed in Attachment 6.

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



BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size – less than \$5 million in annual revenues – one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each of Prop AA's three programmatic categories is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a detailed 5-Year Prioritized Program of Projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding and an opportunity to weigh in on the resulting 5-year project lists. The 5YPPs also allow project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

The Transportation Authority approved the first Prop AA Strategic Plan in 2012 and the second in 2017. Together, these documents programmed \$52 million in Prop AA funds for 41 projects in the first 10 years of Prop AA (FYs 2012/13 to 2021/22). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$46.3 million in Prop AA funds has been allocated to 38 projects. There are three unallocated projects remaining in the 2017 5YPPs: two SFPW paving projects and one SFMTA transit project.

We are in the last year of the 2017 5YPPs and are preparing to release a call for projects to program funds for the 2022 5YPPs as part of the 2022 Strategic Plan update.

DISCUSSION

2022 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria. The Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Strategic Plan Screening and Prioritization Criteria are used to evaluate and prioritize candidate projects for funding within Prop AA's three programmatic categories. We are not recommending substantive changes to either document, but have proposed a few minor revisions to clarify and update language (e.g. replacing Communities of Concern with Equity Priority Communities).



Funds Available. In 2016, the Board approved a Prop AA revenue forecast based on actual revenues to date, producing an estimate of approximately \$4.83 million per year. Actual revenues have averaged 0.6% above this projection over the last 10 years. However, we recommend a conservative approach of keeping the same annual revenue forecast for the 2022 Strategic Plan update, particularly given the slight dip in revenues in FYs 2019/20 down 2.7% and 2020/21 down 0.1% below the annual forecast. We recommend maintaining the current Prop AA program reserve of \$500,000, or roughly 10% of annual revenues. Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues.

The recommended revenue projection will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. In addition to new revenues, there is about \$4,075 in interest earnings and \$2,236 in deobligated funds from projects completed under budget that is available for programming. Attachment 3 provides further details on funds available and a comparison of the revenue forecast against actuals.

Call for Projects & Strategic Plan Schedule. We anticipate releasing a call for projects for the 2022 5YPPs covering FYs 2022/23 to 2026/27 following Board approval of the Policies and Screening and Prioritization Criteria. Attachment 4 shows the proposed schedule for the call for projects with applications due January 18, 2022. We anticipate bringing programming recommendations, along with the draft 2022 Strategic Plan and 5YPPs to the Community Advisory Committee and Board for approval in February and March 2022, respectively. Project sponsors could then submit FY 2022/23 Prop AA allocation requests for Board approval as soon as June 2022.

Recommended 2017 Strategic Plan Amendment. The 2017 Strategic Plan spells out a timely-use-of funds policy that is applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on quickly delivering tangible benefits to the public. Any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects. Sponsors have the opportunity to reapply for funds through these competitive calls but will not be guaranteed any priority if other eligible, ready-to-go project applications are received. Consistent with this policy, we have been working with SFMTA and SFPW to review the status and develop recommendations for the three projects with funds programmed but unallocated to date, described below and in Attachment 6. If the Board does not approve any or a portion of the recommended programming revisions, the funds for the subject project(s) would then be deprogrammed and included in the call for projects amount.

Transit Stop Signage Enhancement Program - Phase 2 (SFMTA): This project will upgrade Muni stops with more legible signage. Phase 1 of the project is implementing signage upgrades to a different set of Muni routes and is currently underway after delays due to staff



transitions and bus route alterations due to the COVID-19 pandemic that also then delayed allocation of Phase 2, which was originally planned to move forward after completion of Phase 1. We now expect this project to move forward this fiscal year after SFMTA's anticipated adoption of the 2022 Muni Service Network in December 2021, and SFMTA has said that they expect to have staff capacity to begin work on the Phase 2 routes even as they are completing Phase 1, so we recommend delaying programming from FY 2020/21 to FY 2021/22.

Fillmore Street Pavement Renovation Project (SFPW): This project is not likely to move forward this fiscal year, as this project is coordinating with an SFMTA Muni Forward transit improvement project on Fillmore Street, which SFMTA still defining. As requested by SFPW, we recommend reprogramming \$2,397,129 from the Fillmore project to **SFPW's** Mission and Geneva Pavement Renovation project (**see below**). **SFPW will seek other** funds for the Fillmore project, which may include future Prop AA funds, when it is ready to proceed.

Mission and Geneva Pavement Renovation Project (SFPW): As mentioned above, we recommend increasing programming to the Mission and Geneva Pavement Renovation project by \$2,397,129 and delaying the programming year for existing Prop AA programming from FY 2020/21 to FY 2021/22. The current construction cost estimate for the Mission Street paving project at 95% design complete is about \$3.5 million higher than the cost estimate from when Prop AA funds were originally programmed to the project in 2017, prior to the start of the detailed design phase and based on an early planning order of magnitude cost estimate (increased from \$6.6 million to \$10.1 million). This cost increase would be funded with the proposed additional Prop AA funds and Prop K funds from projects completed under budget. Prop K and Prop AA funds would leverage \$4.96 million in Gas Tax and General Funds on the project. The project schedule is about six months behind the estimate from 2017, and SFPW is preparing a Prop K allocation request for the construction phase of the safety project for consideration at the October 27, 2021 CAC meeting and the November 16, 2021 Board meeting, so we are confident that the project is advancing at this time. Our recommendation also includes updating the project name (previously Mission Street Transit and Pavement Improvement).

An updated project information form for the Mission and Geneva Pavement Renovation project, showing the latest scope, schedule, cost and funding plan, is included as Attachment 7.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The CAC will consider this item at its September 22, 2021, meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 – Prop AA Strategic Plan Policies
- Attachment 2 – Prop AA Strategic Plan Screening and Prioritization Criteria
- Attachment 3 – Summary of Funds Available
- Attachment 4 – Draft 2022 Prop AA Strategic Plan Adoption Timeline
- Attachment 5 – Prop AA Delivery Report
- Attachment 6 – Proposed amendments to 2017 Prop AA Strategic Plan
- Attachment 7 – Project Information Form for Mission and Geneva Pavement Renovation project

Prop AA Vehicle Registration Fee
Strategic Plan Policies (~~Adopted 10.25.16~~ Draft 09.14.2021)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction – 50%, Pedestrian Safety– 25%, and Transit Reliability and Mobility Improvements – 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.
- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and

programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated to one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call~~s~~ for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.

Attachment 1

- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Table 1
Prerequisite Milestones for Allocation

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none">• Inclusion in 5YPP/Strategic Plan• Conceptual-Preliminary Engineering Report, if applicable• Approved environmental document• Capital construction funding in adopted plan, including RTP
Construction, including procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none">• Inclusion in 5YPP /Strategic Plan• Approved environmental document• Right of way certification (if appropriate)• 100% PS&E

Table 2
Expected Work Products/Deliverables by Phase

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

Phase	Expected Work Product/Deliverable ¹
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement or minimum operating segment, or equipment in service

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

Prop AA Vehicle Registration Fee
Strategic Plan Screening and Prioritization Criteria - (Revised 03.19.2019 Draft 09.14.2021)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
- **Benefits Communities of Concern Equity Priority Communities:** Priority will be given to

projects that directly benefit disadvantaged populations, whether the project is directly located in an [Equity Priority Community](#) or can demonstrate benefits to disadvantaged populations.

- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with [WalkFirst](#), Vision Zero, [and related](#) or successor efforts (e.g. [pedestrian masteractive transportation](#) plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.

- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

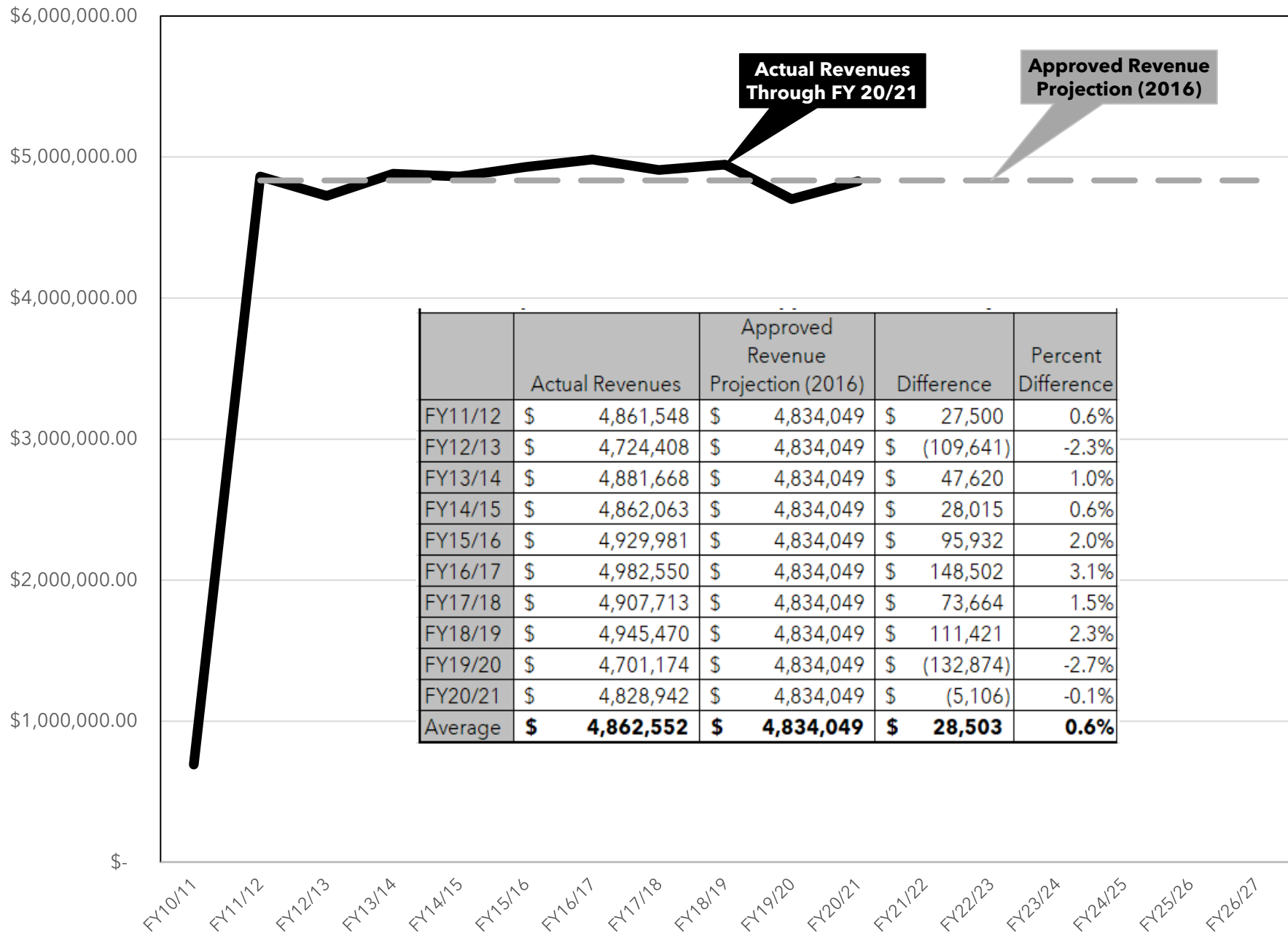
Attachment 3.
Prop AA Vehicle Registration Fee
Summary of Funds Available

Table 1. Summary of Prop AA Funds Available for FYs 2022/23-2026/27	
2022 Strategic Plan (FY2022/23 - FY2026/27) - Estimated New Revenues Available for Projects (Net 5% administration costs)	\$ 22,961,733
Interest Earnings	\$ 4,075
Deobligated Funds	\$ 2,236
2022 Strategic Plan Update/ 5-Year Prioritization Programs - Total Estimated Funds Available for Projects	\$ 22,968,044

Table 2. 2012 and 2017 Prop AA Strategic Plans Covering FYs 2012/13-2021/22 - Programmed and Allocated Funds by Category (includes actual revenues April 2011 - June 2021 and projected revenues July 2021 - June 2022)			
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Actual Programming and Allocations (as of August 2021, net of deobligations)	Actual % of Funds Programmed and Allocated
Street Repair and Reconstruction	50%	\$ 25,725,234	49.4%
Pedestrian Safety	25%	\$ 13,340,132	25.6%
Transit Reliability and Mobility Improvements	25%	\$ 13,022,777	25.0%
Total Programmed and Allocated	100%	\$ 52,088,143	100%

Table 3. 2022 Prop AA Strategic Plan - FYs 2022/23-2026/27 Estimated Funds Available by Category		
Category	Target % Allocation of Funds per Prop AA Expenditure Plan	Programming Target in 2022 Strategic Plan
Street Repair and Reconstruction	50%	\$ 11,802,860
Pedestrian Safety	25%	\$ 5,423,915
Transit Reliability and Mobility Improvements	25%	\$ 5,741,270
Total Estimated Funds Available for Programming	100%	\$ 22,968,044

Prop AA Actual Revenue vs. Approved Revenue Projection



Attachment 4
Prop AA Vehicle Registration Fee
2022 Strategic Plan/5-Year Prioritized Program of Projects
Draft Adoption Timeline

Wednesday, September 22, 2021	Community Advisory Committee Meeting - ACTION <ul style="list-style-type: none"> Strategic Plan Policies and Prioritization Criteria
Tuesday, October 19th	Transportation Authority Board - PRELIMINARY ACTION <ul style="list-style-type: none"> Strategic Plan Policies and Prioritization Criteria
Tuesday, October 26th	Transportation Authority Board - FINAL ACTION <ul style="list-style-type: none"> Strategic Plan Policies and Prioritization Criteria
By November 5, 2021	Transportation Authority Releases Call for Projects
January 18, 2022	Applications due to the Transportation Authority
February 2022	Community Advisory Committee - ACTION (February 2022) <ul style="list-style-type: none"> 2022 Strategic Plan adoption (includes 5-Year Prioritized Program of Projects or 5YPPs)
March 2022	Transportation Authority Board - ACTION <ul style="list-style-type: none"> 2022 Strategic Plan (includes 5YPPs)
April 25, 2022	Deadline for sponsors to submit Fiscal Year 2022/23 Prop AA allocation requests for consideration by the Community Advisory Committee and Transportation Authority Board in May/June, respectively

For the latest information on Transportation Authority meeting dates, please check the Transportation Authority's website at www.sfcta.org/events

Attachment 5
Prop AA Project Delivery Report

Table 1. Prop AA Funds Allocated

Strategic Plan Period	Programmed (Available for Allocation)	Total Allocated or Pending as of 9/14/2021	% Allocated
2012 Strategic Plan (FY2012/13 - FY2016/17)	\$ 24,827,030	\$ 24,827,030	100%
2017 Strategic Plan (FY2017/18 - FY2021/22)	\$ 27,261,113	\$ 21,445,834	79%
Total	\$ 52,088,143	\$ 46,272,864	

Table 2. Completed Projects

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use ²
Street Repair and Reconstruction					
SFPW	2012/13	28th Ave Pavement Renovation	Construction	\$ 1,169,843	2014
SFPW	2012/13	9th Street Pavement Renovation	Construction	\$ 2,101,136	2015
SFMTA	2013/14	Mansell Corridor Improvement Project	Design	\$ 199,997	2017
SFPW	2013/14	Chinatown Broadway Streetscape Improvements	Design	\$ 650,000	2018
SFPW	2013/14	McAllister St Pavement Renovation	Construction	\$ 1,995,132	2015
SFMTA	2014/15	Mansell Corridor Improvement Project	Construction	\$ 2,325,624	2017
SFPW	2014/15	Dolores St Pavement Renovation	Construction	\$ 2,145,024	2016
SFPW	2016/17	Brannan Street Pavement Renovation	Construction	\$ 2,540,359	2019
Pedestrian Safety					
SFMTA	2012/13	Pedestrian Countdown Signals (PCS) #1	Construction	\$ 1,380,307	2014
Presidio	2013/14	Arguello Gap Closure	Construction	\$ 350,000	2014
SFMTA	2013/14	Ellis/Eddy Traffic Calming Improvements	Design	\$ 241,106	2016
SFMTA	2013/14	Franklin and Divisadero Signal Upgrades	Design	\$ 260,270	2017
SFMTA	2013/14	Mid-Block Crossing on Natoma/8th	Design	\$ 54,578	2016
UC Hastings	2013/14	McAllister St Campus Streetscape	Design	\$ 83,000	2015
SFMTA	2014/15	Franklin and Divisadero Signal Upgrades	Construction	\$ 634,244	2017
SFMTA	2014/15	Mid-Block Crossing on Natoma/8th (Contract 62)	Construction	\$ 310,000	2016
SFMTA	2014/15	Webster Street Pedestrian Countdown Signals	Design	\$ 196,021	2018
UC Hastings	2014/15	McAllister St Campus Streetscape	Construction	\$ 1,619,035	2015
SFMTA	2015/16	Mansell Corridor Improvement Project	Construction	\$ 163,358	2017
SFPW	2015/16	Chinatown Broadway Streetscape Improvements	Construction	\$ 1,029,839	2018
SFMTA	2015/16	Gough Corridor Signal Upgrade	Construction	\$ 300,000	2021
SFMTA	2016/17	Webster Street Pedestrian Countdown Signals	Construction	\$ 141,794	2017
SFPW	2017/18	Haight Street Resurfacing and Pedestrian Lighting	Construction	\$ 2,052,000	2021
SFMTA	2017/18	Arguello Boulevard Traffic Signal Upgrade	Construction	\$ 655,000	2021

Attachment 5
Prop AA Project Delivery Report

Table 2. Completed Projects - continued

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use ²
Transit Reliability and Mobility Improvements					
BART	2012/13	24th Street Mission BART SW Plaza and Pedestrian Improvements	Construction	\$ 713,831	2014
BART	2013/14	Civic Center BART/Muni Bike Station	Construction	\$ 248,000	2015
MOHCD	2013/14	Hunters View Transit Connection	Construction	\$ 1,844,994	2017
SFMTA	2013/14	City College Pedestrian Connector	Design	\$ 42,000	2016
SFMTA	2014/15	City College Pedestrian Connector	Construction	\$ 800,802	2016
BART	2015/16	Muni Bus Layover Area at BART Daly City Station	Construction	\$ 507,980	2017

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Mayor's Office of Housing and Community Development (MOHCD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), The Presidio Trust (Presidio), University of California Hastings College of the Law (UC Hastings)

² Open for use refers to the year the construction phase of the project was completed.

Attachment 5
Prop AA Project Delivery Report

Table 3. Projects Underway

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 09/14/2021)	% Complete (as of 9/14/2021)	Open for Use ² (at time of allocation)	Open for Use ² (anticipated)
Street Repair and Reconstruction							
SFPW	2019/20	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	Construction	\$ 2,397,129	38%	Apr-2021	Feb-2024
SFPW	2019/20	Geary Boulevard Pavement Renovation	Construction	\$ 3,386,732	95%	Sep-2021	Sep-2021
SFPW	2021/22	Richmond Residential Streets Pavement Renovation	Construction	\$ 2,020,000	0%	Sep-2022	Sep-2022
Pedestrian Safety							
SFMTA	2015/16	Bulb-outs at WalkFirst Locations	Design	\$ 491,757	98%	Jun-2020	Jun-2020
SFPW	2019/20	Vision Zero Coordinated Pedestrian Safety Improvements	Construction	\$ 700,000	95%	Nov-2020	Aug-2022
SFPW	2019/20	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	Construction	\$ 368,519	50%	Jan-2020	Sep-2021
SFPW	2019/20	Potrero Gateway Loop Pedestrian Safety Improvements	Design	\$ 80,000	70%	Oct-2022	Oct-2022
SFMTA	2020/21	3rd Street Transit and Safety Phase 2	Construction	\$ 378,372	1%	Dec-2021	Apr-2022
SFMTA	2020/21	Page Street Neighborway (Webster to Market)	Construction	\$ 144,005	1%	Apr-2022	Apr-2022
SFPW	2020/21	Western Addition Pedestrian Lighting	Design	\$ 60,000	95%	Jun-2022	Jun-2022
SFPW	2021/22	Western Addition Pedestrian Lighting	Construction	\$ 926,928	0%	Jun-2022	Jun-2022
SFPW	2021/22	Joice Alley Lighting Improvements	Design	\$ 90,000	0%	Oct-2022	Oct-2022
SFPW	2021/22	Joice Alley Lighting Improvements	Construction	\$ 410,000	0%	Oct-2022	Oct-2022
SFPW	Pending	Potrero Gateway Loop Pedestrian Safety Improvements (pending)	Construction	\$ 220,000	0%	Oct-2022	Oct-2022
Transit Reliability and Mobility Improvements							
SFMTA	2015/16	Elevator Safety and Reliability Upgrades	Construction	\$ 287,000	50%	Mar-2020	Oct-2023
SFMTA	2017/18	Muni Metro Station Enhancements Phase 1	Construction	\$ 2,465,316	15%	Mar-2019	Jun-2022
SFMTA	2020/21	3rd Street Transit and Safety Phase 2	Construction	\$ 383,776	1%	Dec-2021	Dec-2021
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1	Design	\$ 18,898	8%	Jun-2022	Jun-2022
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1	Construction	\$ 1,025,000	8%	Jun-2022	Jun-2022
SFMTA	2020/21	L-Taraval Transit Enhancements (Segment B) (Prop AA)	Construction	\$ 3,664,159	5%	Sep-2023	Sep-2023

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW)

² Open for use refers to the year the construction phase of the project would be completed.

Attachment 6
Proposed 2021 Prop AA Strategic Plan Amendment - Summary of Recommendations

District	Project Name	Phase	Sponsor ¹	Brief Project Description	Fiscal Year Program-med	Amount	Recommendation
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Street Repair and Reconstruction

9	Mission Street Transit and Pavement Improvement Mission and Geneva Pavement Renovation	Construction	SFPW	In coordination with SFMTA's Mission/Geneva Safety Project. Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. in Districts 8, 9, and 11. SFPW expects to advertise the project in fall 2021 and complete construction in summer 2025.	2020/21 2021/22	\$2,397,129 \$4,794,258	Proposed amendment to delay programming of construction funds to Fiscal Year (FY) 2021/22 and increase programming from \$2,397,129 to \$4,794,258. (See Fillmore Street Pavement Renovation below for information of source of proposed funds.) The current cost estimate for the Mission paving project is based on 95% complete design and is higher than the estimate from 2017, when funds were originally programmed to the project, prior to the start of detailed design. Providing additional Prop AA funds to this project will allow Prop AA funds to begin providing benefits to the public as quickly as possible and will reduce the need for other fund sources, including Prop K.
5	Fillmore Street Pavement Renovation	Construction	SFPW	To be coordinated with SFMTA Muni Forward project on Fillmore Street. Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. On Fillmore St from Duboce Ave to Marina Blvd. and Laussat St from Fillmore St to Steiner St. in Districts 2, 5, and 8.	2021/22	\$2,397,129 \$0	Project delayed due to coordination with an SFMTA transit project that is still being defined and funds proposed to be reprogrammed to the Mission and Geneva Pavement Renovation project. This project has been significantly delayed and will move forward at a later date with other funds, including potentially with future Prop AA funds.

Transit Reliability and Mobility Improvements

Citywide	Transit Stop Signage Enhancement Program - Phase 2	Construction	SFMTA	Update and upgrade signage at Muni stops. Stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line. Specific locations and Districts TBD. Phase 2 would upgrade lines that are not part of Phase 1 (currently underway).	2020/21 2021/22	\$1,021,021	Proposed amendment to delay programming of construction funds to Fiscal Year 2021/22. Project has been delayed due to staffing changes and bus route alterations due to the pandemic. SFMTA expects the 2022 Muni Service Network to be adopted by the SFMTA Board in December 2021, which will provide the certainty needed to move forward with this project. SFMTA originally proposed to start Phase 2 of the project after completion of Phase 1 in 2023, with the entire project taking 4-5 years to complete. To complete the project faster, SFMTA now says they expect to have the capacity to work on Phase 1 and 2 concurrently.
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¹Sponsor abbreviations include San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

**2017 Prop AA Strategic Plan
Programming and Allocations
Pending October 2021 Board**

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034	\$ 12,918,424
Geary Boulevard Pavement Renovation ^{1,2}	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation ²	Construction	SFPW				\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission and Geneva Pavement Renovation ⁴	Construction	SFPW				\$ -	\$ 4,794,258	\$ 4,794,258
Fillmore Street Pavement Renovation ⁴	Construction	SFPW					\$ -	\$ -
Subtotal Programmed to Category (% all time)	49.4%		\$ -	\$ -	\$ 5,783,861	\$ 2,020,000	\$ 4,794,258	\$ 12,598,119
Cumulative Remaining Capacity			\$ 2,264,242	\$ 6,244,562	\$ 2,751,240	\$ 2,937,529	\$ 320,305	\$ 320,305
Pedestrian Safety								
Target Funds Available in Category			\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942	\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2}	Design	SFPW			\$ 80,000			\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2,3}	Construction	SFPW				\$ 220,000		\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ^{1,2}	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements ^{2,3}	Construction	SFMTA				\$ 378,372		\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G ²	Construction	SFMTA			\$ 368,519			\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹	Design	SFPW			\$ 60,000			\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ^{1,3}	Construction	SFPW				\$ 926,928		\$ 926,928
Page Street Neighborway (Webster to Market)	Construction	SFMTA				\$ 144,005		\$ 144,005
Joice Alley Lighting Improvements	Design	SFPW				\$ 90,000		\$ 90,000
Joice Alley Lighting Improvements	Construction	SFPW					\$ 410,000	\$ 410,000
Subtotal Programmed to Category (% all time)	25.6%		\$ 2,052,000	\$ 655,000	\$ 1,208,519	\$ 1,759,305	\$ 410,000	\$ 6,084,824
Cumulative Remaining Capacity			\$ (1,041,124)	\$ 80,900	\$ (105,003)	\$ (879,305)	\$ (317,363)	\$ (317,363)
Transit Reliability and Mobility Improvements								
Target Funds Available in Category			\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606	\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Third Street Transit and Safety Improvements ²	Construction	SFMTA			\$ 383,776			\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction	SFMTA				\$ 1,043,898		\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 ⁴	Design, Construction	SFMTA				\$ -	\$ 1,021,021	\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction	SFMTA				\$ 3,664,159		\$ 3,664,159
Subtotal Programmed to Category (% all time)	25.0%		\$ 2,465,316	\$ -	\$ 383,776	\$ 4,708,057	\$ 1,021,021	\$ 8,578,170
Cumulative Remaining Capacity			\$ (961,802)	\$ 1,681,232	\$ 2,818,432	\$ (424,592)	\$ (7)	\$ (7)
Total Available Funds			\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582	\$ 27,264,048
Total Programmed			\$ 4,517,316	\$ 655,000	\$ 7,376,156	\$ 8,487,362	\$ 6,225,279	\$ 27,261,113
Cumulative Remaining Capacity			\$ 261,317	\$ 8,006,694	\$ 5,464,669	\$ 1,633,632	\$ 2,935	

Allocated



Pending Action

**Notes**¹ Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).² Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).³ Comprehensive 2017 Strategic Plan Amendment (Res 20-62, approved 06/23/2020).⁴ Comprehensive 2017 Strategic Plan Amendment (Res 22-xx, 10/26/2021).

**2017 Prop AA Strategic Plan
Cash Flow
Pending October 2021 Board**

Project Name	Phase	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	Fiscal Year 2023/24	Total
Street Repair and Reconstruction									
Target Funds Available in Category		\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034			\$ 12,918,424
Geary Boulevard Pavement Renovation1, 2	Construction			\$ 846,683	\$ 1,246,683	\$ 1,293,366			\$ 3,386,732
Richmond Residential Streets Pavement Renovation2	Construction					\$ 1,212,000	\$ 808,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation1	Construction			\$ 750,000	\$ 1,647,129				\$ 2,397,129
Mission and Geneva Pavement Renovation 4	Construction					\$ 1,198,565	\$ 1,198,564		\$ 2,397,129
Fillmore Street Pavement Renovation 4	Construction					\$ 480,000	\$ 1,437,129	\$ 480,000	\$ 2,397,129
Cash Flow Subtotal		\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,183,931	\$ 3,443,693	\$ 480,000	\$ 12,598,119
Cumulative Remaining Capacity		\$ 2,264,242	\$ 6,244,562	\$ 6,938,418	\$ 6,250,895	\$ 4,243,998	\$ 800,305	\$ 320,305	\$ 320,305
Pedestrian Safety									
Target Funds Available in Category		\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942			\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2	Design				\$ 80,000				\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2, 3	Construction					\$ 220,000			\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2	Construction			\$ 400,000	\$ 300,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000						\$ 655,000
5th Street Quick Build Improvements2, 3	Construction				\$ 378,372				\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2	Construction			\$ 368,519					\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1	Design			\$ 15,000	\$ 45,000				\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1, 3	Construction			\$ -		\$ 926,928			\$ 926,928
Page Street Neighborway (Webster to Market)	Construction					\$ 144,005			
Joice Alley Lighting Improvements	Design				\$ 67,500	\$ 22,500			\$ 90,000
Joice Alley Lighting Improvements	Construction					\$ 390,500	\$ 19,500		\$ 410,000
Cash Flow Subtotal		\$ 500,000	\$ 1,705,000	\$ 1,285,519	\$ 870,872	\$ 1,703,933	\$ 19,500	\$ -	\$ 6,084,824
Cumulative Remaining Capacity		\$ 510,876	\$ 582,900	\$ 319,997	\$ 434,128	\$ (297,863)	\$ (317,363)	\$ (317,363)	\$ (317,363)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606			\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658						\$ 2,465,316
Third Street Transit and Safety Improvements2	Construction				\$ 383,776				\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction				\$ 521,949	\$ 521,949			\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 4	Design, Construction				\$ 168,051	\$ 128,051	\$ 624,919	\$ 100,000	\$ 1,021,021
L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction				\$ 1,832,080	\$ 1,832,079			\$ 3,664,159
Cash Flow Subtotal		\$ 1,232,658	\$ 1,232,658	\$ -	\$ 2,905,856	\$ 2,482,079	\$ 624,919	\$ 100,000	\$ 8,578,170
Cumulative Remaining Capacity		\$ 270,856	\$ 1,681,232	\$ 3,202,208	\$ 1,761,385	\$ 724,912	\$ 99,993	\$ (7)	\$ (7)
Total Available Funds		\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582			\$ 27,264,048
Total Cashflow		\$ 1,732,658	\$ 2,937,658	\$ 2,882,202	\$ 6,670,540	\$ 8,369,943	\$ 4,088,112	\$ 580,000	\$ 27,261,113
Cumulative Remaining Capacity		\$ 3,045,975	\$ 8,508,694	\$ 10,460,623	\$ 8,446,408	\$ 4,671,047	\$ 582,935	\$ 2,935	

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Mission and Geneva Pavement Renovation Project
Implementing Agency:	SFPW (Joint project with SFMTA Mission/Geneva Safety Project)
Project Location:	Geneva Ave from Mission St to Prague St Mission St from Ney St to Geneva Ave
Supervisory District(s):	8, 9, 11
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. The average Pavement Condition Index (PCI) score within the project limits is mid 40's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Street Resurfacing Program is planning to join the SFMTA Mission/Geneva Safety Project improvements along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop AA grant will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave.</p> <p>All candidates shown are subject to substitution and schedule changes pending , visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): 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, station area plans, etc.).	SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)
Type of Environmental Clearance Required:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%				Jul-Sep	2020
Environmental Studies (PA&ED)						
Design Engineering (PS&E)	95%	In-House	Jan-Mar	2018	Oct-Dec	2021
Right-of-way						
Advertise Construction	0%	N/A	Oct-Dec	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2025

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Mission and Geneva Pavement Renovation Project
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$960,000			\$960,000	Actuals and cost to complete
Right-of-way	\$0	N/A			
Construction	\$10,197,381	\$4,794,258	\$1,403,123	\$4,000,000	95% Cost Estimate
TOTAL PROJECT COST	\$11,157,381	\$4,794,258	\$1,403,123	\$4,960,000	
Percent of Total		43%	13%	44%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	21/22	22/23	23/24	24/25	25/26	26/27	Total
Design Engineering (PS&E)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$719,139	\$1,677,990	\$1,677,990	\$719,139	\$0	\$4,794,258
TOTAL BY FISCAL YEAR	\$0	\$719,139	\$1,677,990	\$1,677,990	\$719,139	\$0	\$4,794,258

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,397,129	\$2,397,129		\$4,794,258
Prop K (anticipated from projects completed under budget)	\$1,403,123			\$1,403,123
Gas Tax		\$4,000,000		\$4,000,000
General Fund			\$960,000	\$960,000
TOTAL	\$3,800,252	\$6,397,129	\$960,000	\$11,157,381

Desired Prop AA Programming Year

Fiscal Year 2021/22

Comments/Concerns

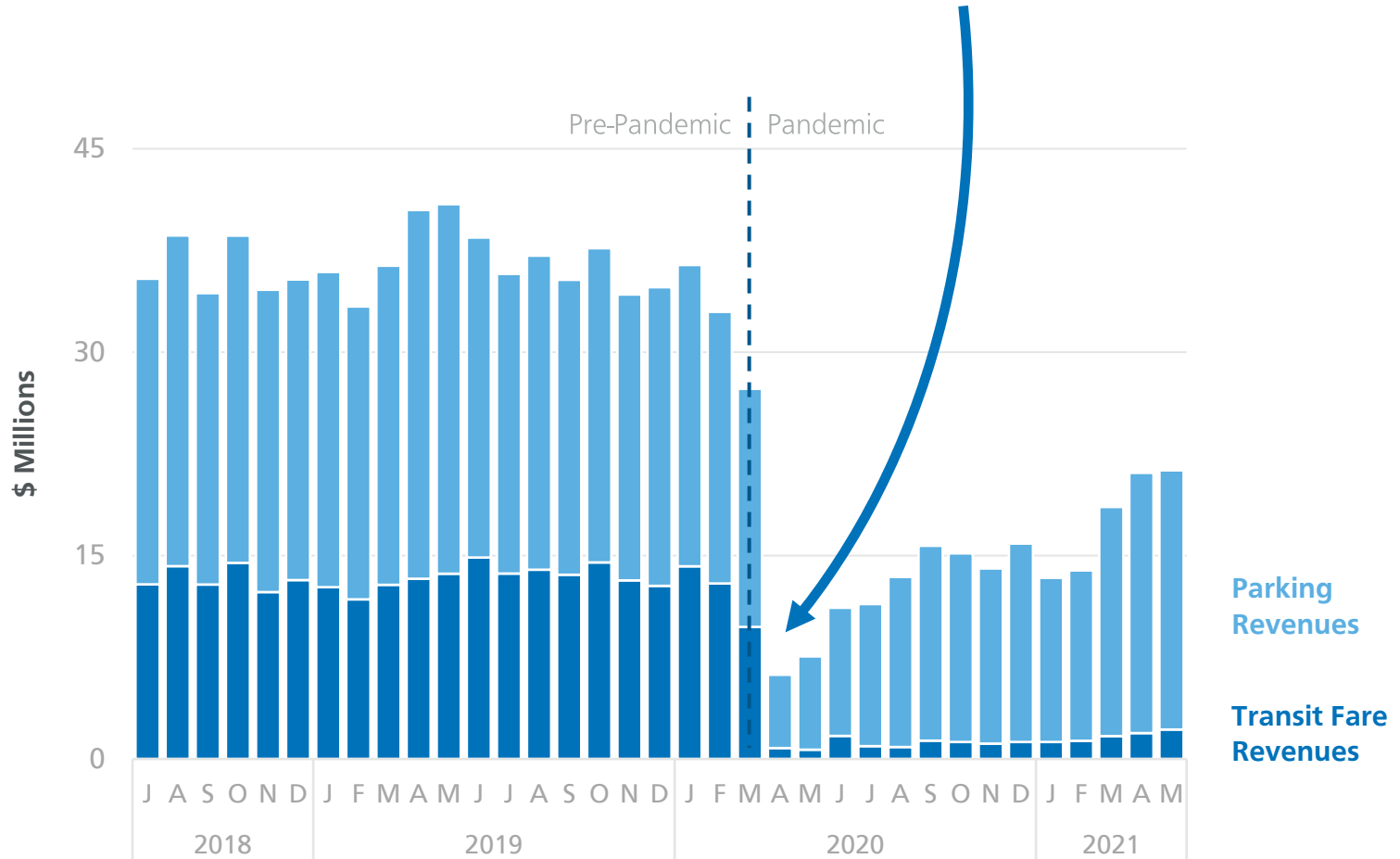


What should Muni service be in Winter 2022?

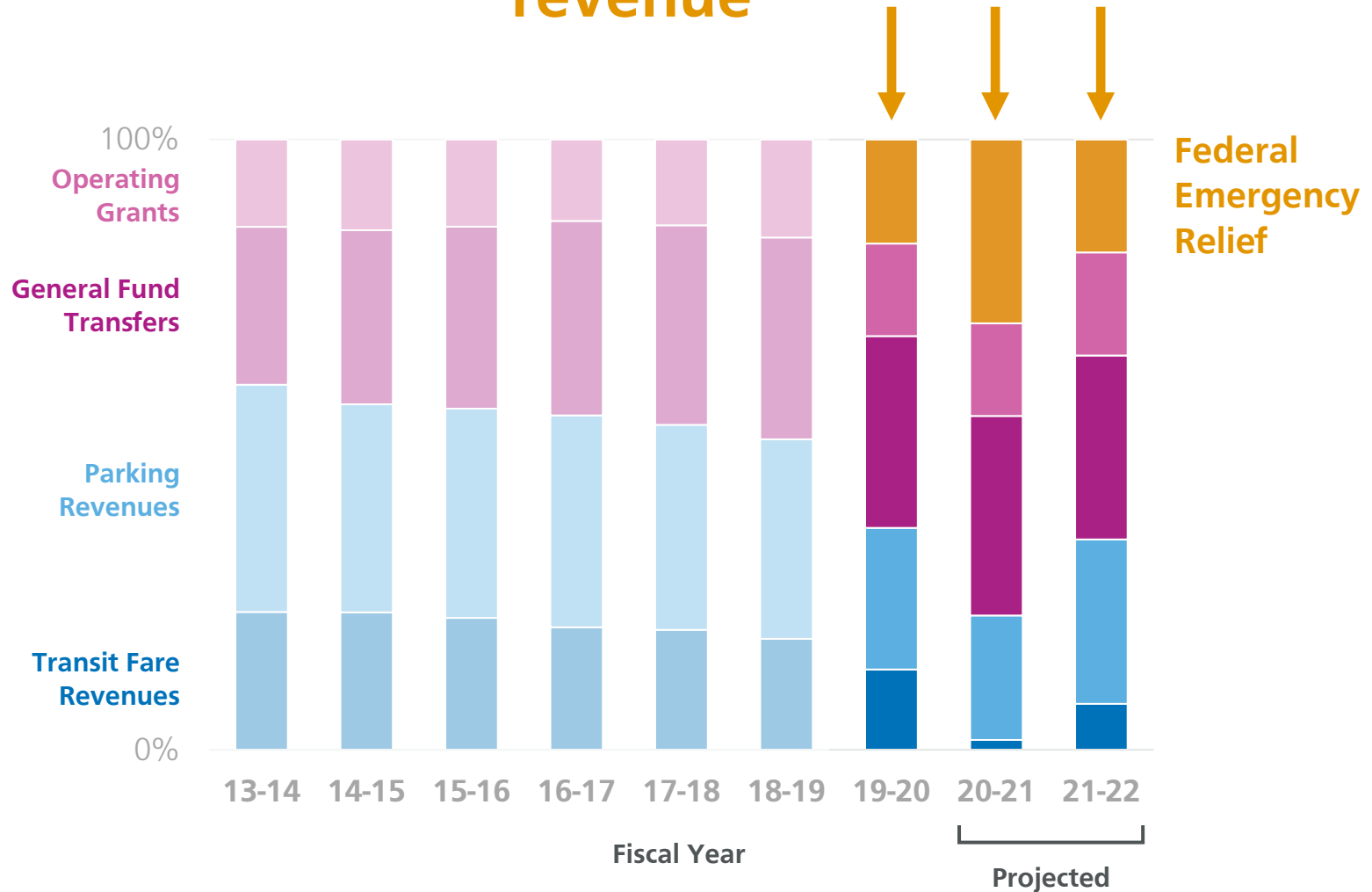
SFCTA CAC

September 22, 2021

COVID devastated 2 of our 3 biggest revenue sources

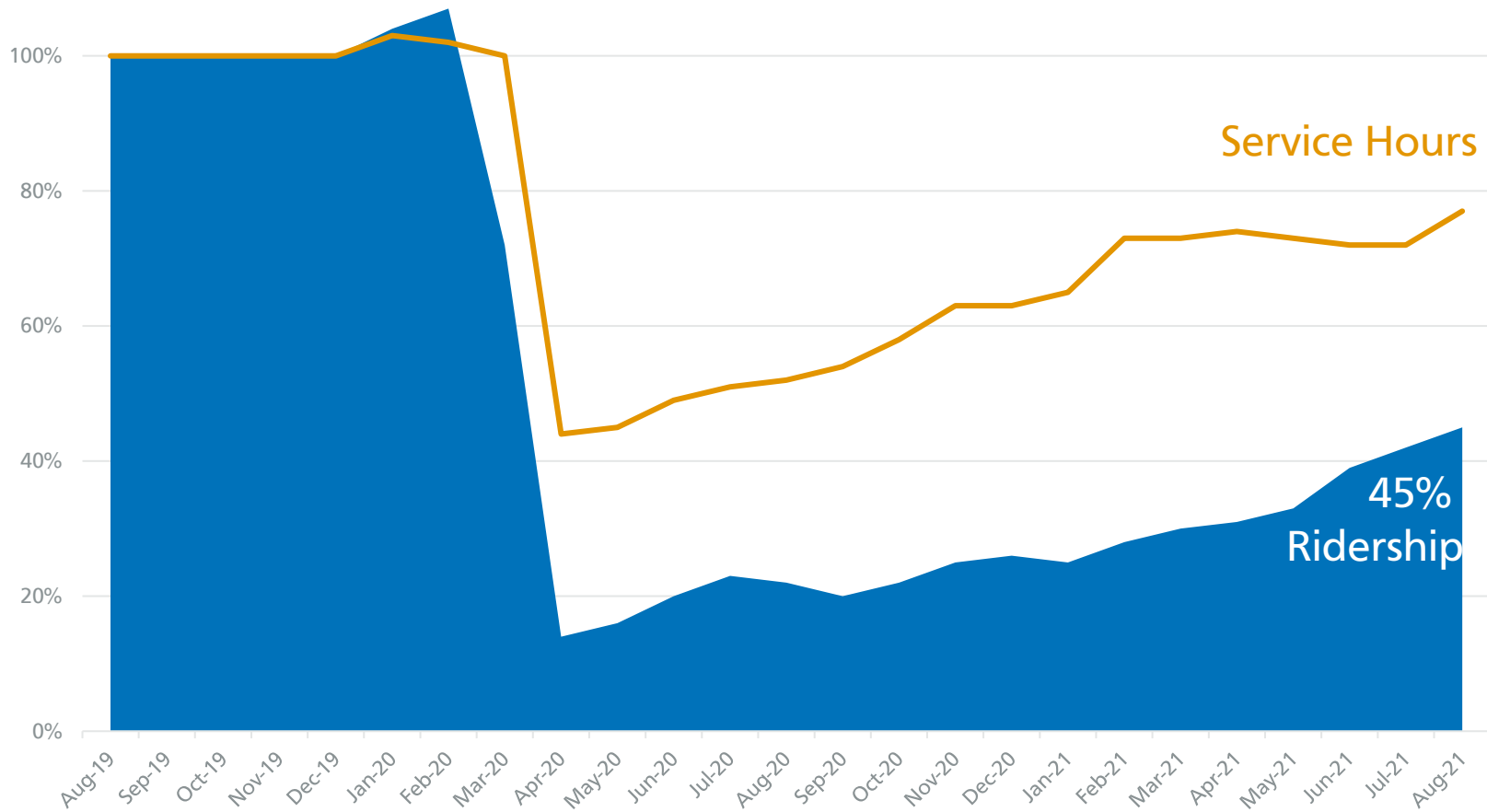


Federal relief covers 2 years of losses, but Controller's office expects losses through 2025. We need new revenue



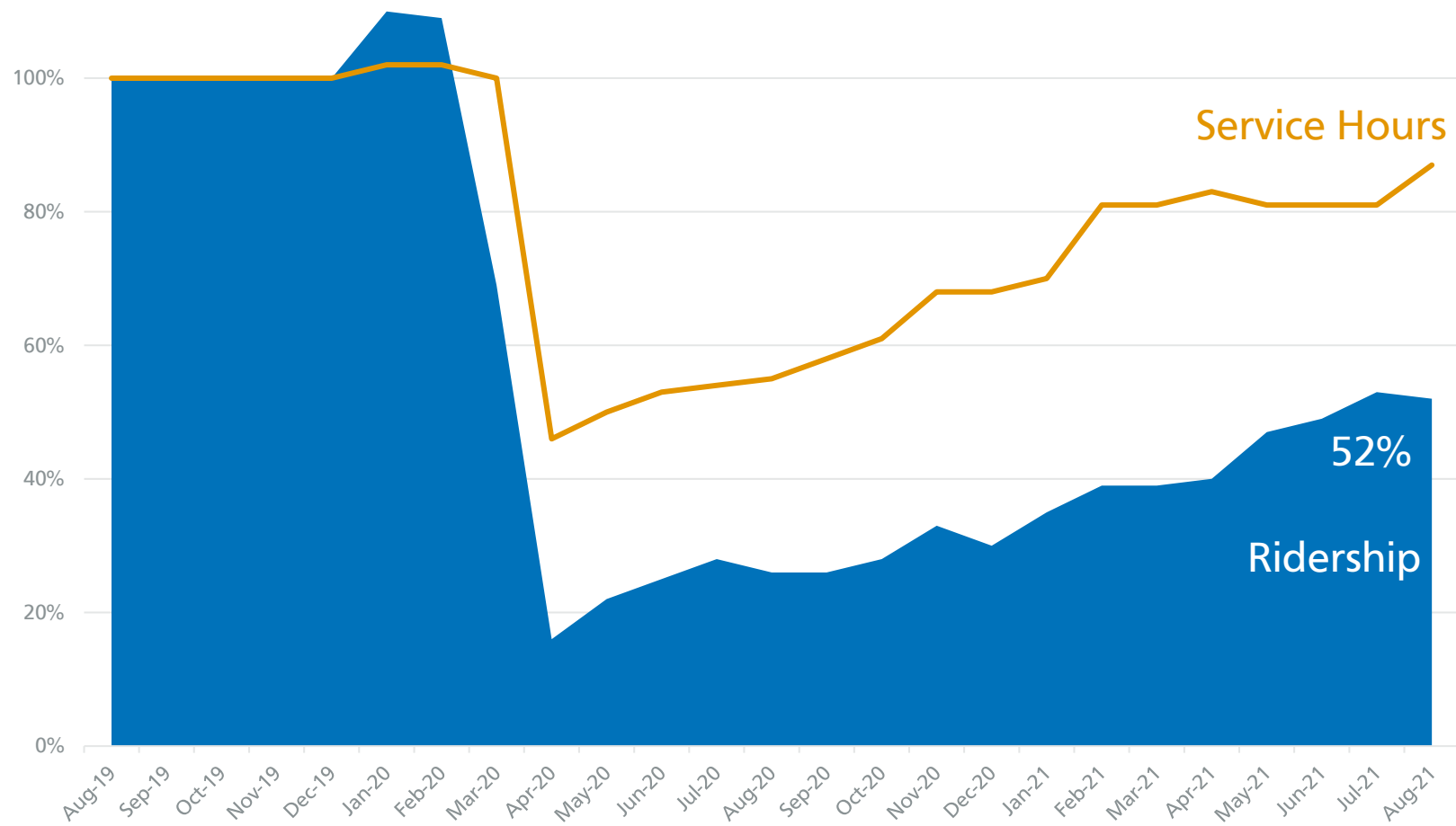
Weekday Service Levels + Ridership

Service hours and ridership have been brought back, slowly and methodically



Weekend Service Levels + Ridership

Weekend ridership rebounded sooner, and at higher levels than weekday



Winter 2022 Network Plan

- Provides three alternatives with same level of resources
- Reallocates resources within corridors/neighborhoods
- Resource-constrained plan for early 2022
- To be followed by expanded plan assuming additional revenue in winter/spring 2022

Today's Muni

- Only 7 all-day lines remain suspended
- Now at ~75% of pre-COVID hours
- Busy hiring & training staff & will engage public on next round of service restoration
- At same time, pursuing long-term funding

Today's Muni

In March 2020, Muni reduced service, creating a Muni Core Service Network. Since then, we...

- Restored Muni service that previously existed
- Added service in busy corridors (e.g., Mission & Potrero)
- Created new Muni lines (e.g., 15 & 58)
- Modified existing lines
- Focused improvements in neighborhoods identified by the Muni Service Equity Strategy



Modified Lines

- During COVID, we made some changes to existing routes:
 - J Church
 - 23 Monterey, 57 Parkmerced
 - 31 Balboa
 - 35 Eureka, 48 Quintara/24th Street
 - 43 Masonic
 - 52 Excelsior, 66 Quintara

23 Monterey, 57 Parkmerced



35 Eureka, 48 Quintara/24th St



J Church



77

3 Alternatives for Muni Service

Familiar scenario

All-day pre-pandemic Muni routes restored





Frequent scenario

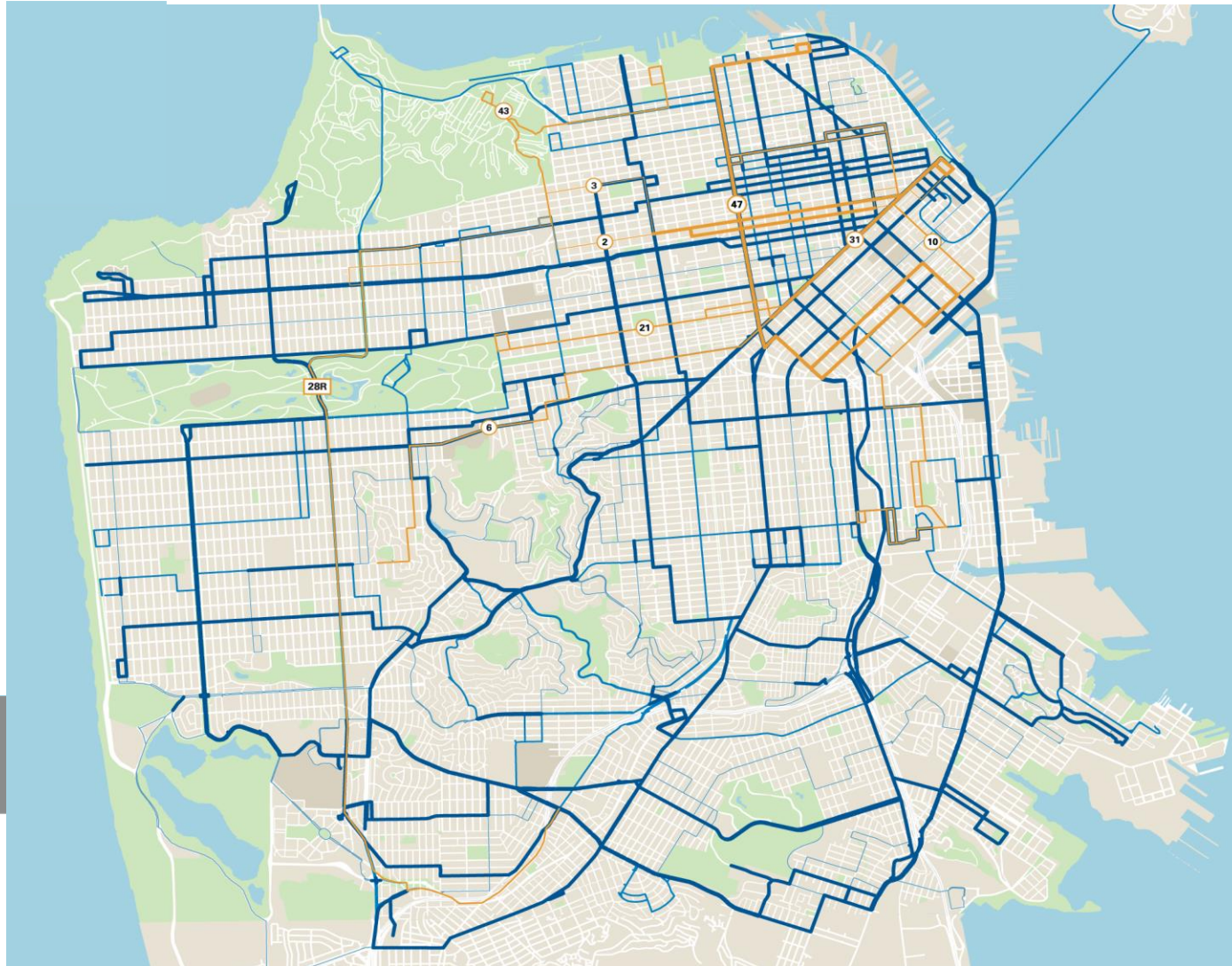
Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

Hybrid scenario

Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.

All-day bus routes & route segments not yet restored

-  Existing network (line width indicates frequency)
-  Existing network (line width indicates frequency)
-  2019 service not yet restored
-  2019 service not yet restored



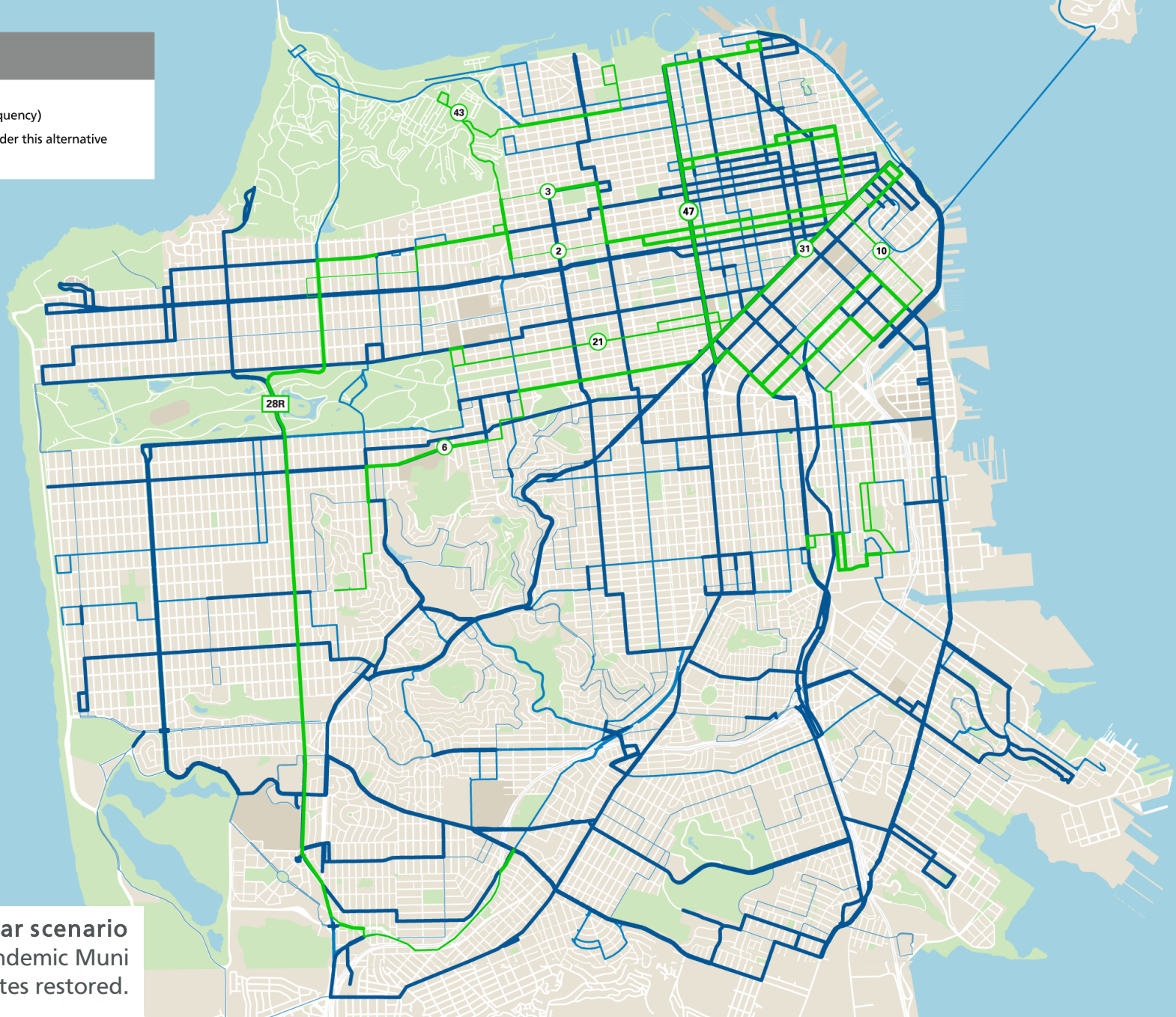
2022 Muni Service Network

All 3 scenarios will...

- **Retain all-day service within two to three blocks of all Muni stops** that had all-day service before the pandemic.
- **Bring back the 28R 19th Avenue Rapid** every 10 minutes.
- **Extend the 43 Masonic** with different options for where it goes.
- **Bring Back the 10 Townsend**, with different options for where it goes downtown.



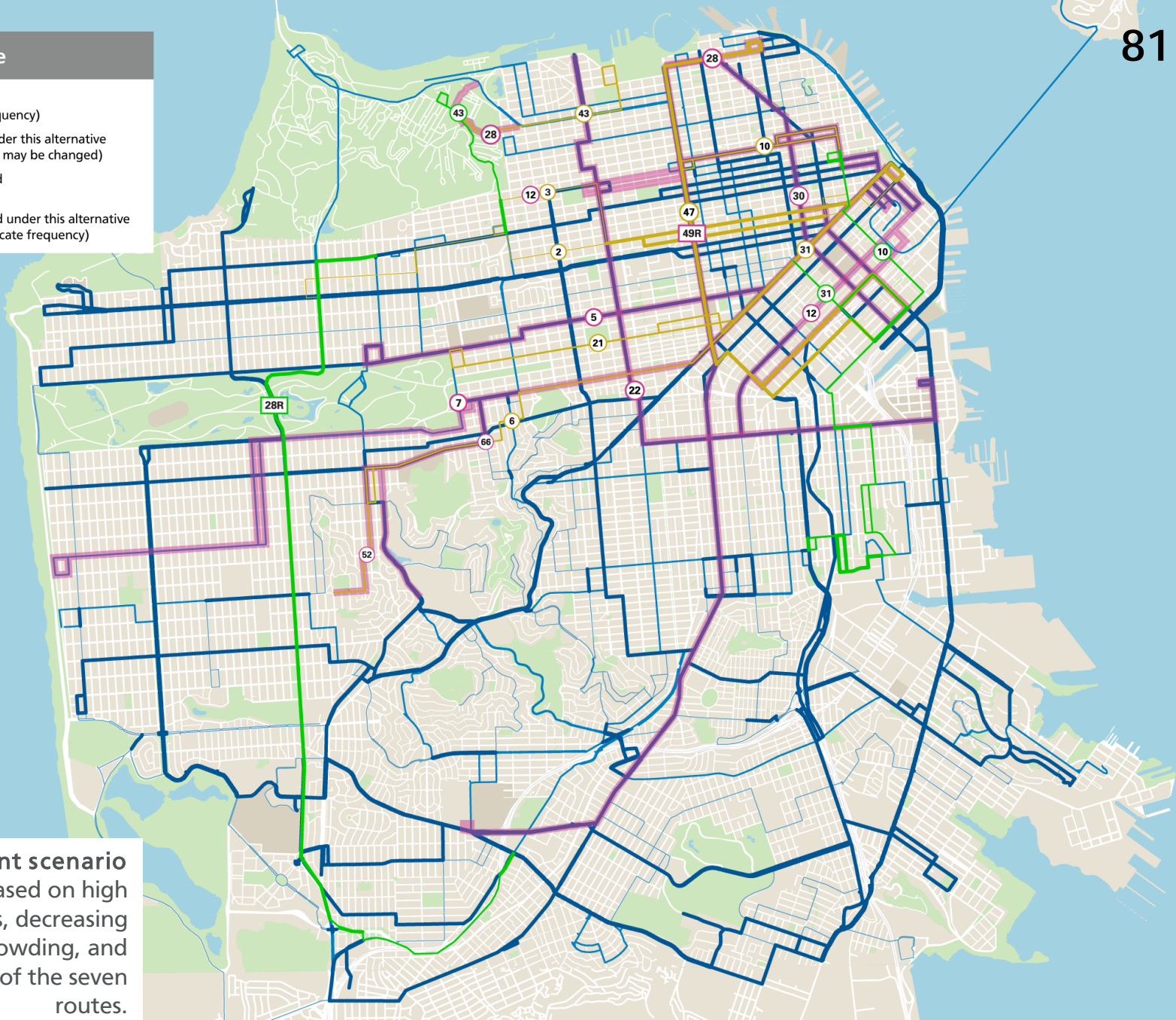
- Existing network
(line width indicates frequency)
- 2019 service restored under this alternative



Familiar scenario
All-day pre-pandemic Muni
routes restored.

Frequent Alternative

- Existing network
(line width indicates frequency)
- 2019 service restored under this alternative
(route and/or frequency may be changed)
- 2019 service not restored
under this alternative
- Existing service improved under this alternative
(line width does not indicate frequency)



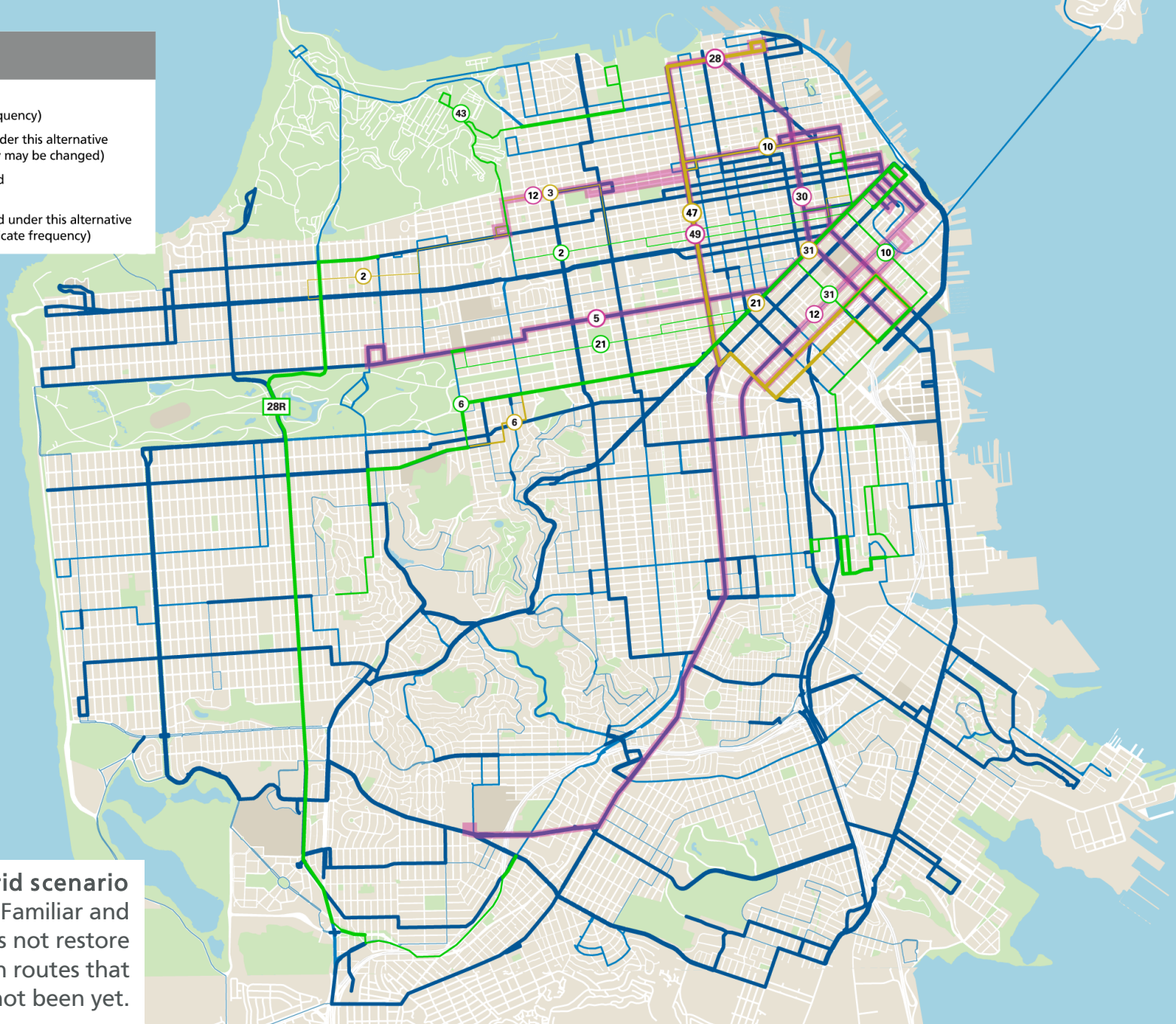
81

Frequent scenario

Service increased on high ridership Muni lines, decreasing wait times and crowding, and not restoring five of the seven routes.

82 Hybrid Alternative

- Existing network
(line width indicates frequency)
- 2019 service restored under this alternative
(route and/or frequency may be changed)
- 2019 service not restored under this alternative
- Existing service improved under this alternative
(line width does not indicate frequency)



Hybrid scenario

Aims to balance the Familiar and Frequent, and does not restore two of the seven routes that have not been yet.

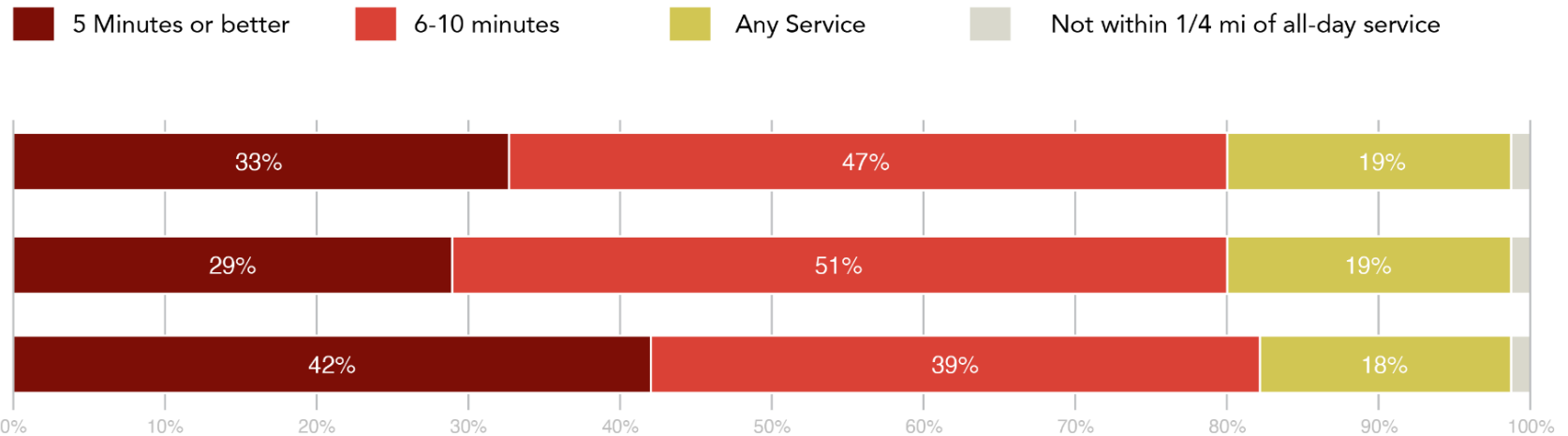
Why the Winter 2022 Plan Process?

- Riders care most about three things:
 - Reliability of service
 - Frequency
 - Access to destinations
- **Reliability** being addressed through the Muni Forward program, but ...
- This process is designed to identify a Winter 2022 service network focused on **frequency** and **access** to destinations, with constrained resources

Access to Frequent Transit

Residents near Transit

Percentage of residents in San Francisco within 1/4 mi of a bus or rail stop with service every...



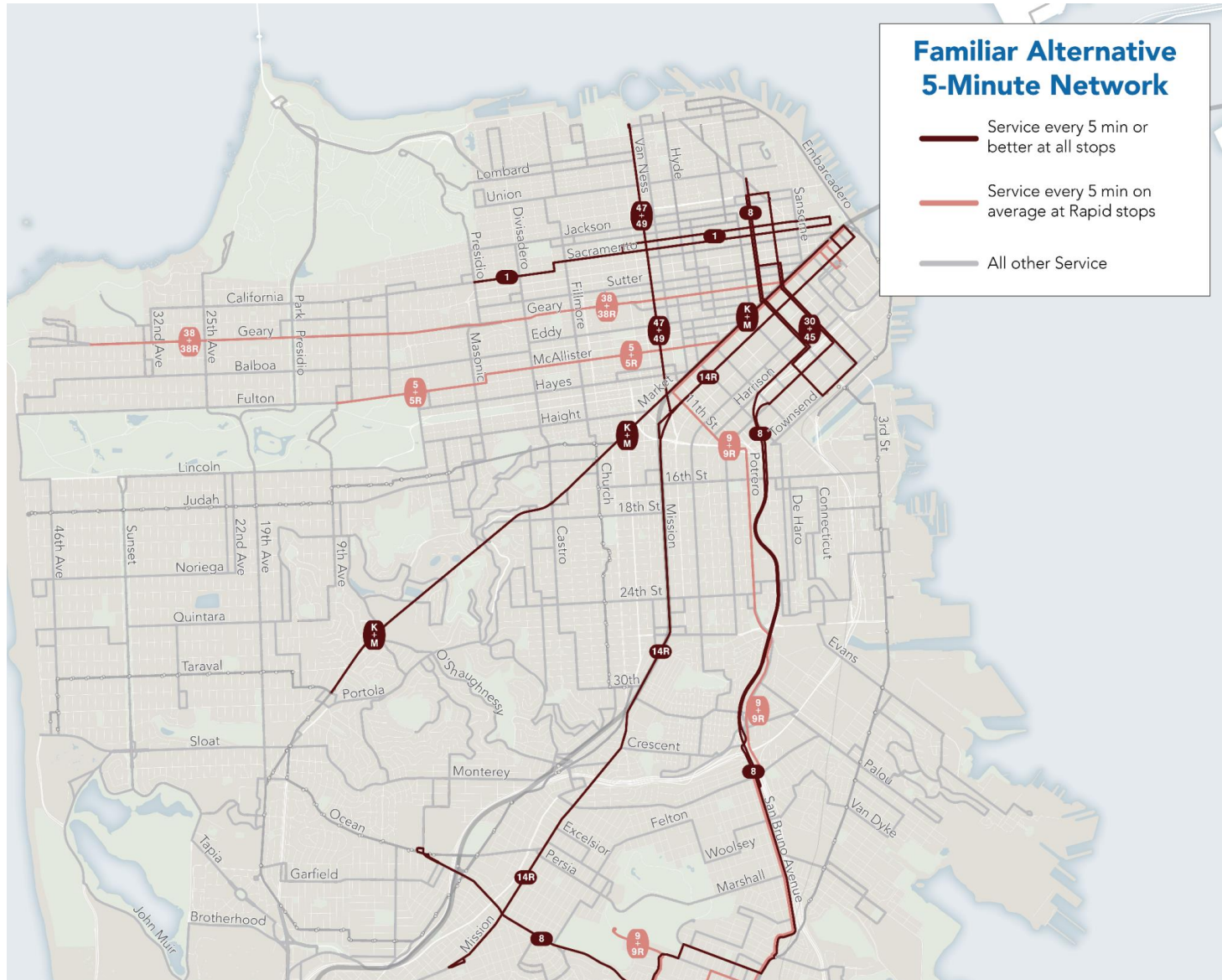
Note: Proximity is measured as being located within 1/4 mile walk of a bus or rail stop.

5-Minute Network Vision

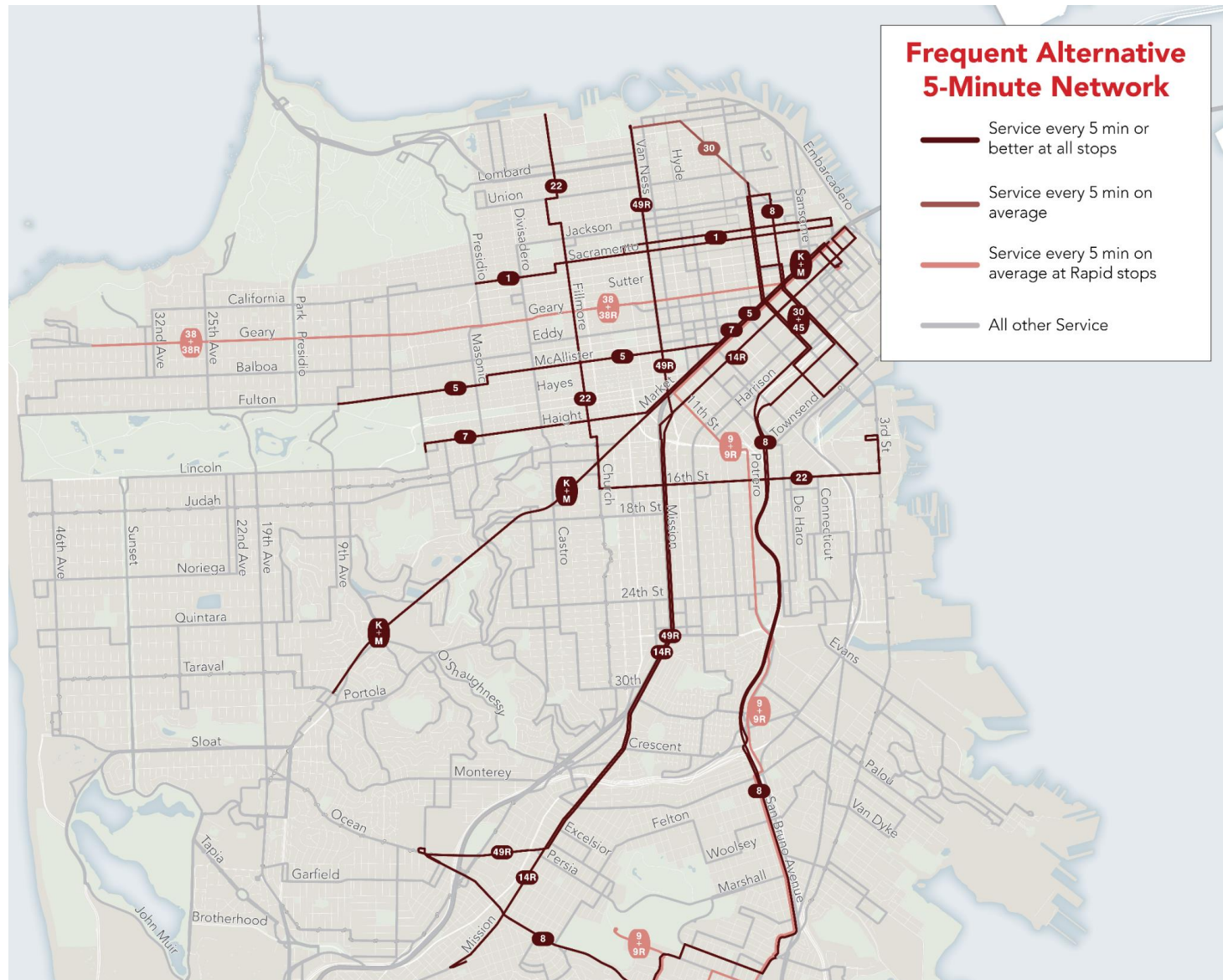
Learn more at
www.ConnectSF.org



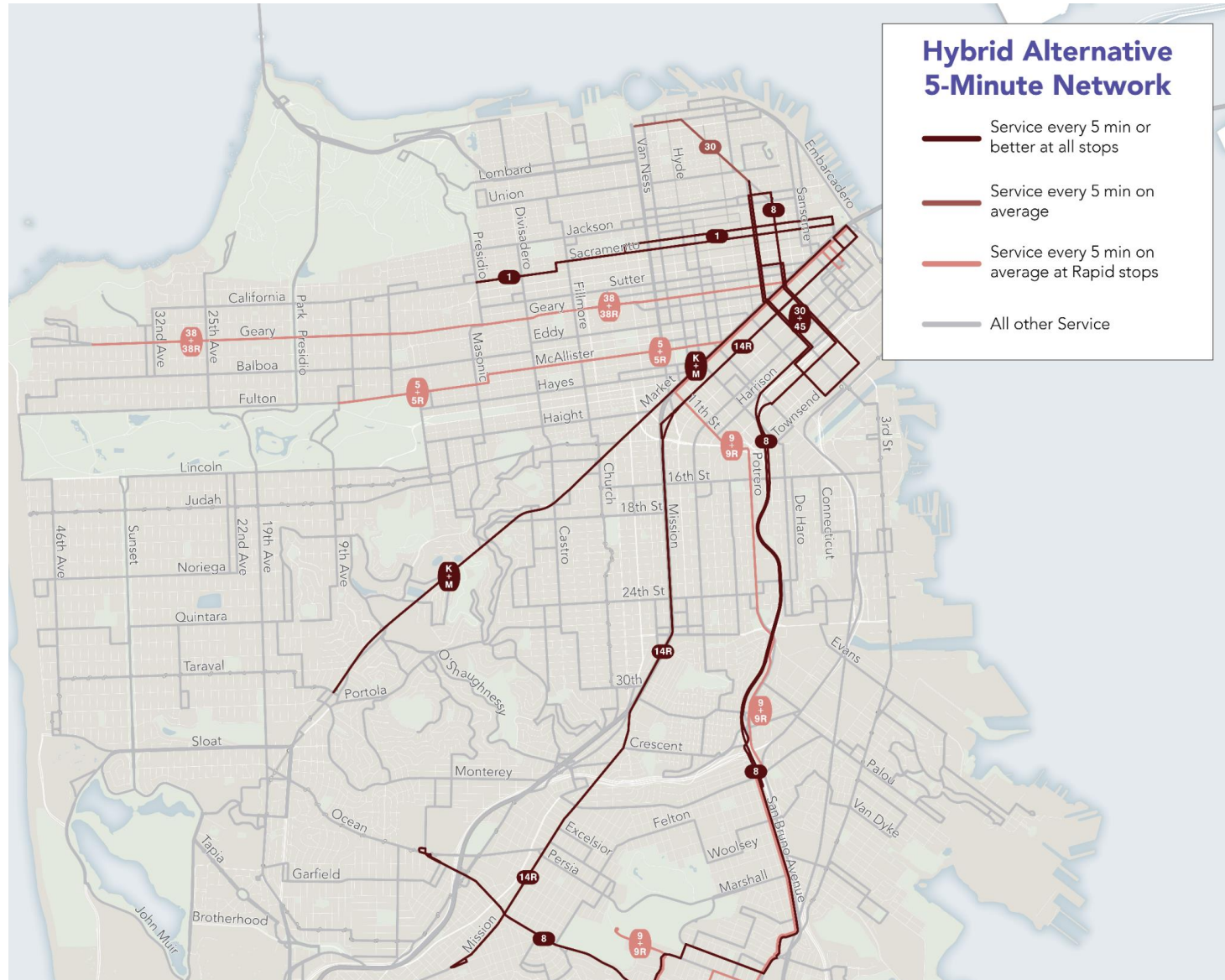
What a 5-Minute Network would look like



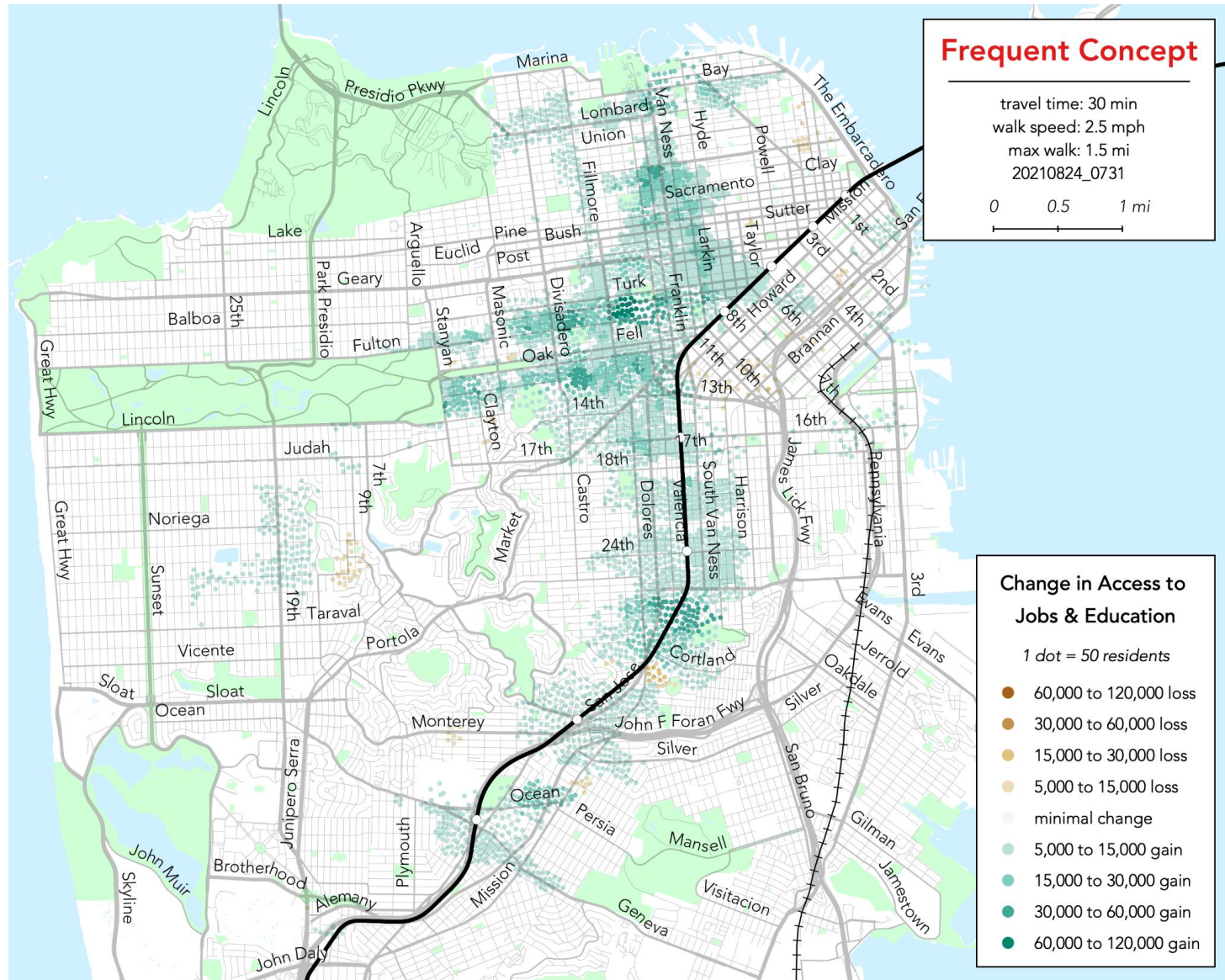
What a 5-Minute Network would look like



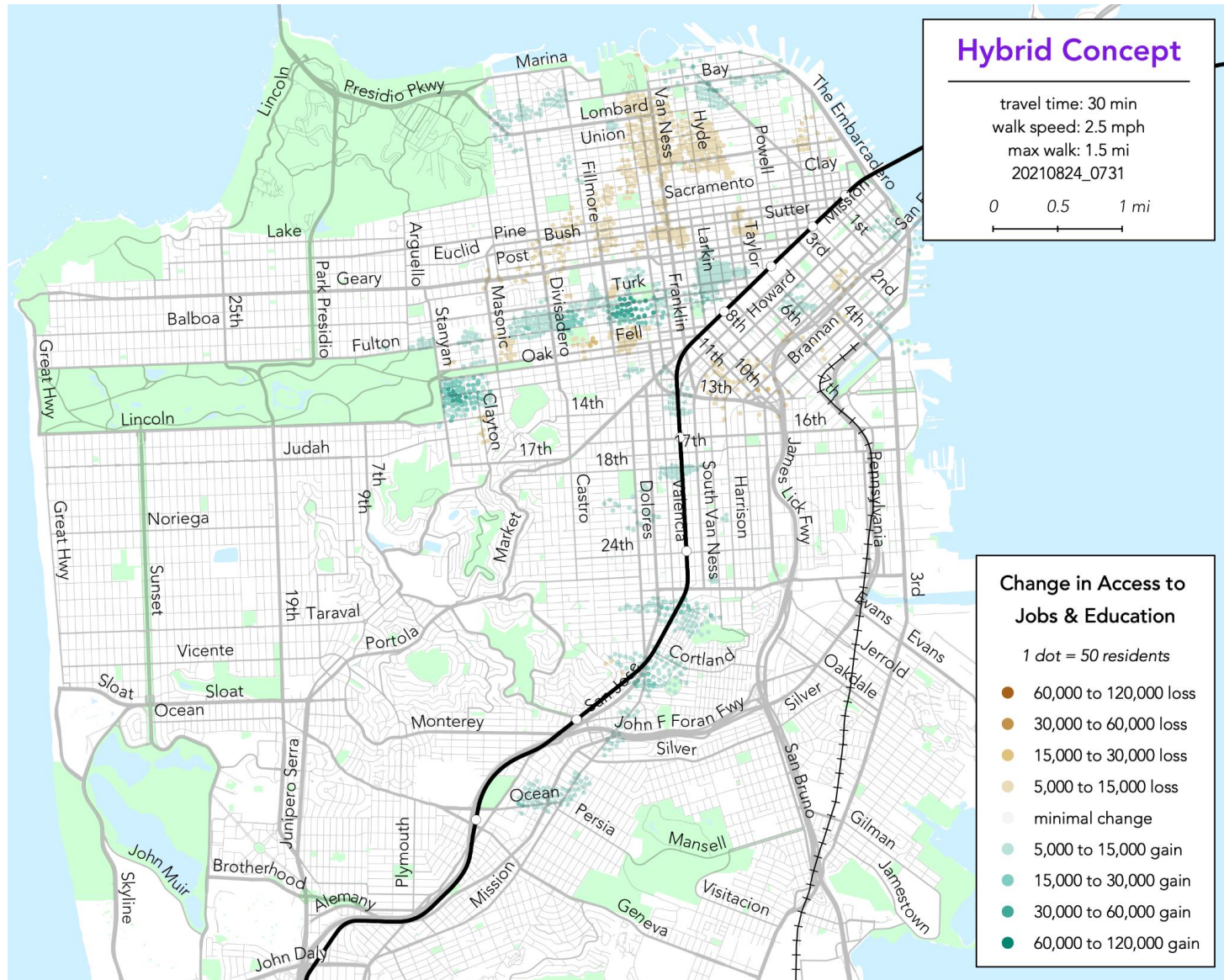
What a 5-Minute Network would look like



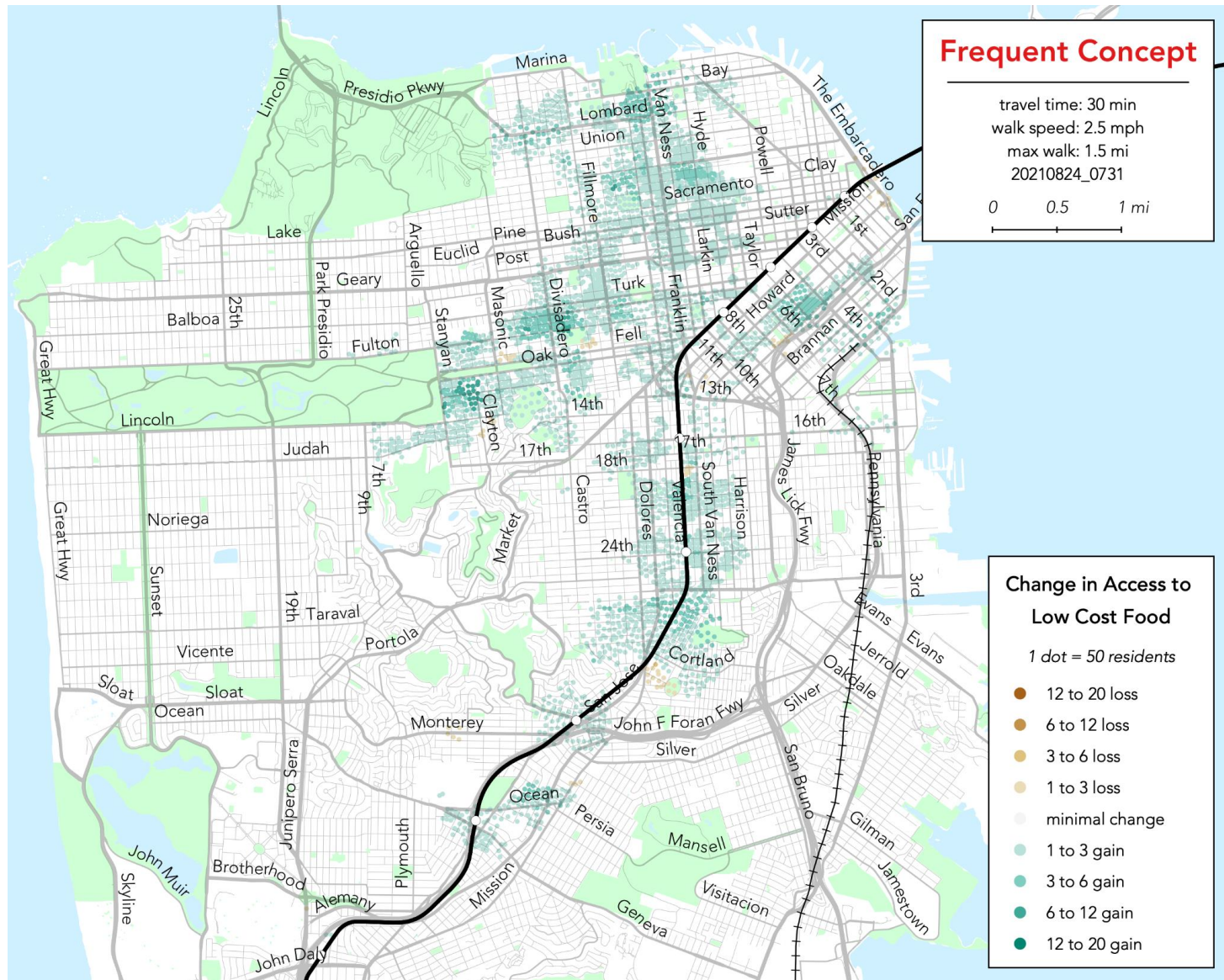
Connections to Jobs and Education



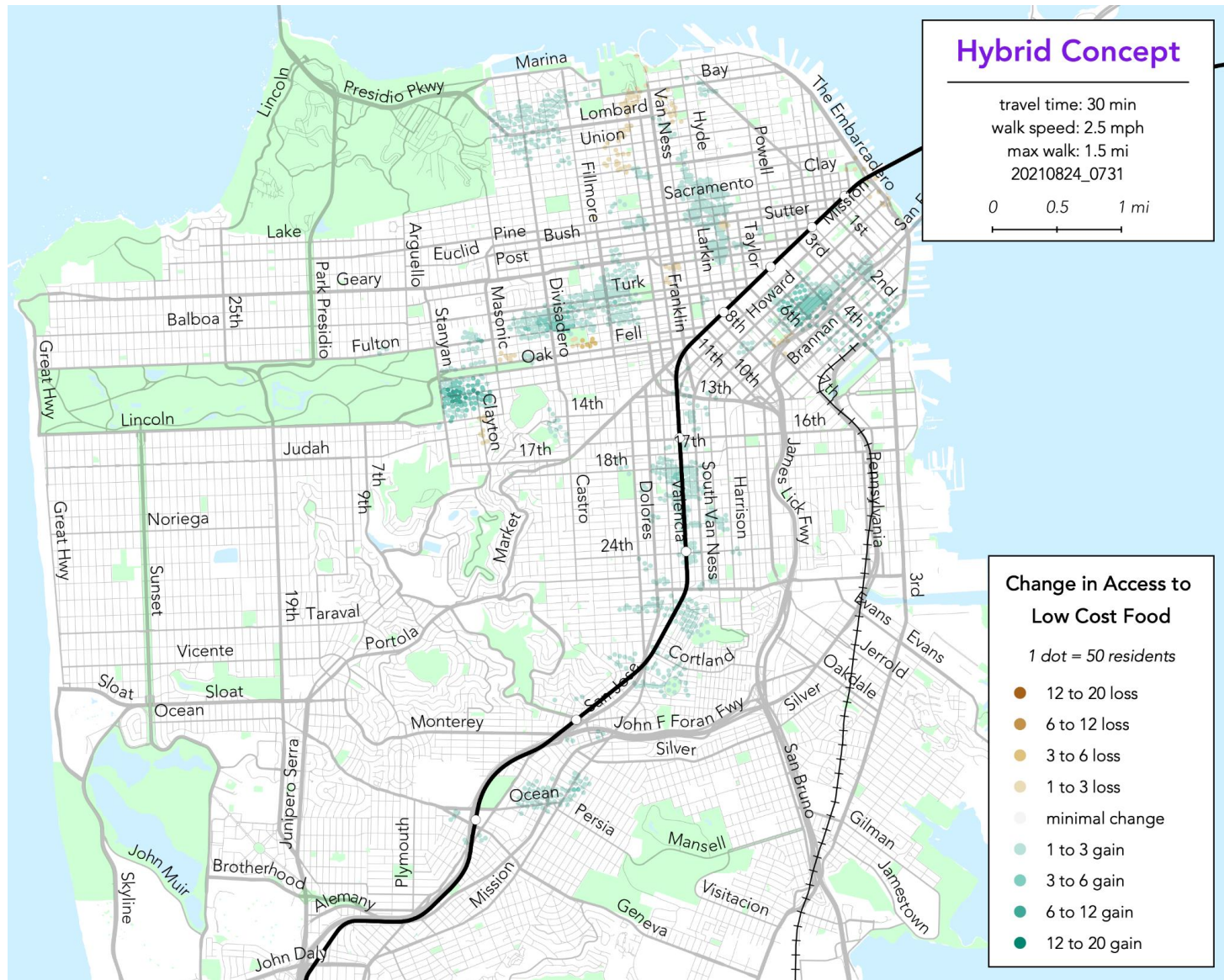
Connections to Jobs and Education



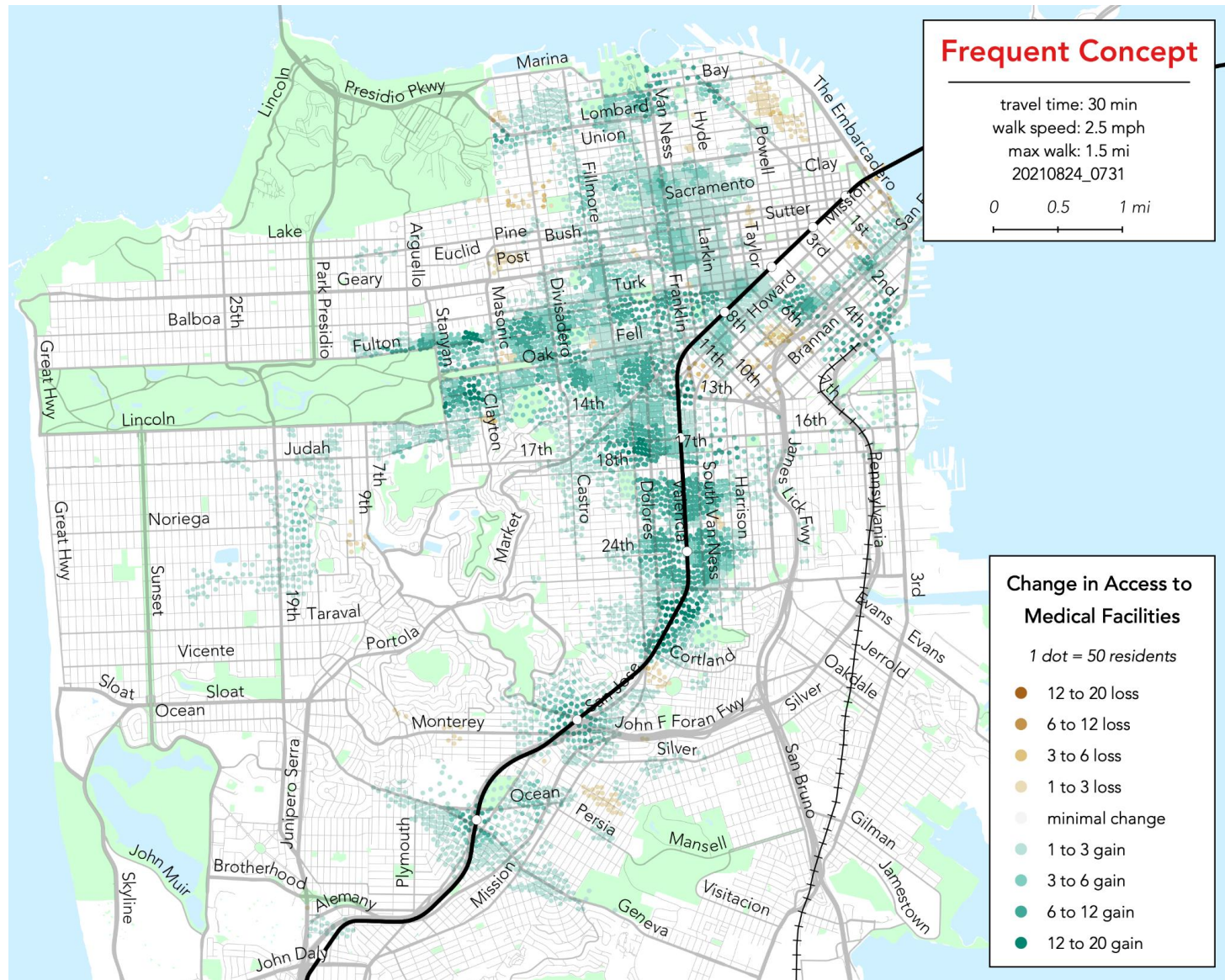
Connections to Low-Cost Food



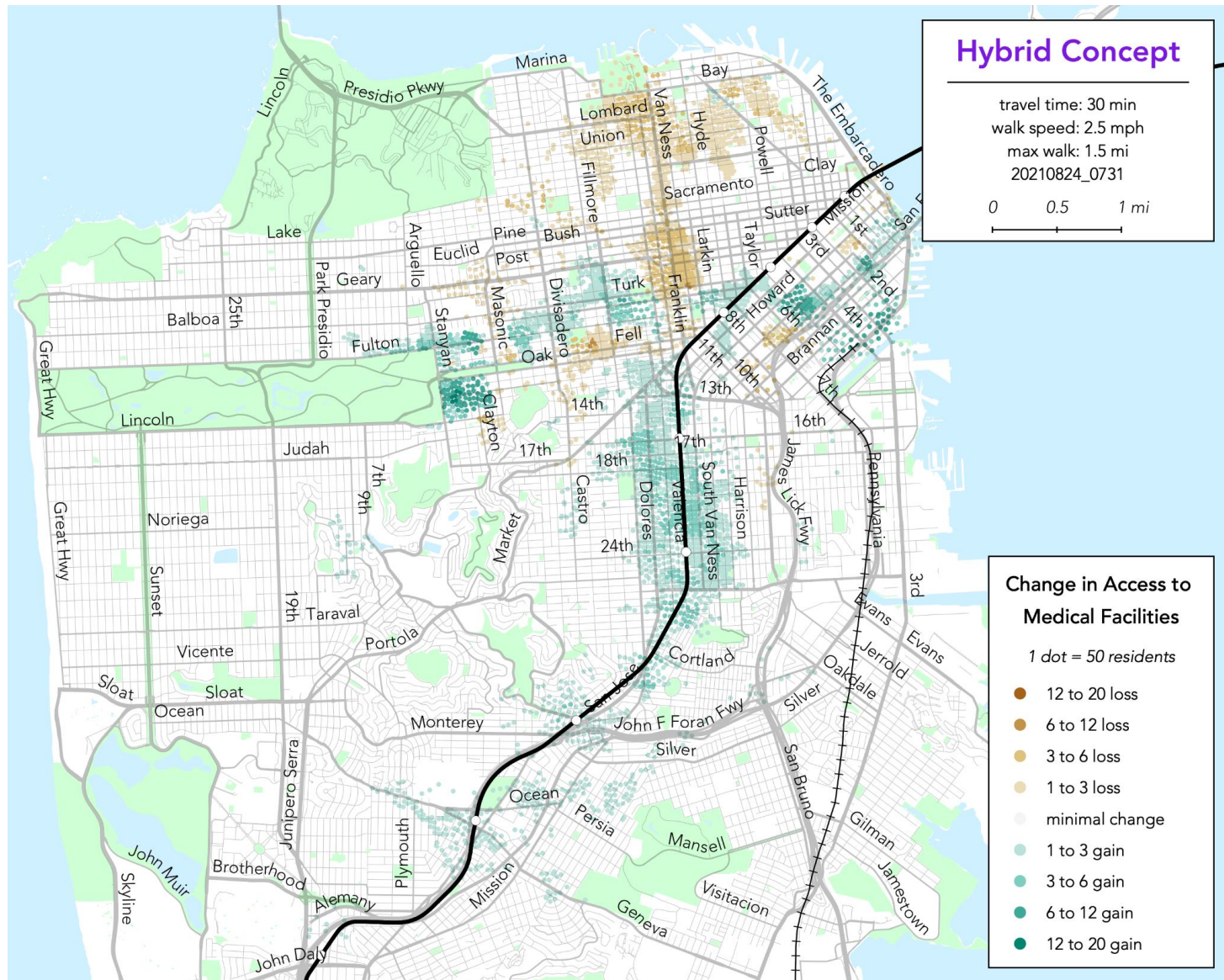
Connections to Low-Cost Food



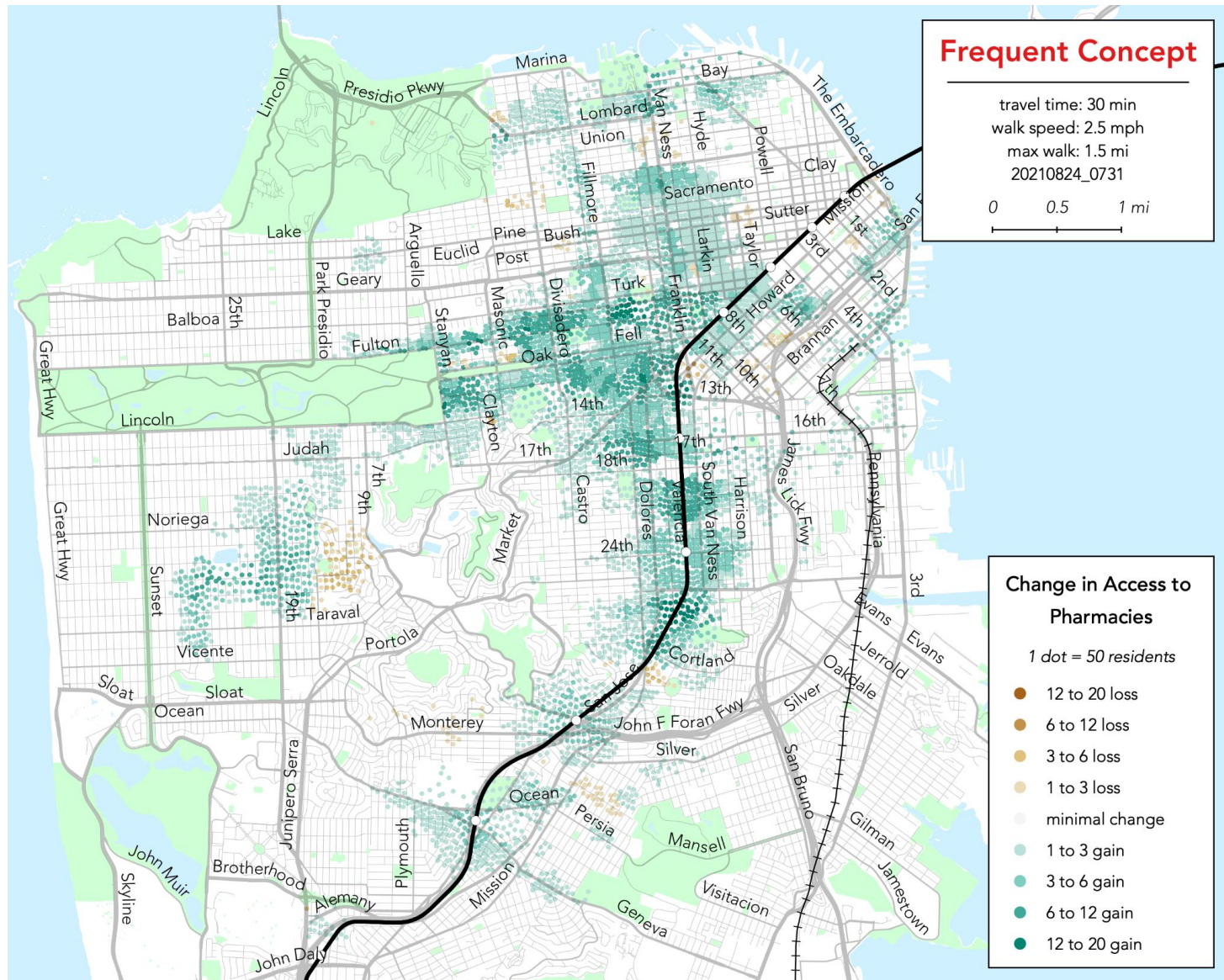
Connections to Medical Facilities



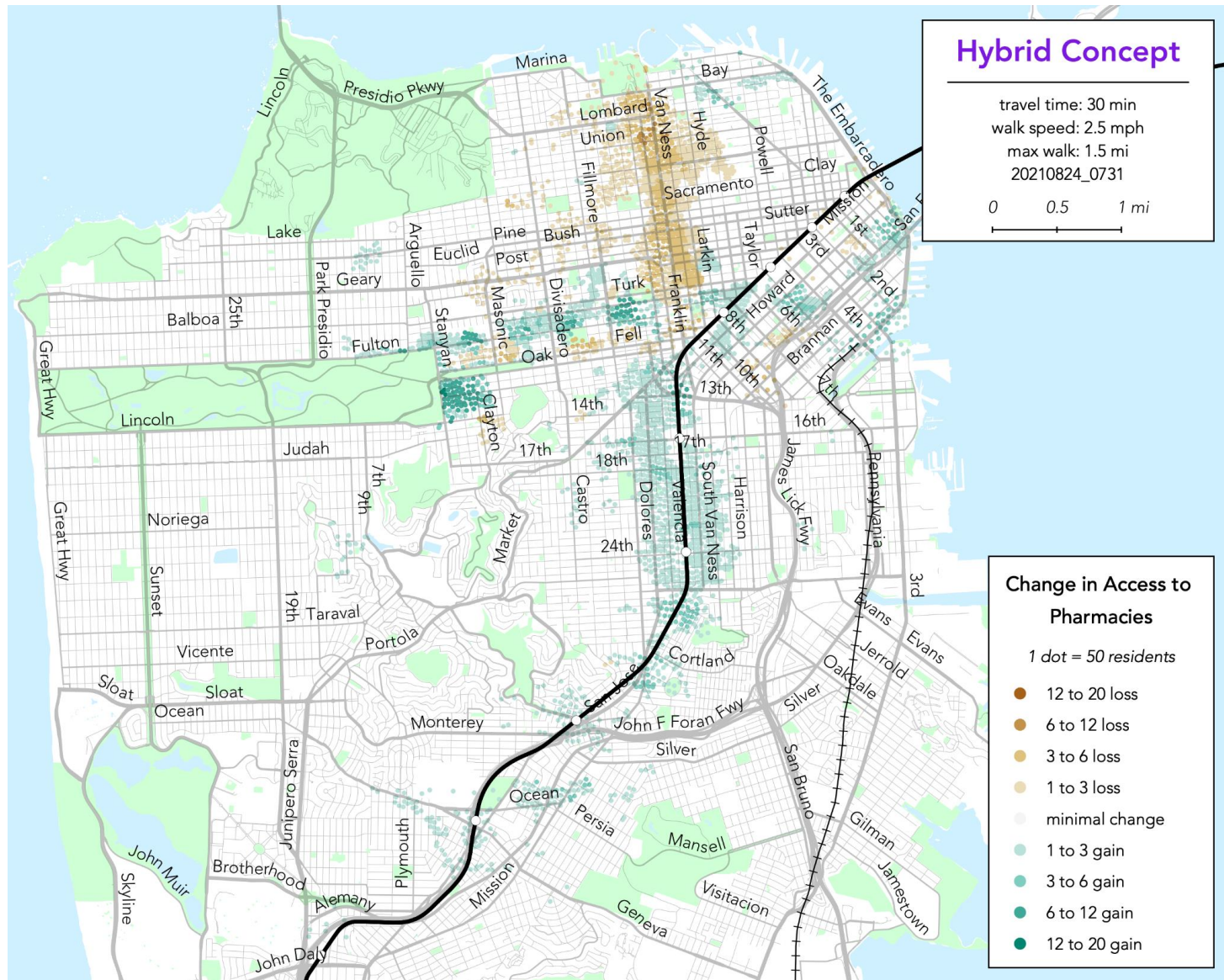
Connections to Medical Facilities



Connections to Pharmacies



Connections to Pharmacies



Community Outreach

- Virtual open house and office hours series in September and October (interpreters available)
- Multilingual online StoryMap, including multichannel survey to collect feedback
- Briefings with key stakeholders, neighborhood associations and community-based organizations
- Multilingual posters at key locations across the city
- Multilingual media outreach
- Emails to stakeholders
- Blog and social media postings



Community Outreach

As of September 15:

- 1,600 responses to survey (launched Sept. 3)
- Over 30 stakeholder meetings anticipated (17 completed)
- 650 posters posted at Muni stops city-wide
- Surveys and info distributed at neighborhood festivals
- Thousands of email and text notices sent

Outreach Timeline

July – August

Initiate Stakeholder Engagement

Three network-wide scenarios are finalized and presented to the public for feedback

Involve stakeholders in identifying challenges and concerns, refine scenarios

September – October

Involve stakeholders to determine which scenario best suits San Francisco's needs

Feedback collected and incorporated

Outreach on specific corridors (as needed)

Feedback gathered, paired with transit data, used to develop proposal for 2022 Muni Service Network

October – November

A proposal for the 2022 Muni Service Network is presented and provides details about how public feedback influenced the proposal

The proposal is refined through consultation with stakeholders

November-December

Proposal presented to SFMTA Board to consider for approval. (With public's input)

Approved schedule finalized and put through service change process

How do I give my feedback to the SFMTA?

- Review the three scenarios for 2022 Muni service at [SFMTA.com/2022Network](https://sfmta.com/2022Network)
- Take the 2022 Muni service network survey online or by phone
- Attend one of 3 virtual open houses for a formal presentation plus Q&A (interpretation available upon request with 48-hours notice)
 - September 18, 11 a.m.
 - September 22, 6 p.m.
 - September 23, 11 a.m.
- Have your questions answered by staff at office hours (No formal presentation, interpretation available upon request with 48-hours notice)
 - September 20, 11 a.m.
 - September 23, 6 p.m.
- Email TellMuni@SFMTA.com

Next Steps

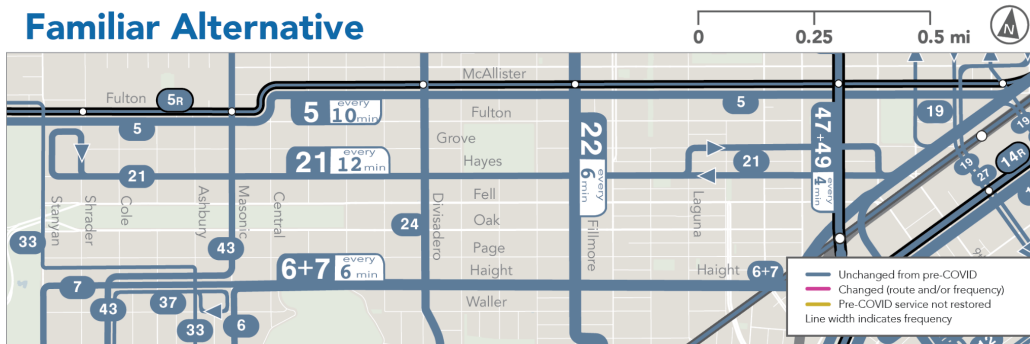
- Implement Winter 2022 Service Plan
 - Continue outreach through the Fall
 - Return to SFMTA Board December 7, 2021 for approval action on the Winter 2022 plan
 - Expected implementation in February
 - For more information, see *sfmta.com/2022network*
- Next phase of service expansion/restoration
 - Conduct outreach and plan
 - Seek additional funding

Appendix

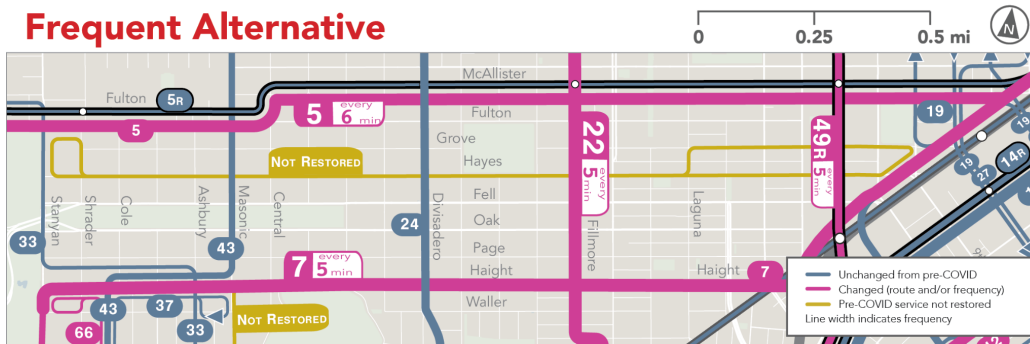
Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

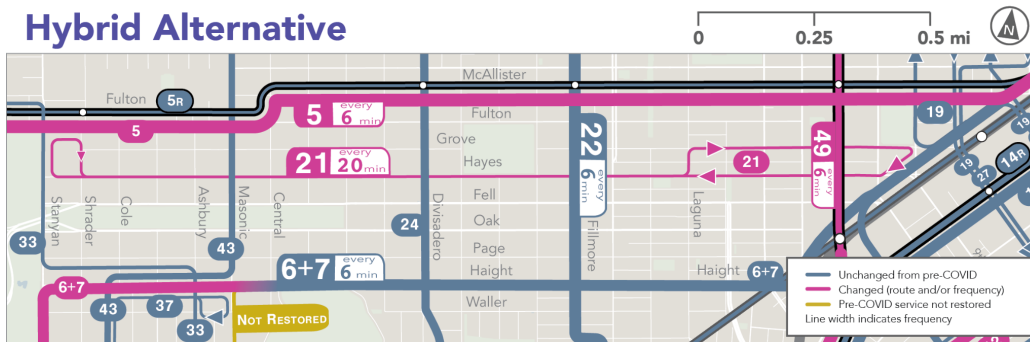
Familiar Alternative



Frequent Alternative



Hybrid Alternative

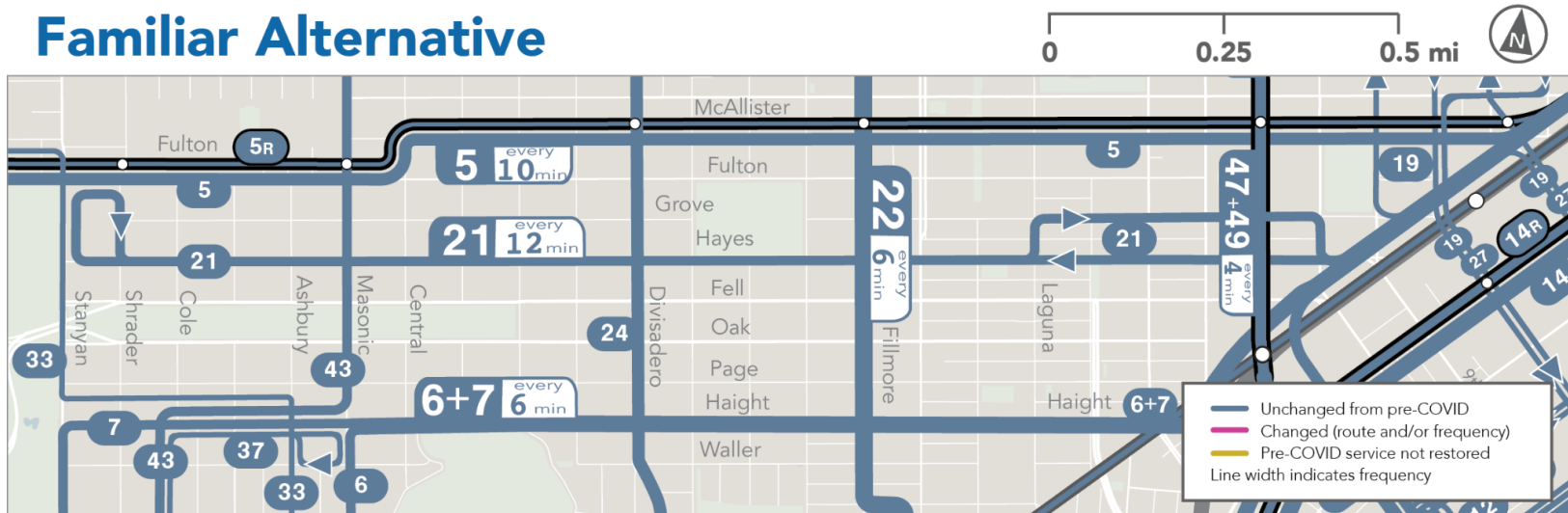


- 21 Hayes is 2-3 blocks from frequent service on Haight and McAllister streets
- By reducing or eliminating 21 Hayes, we can improve waiting times and crowding on the 5 Fulton and 7 Haight/Noriega.
- If the 21 Hayes is eliminated, and you're on Hayes Street, it's a hilly 3-4 block walk to the 5 Fulton or 7 Haight.

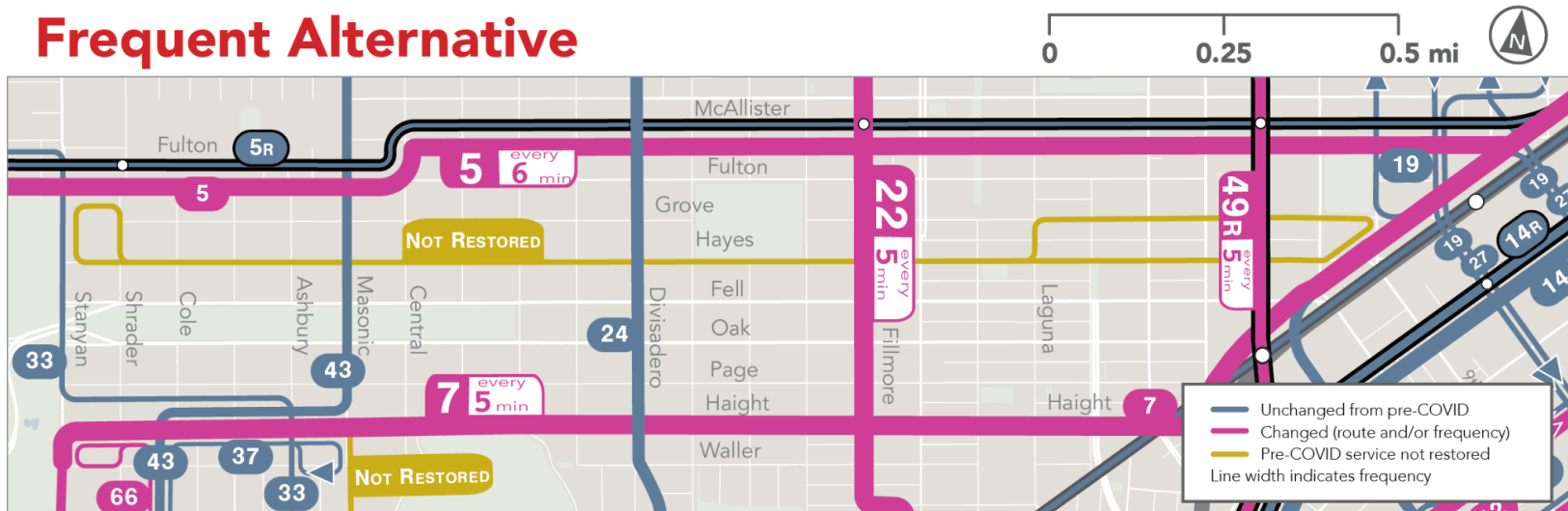
Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

Familiar Alternative



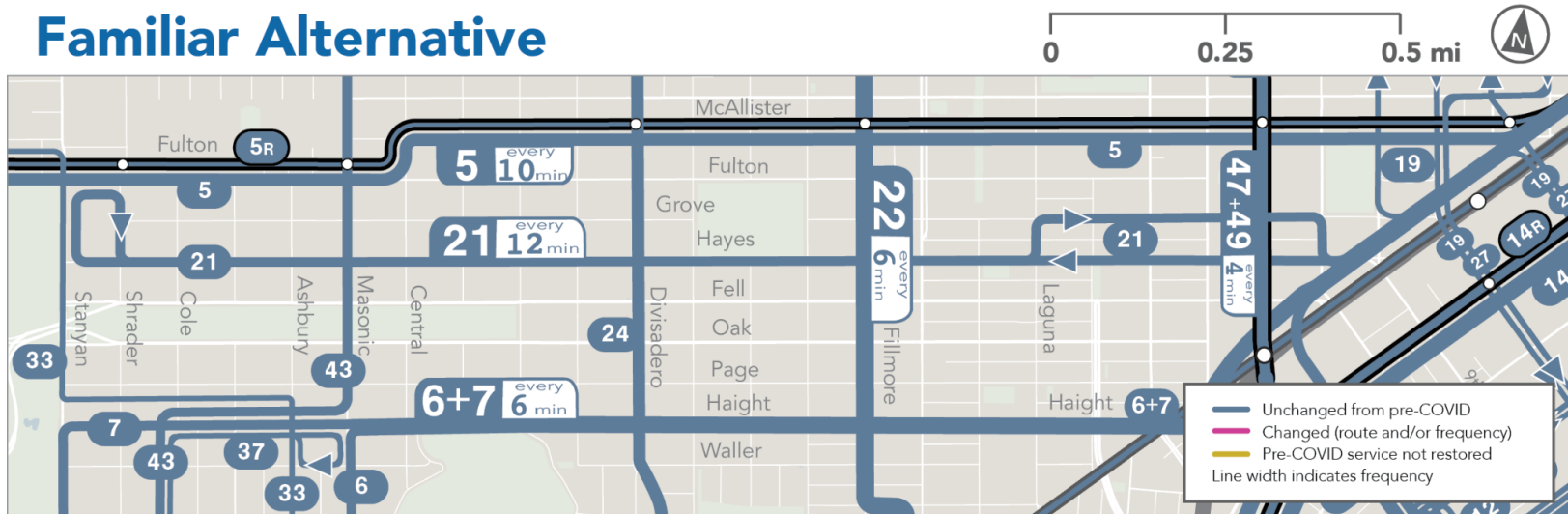
Frequent Alternative



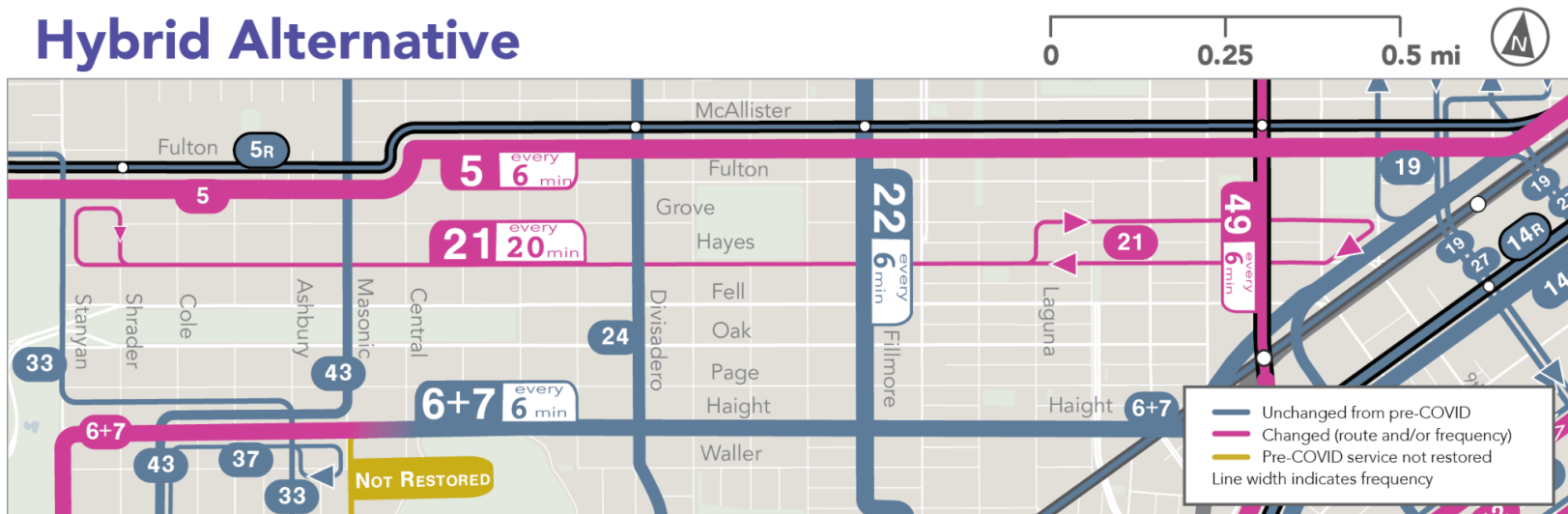
Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

Familiar Alternative



Hybrid Alternative



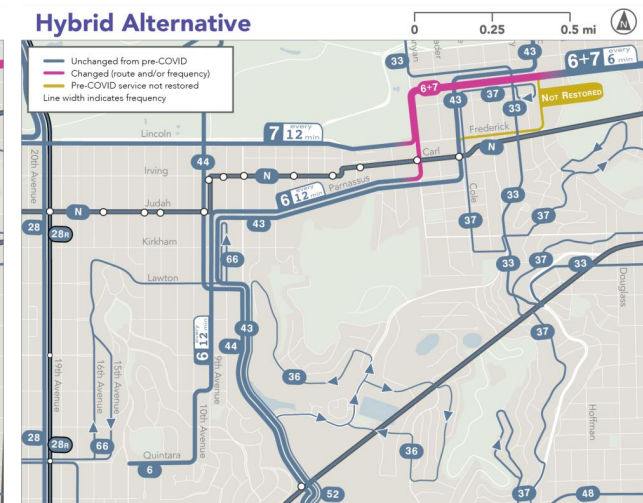
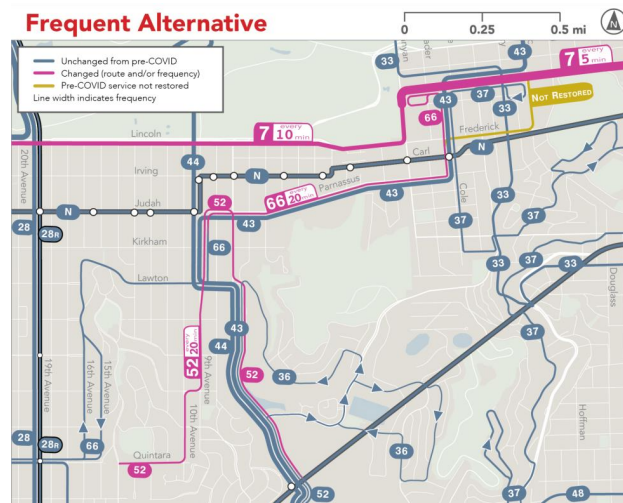
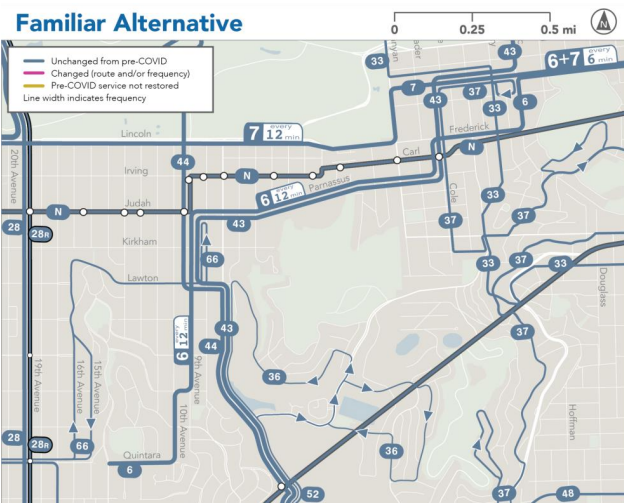
Hayes Valley and Western Addition

5 Fulton, 6 Haight/Parnassus, 7 Haight/Noriega, 21 Hayes

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
Hayes & Lyon	+2% ▲	-3% ▼	+2% ▲	-2% ▼	+8% ▲	+1% ▲
Grove & Laguna	0%	-7% ▼	+6% ▲	0%	0%	-2% ▼
Fell & Pierce	+11% ▲	-1% ▼	+11% ▲	-1% ▼	+5% ▲	-5% ▼
<i>Area median</i>	+8% ▲	-1% ▼	+9% ▲	+2% ▲	+5% ▲	0%

The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara



The 6 Haight/Parnassus is busy along Haight Street, around UCSF and at 9th and Irving. It is 1 block from frequent service at UCSF and in Cole Valley.

Demand along Haight Street is very high, so it's important to have frequent service there.

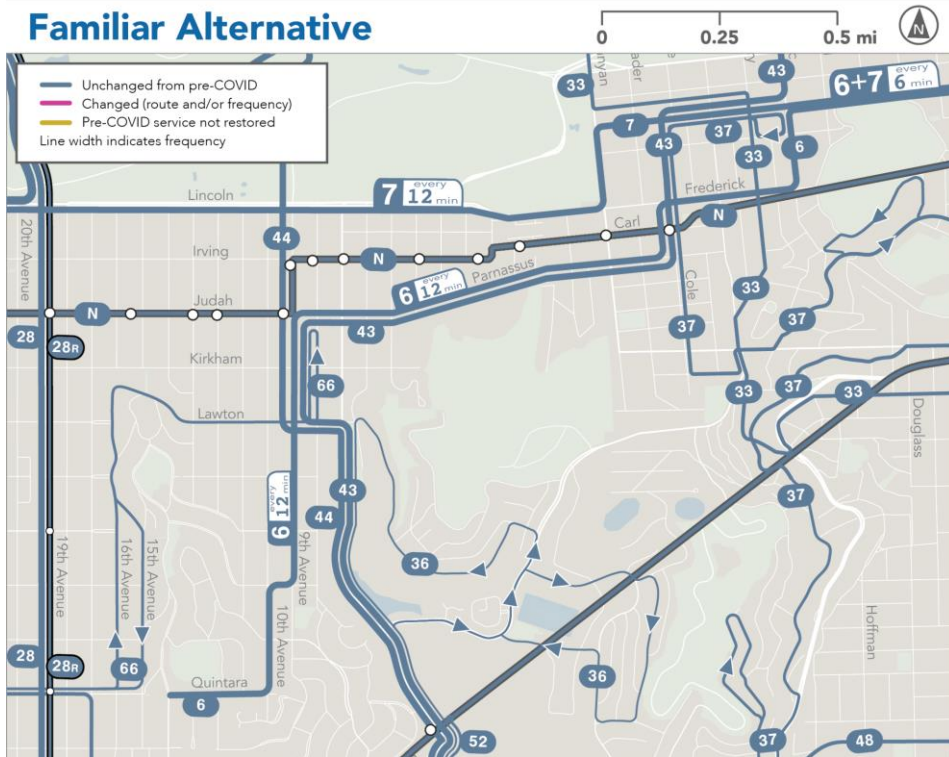
Ashbury Heights is served by the 33 Stanyan with connections to upper Market and the Mission.

Continue to cover Golden Gate Heights with the current 52 Excelsior, connects to Muni Metro at 9th and Judah and at Forest Hill.

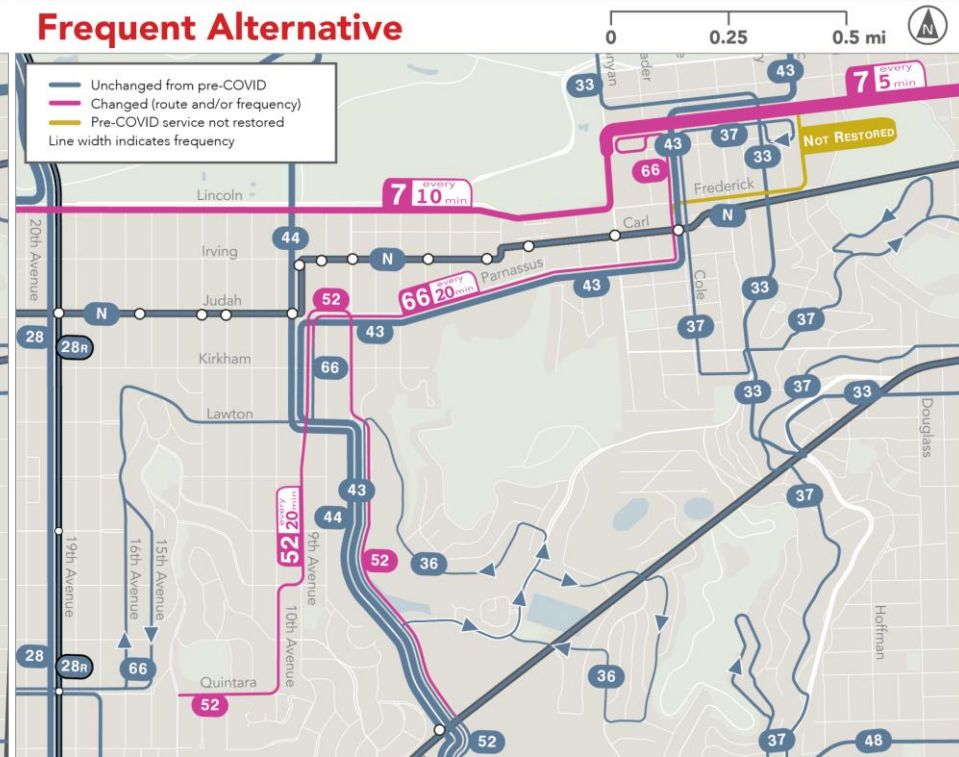
The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara

Familiar Alternative



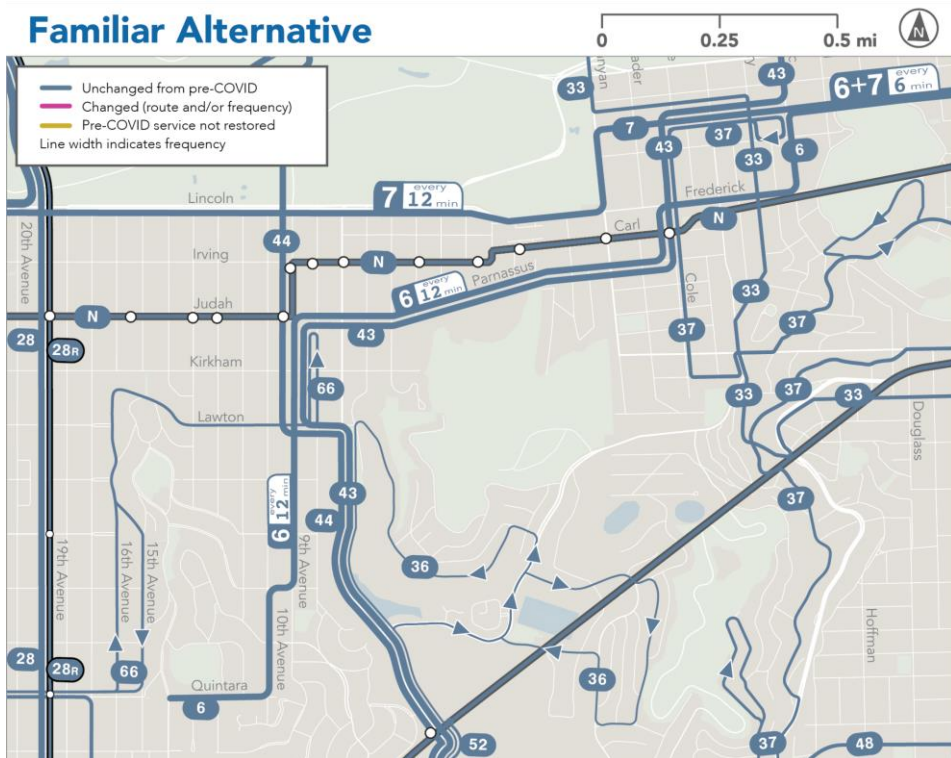
Frequent Alternative



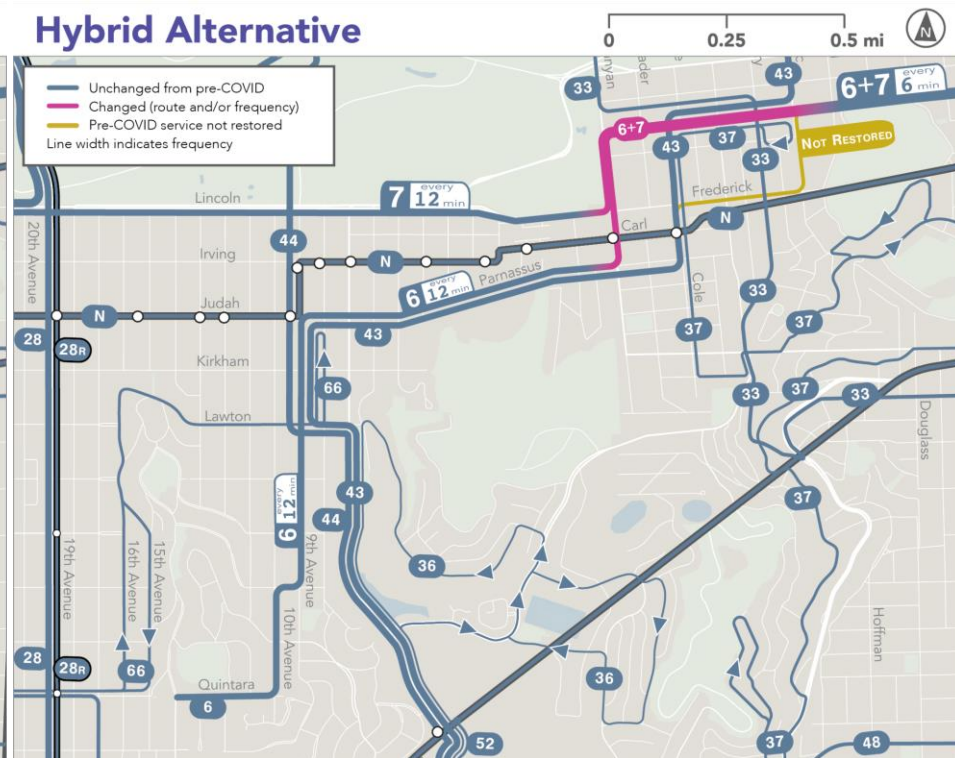
The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara

Familiar Alternative



Hybrid Alternative



The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
Haight & Stanyan	+18% ▲	+27% ▲	+24% ▲	+34% ▲	+28% ▲	+41% ▲
Cole & Parnassus	+3% ▲	0%	+10% ▲	+1% ▲	+10% ▲	0%
3rd & Parnassus (near UCSF)	+7% ▲	+1% ▲	+15% ▲	0%	+15% ▲	0%
9th & Judah	+2% ▲	+2% ▲	+2% ▲	0%	-1% ▼	0%
14th & Quintara	-5% ▼	0%	+1% ▲	+1% ▲	-1% ▼	+4% ▲
Ashbury & Frederick	0%	+4% ▲	+1% ▲	+5% ▲	0%	+5% ▲
Area median	+5% ▲	0%	+4% ▲	+1% ▲	+4% ▲	+1% ▲

Familiar Alternative

— Unchanged from pre-COVID
 — Changed (route and/or frequency)
 — Pre-COVID service not restored
 Line width indicates frequency

0 0.25 0.5 mi

Map showing bus routes in Sacramento, CA. The map includes a legend indicating route changes and frequency. The map shows major streets like California, Sacramento, and various local streets. Route numbers and frequencies are displayed along the routes. A scale bar indicates 0 to 0.5 miles.

[illegible]

Hybrid Alternative

Legend:

- Unchanged from pre-COVID
- Changed (route and/or frequency)
- Pre-COVID service not restored
- Line width indicates frequency

Map details:

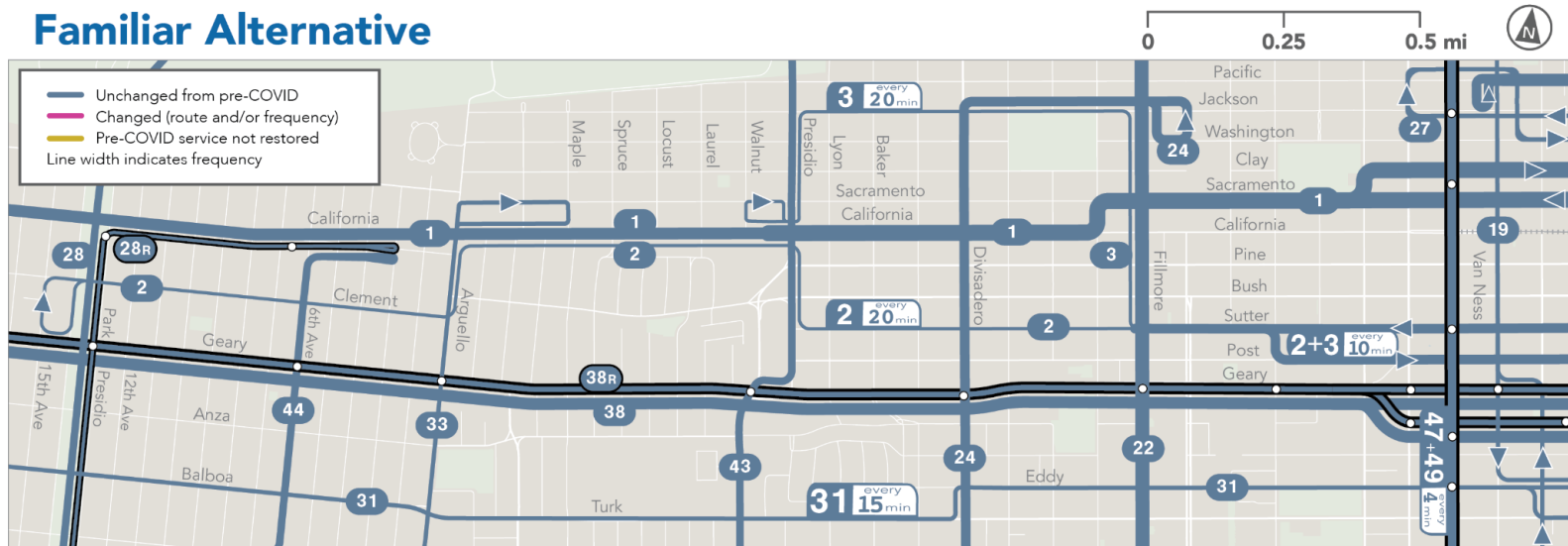
- Routes 12, 15, 2, 20, 28, 31, 38, 43, 44, and 49 are shown.
- Route 28 is labeled "Not Restored".
- Route 12 is labeled "12 15 min".
- Route 15 is labeled "15 min".
- Route 2 is labeled "2 20 min".
- Route 20 is labeled "20 min".
- Route 31 is labeled "31 15 min".
- Route 38 is labeled "38 min".
- Route 43 is labeled "43 min".
- Route 44 is labeled "44 min".
- Route 49 is labeled "49 15 min".

Would it be better to have lines a little further apart so that we can build up frequencies on routes to reduce waiting times and crowding?

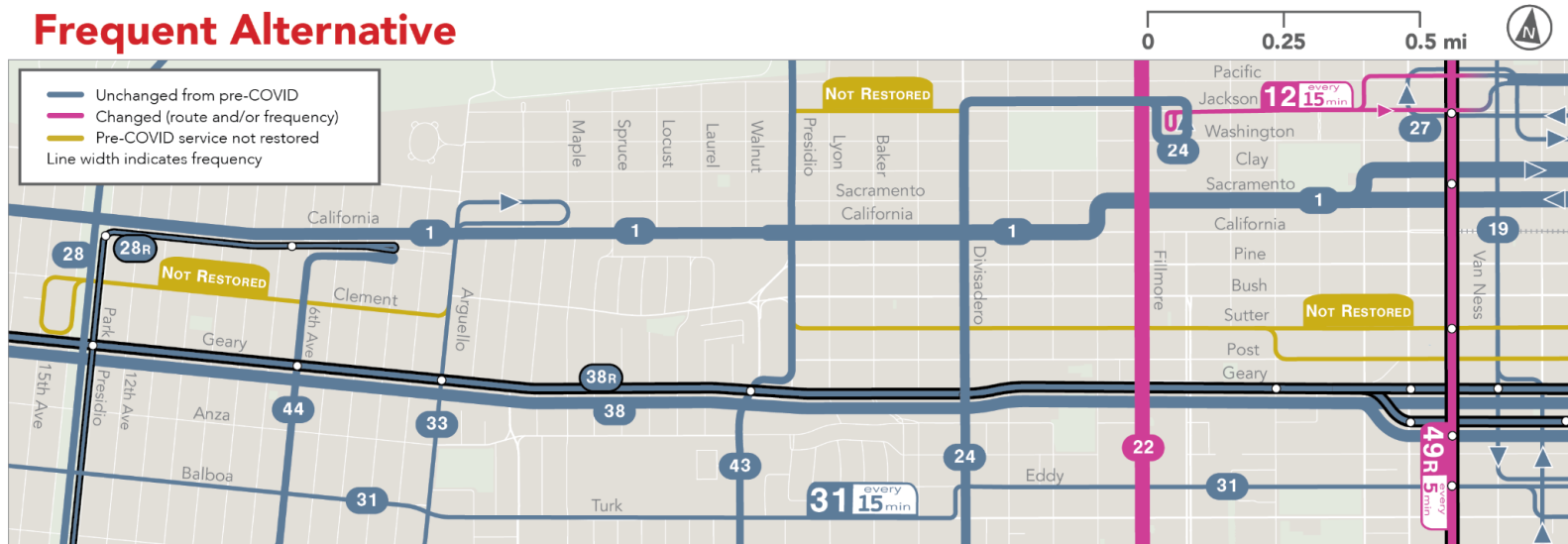
Post, Sutter, Clement, and Jackson Streets

2 Clement, 3 Jackson, 10 Townsend

Familiar Alternative



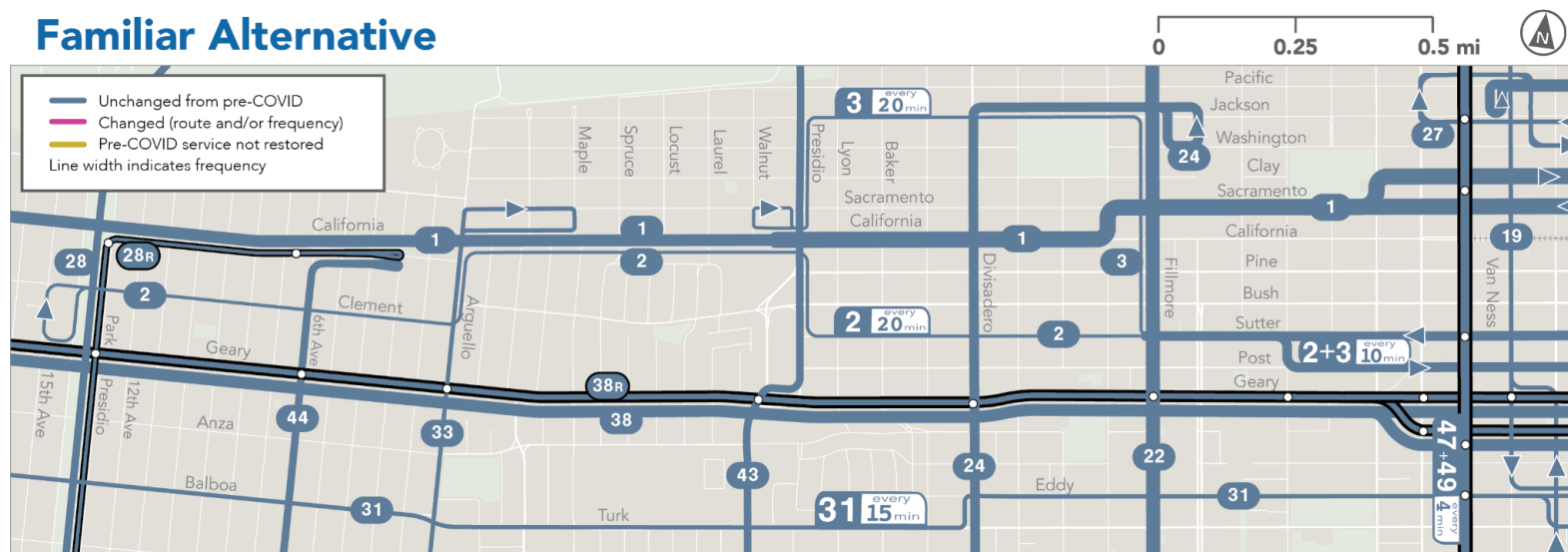
Frequent Alternative



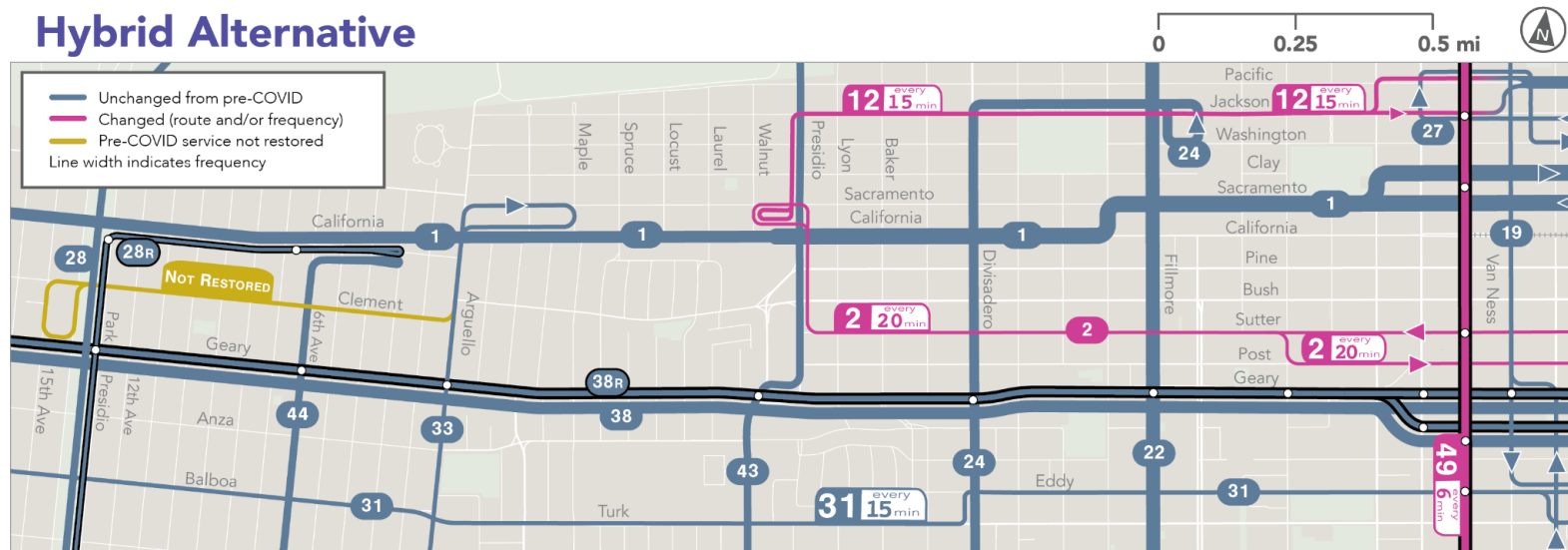
Post, Sutter, Clement, and Jackson Streets

2 Clement, 3 Jackson, 10 Townsend

Familiar Alternative



Hybrid Alternative



114

Post, Sutter, Clement, and Jackson Streets

2 Clement, 3 Jackson, 10 Townsend

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
Clement & 6th	+1% ▲	+1% ▲	+2% ▲	+2% ▲	+2% ▲	+1% ▲
Sutter & Divisadero (near Mt Zion)	+1% ▲	-1% ▼	+3% ▲	+1% ▲	+1% ▲	0%
Sutter & Laguna	+5% ▲	0%	+7% ▲	+2% ▲	+2% ▲	+2% ▲
Jackson & Baker	-5% ▼	-4% ▼	0%	-2% ▼	-8% ▼	-2% ▼
Jackson & Fillmore	+10% ▲	+4% ▲	+6% ▲	+2% ▲	-7% ▼	+2% ▲
Area median	0%	-3% ▼	+2% ▲	-1% ▼	0%	-1% ▼

South of Market, Market Street, Financial District

**10 Townsend, 12 Folsom/Pacific, 30 Stockton,
31 Balboa, 47 Van Ness, 49 Van Ness/Mission**

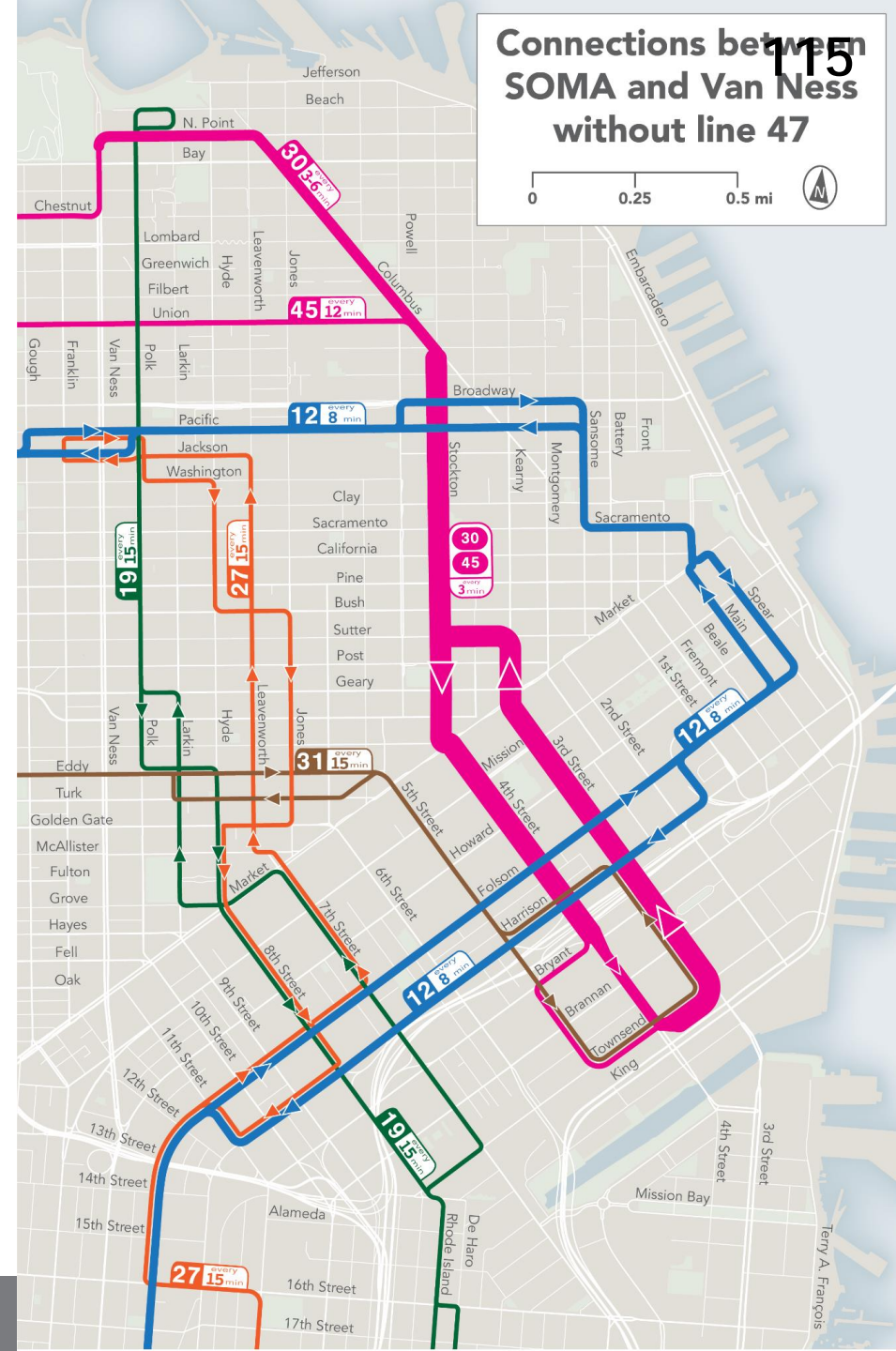
Van Ness Avenue is served by two overlapping lines, 47 Van Ness and 49 Van Ness/Mission.

The L-shaped 47 Van Ness provides some direct service from Van Ness into Caltrain and destinations in western SoMA.

Buses on the two lines were scheduled to come every 9 minutes, and on Van Ness Avenue, their schedules were offset so that a bus (either 47 Van Ness or 49 Van Ness/Mission) came every four or five minutes.

These are the lines that run through SoMA and also cross Van Ness Avenue. Collectively these link most of the 47 Van Ness's SoMA service area to most parts of Van Ness.

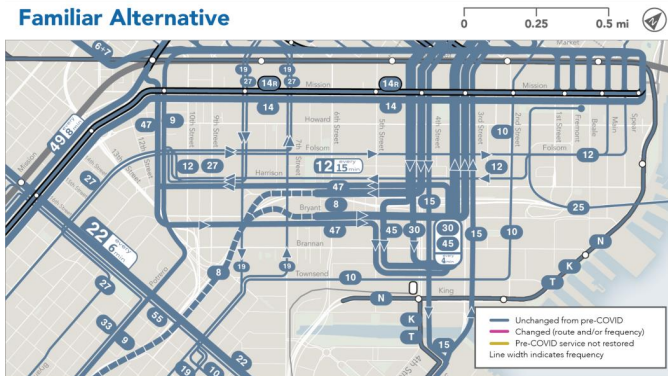
Note: This map does not show the 47 Van Ness



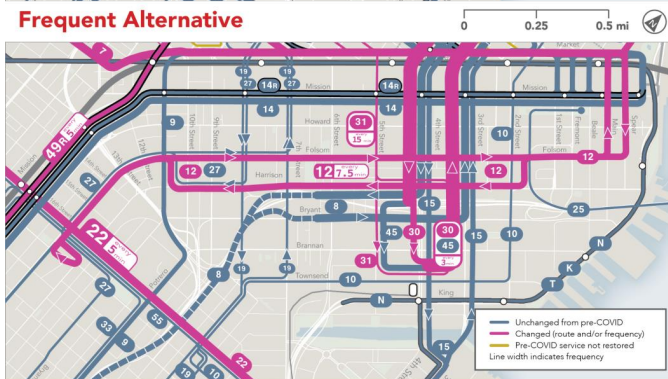
South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

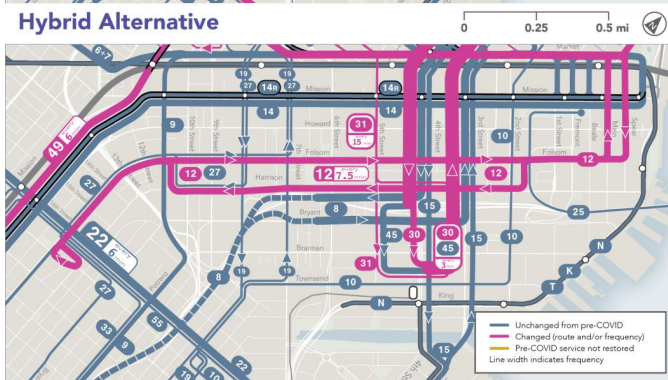
Familiar Alternative



Frequent Alternative



Hybrid Alternative



The 47 Van Ness, ran the length of Van Ness Avenue, and then continued across the South of Market to Caltrain

Would it be better if there were more frequency on 49 Van Ness/Mission to reduce waiting and crowding there?

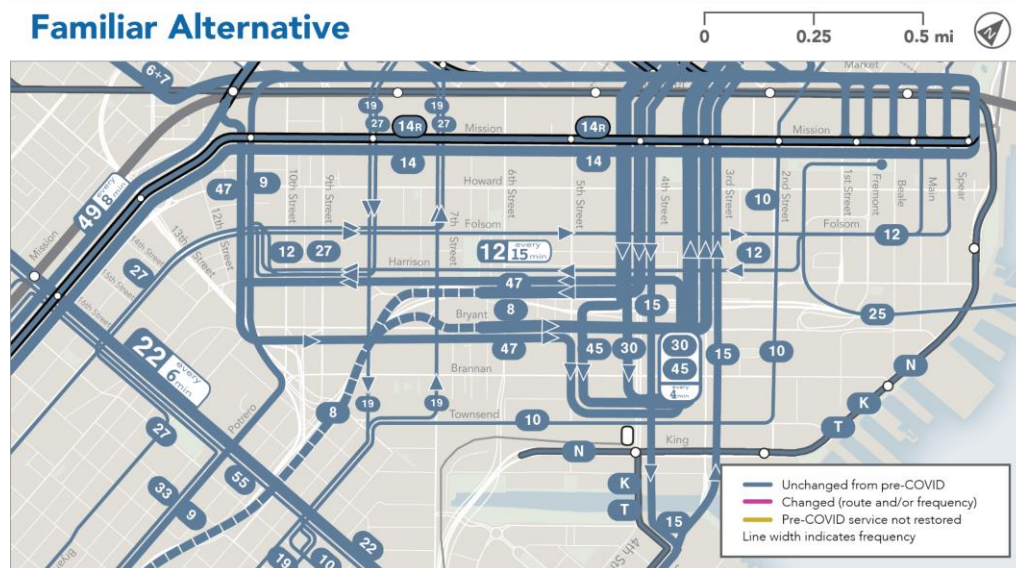
Are there ways to organize Muni's 10 Townsend and 12 Folsom to provide more useful service to Folsom and Harrison streets, and Chinatown and Rincon Hill?

Should Muni's 31 Balboa continue to go to the foot of Market Street, or would it be more useful if it turned down 5th Street to end at Caltrain?

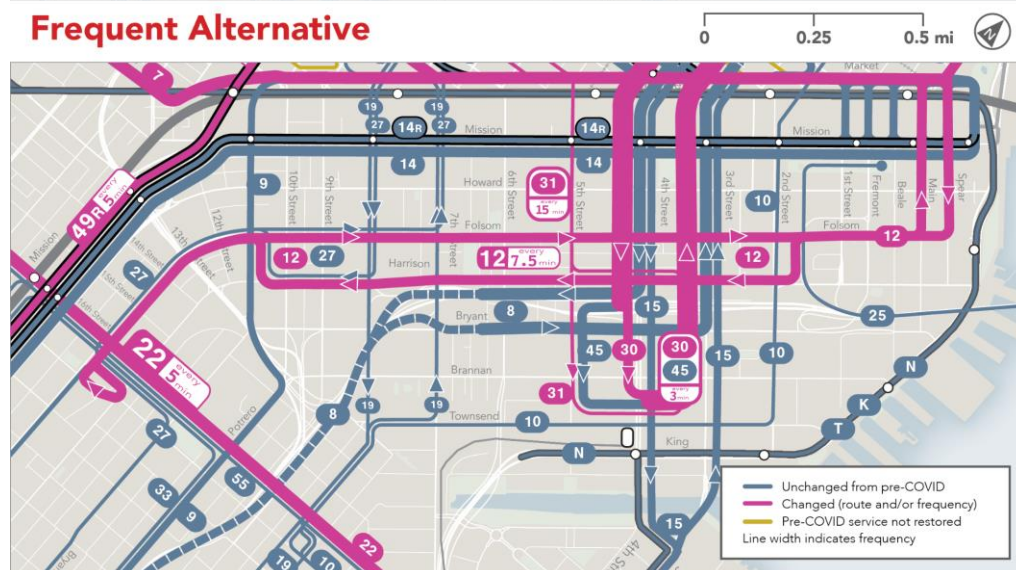
South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative



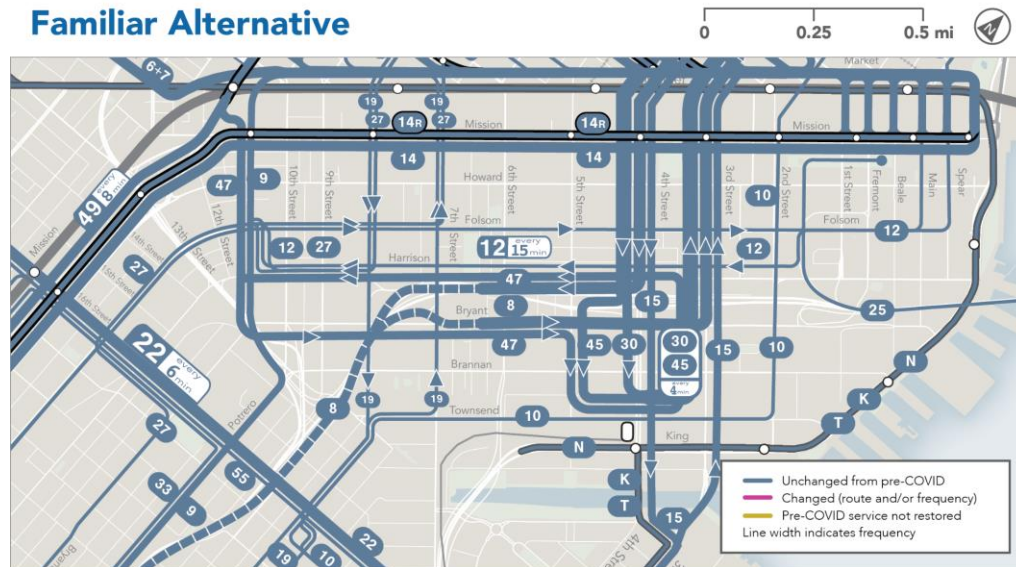
Frequent Alternative



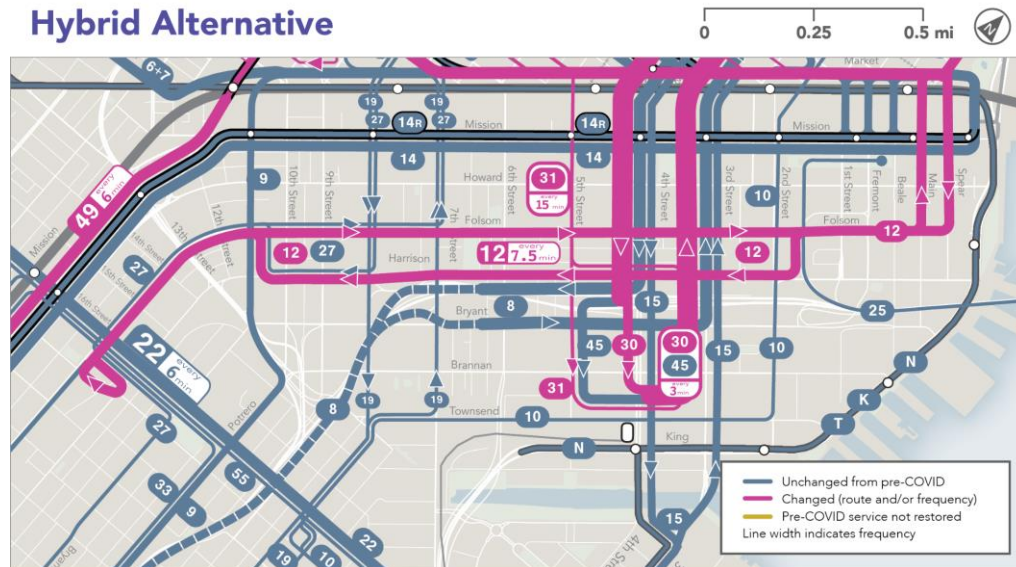
South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative



Hybrid Alternative



South of Market, Market Street, Financial District

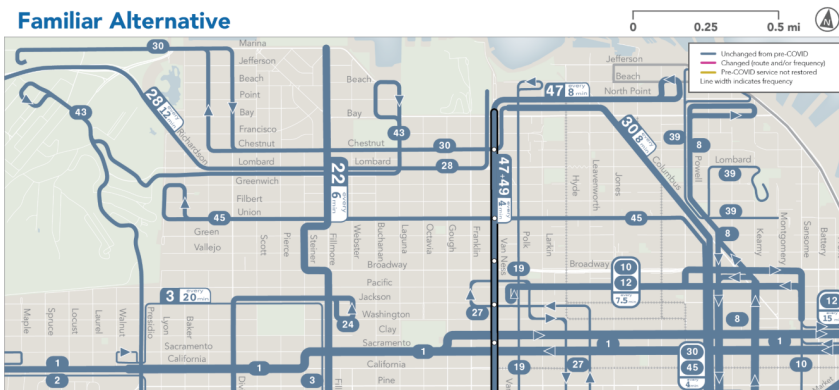
10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
11th & Harrison	-2% ▼	-4% ▼	+3% ▲	+1% ▲	+3% ▲	+1% ▲
6th & Bryant	-1% ▼	-1% ▼	-1% ▼	-2% ▼	-1% ▼	-1% ▼
6th & Folsom	+0%	0%	+4% ▲	+3% ▲	-2% ▼	-3% ▼
3rd & Harrison	-1% ▼	-2% ▼	+6% ▲	+5% ▲	+4% ▲	+3% ▲
Main & Folsom	+3% ▲	+3% ▲	+4% ▲	+4% ▲	+8% ▲	+6% ▲
4th & Townsend (Caltrain)	+0%	0%	+8% ▲	+8% ▲	+16% ▲	+16% ▲
Area median	+1% ▲	0%	+3% ▲	+3% ▲	+1% ▲	0%

The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

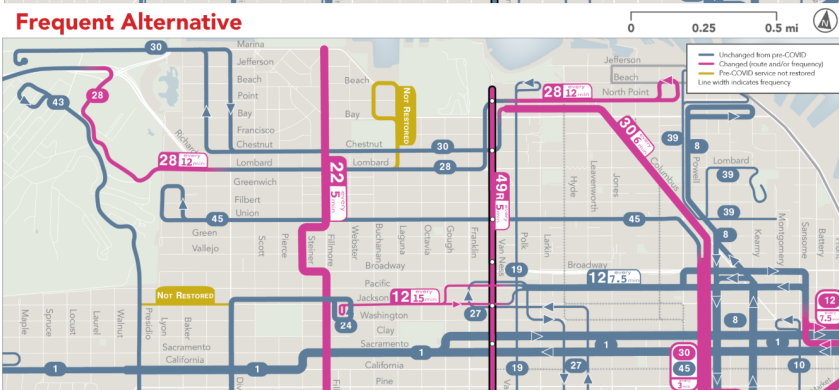
Familiar Alternative



The 49 Van Ness/Mission currently ends at Powell and North Point streets at Fisherman's Wharf.

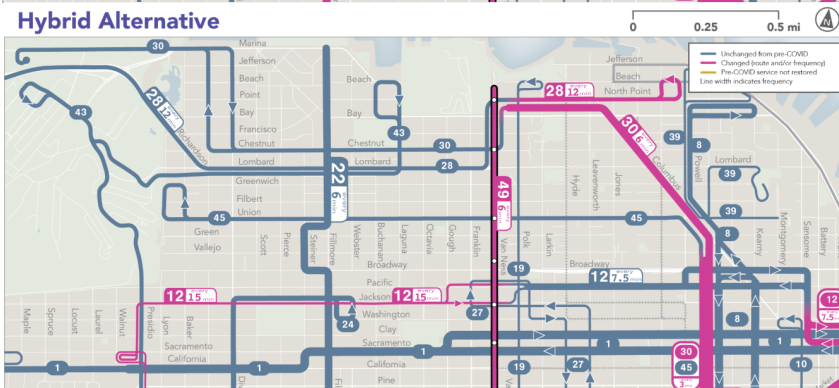
Rather than the 49 Van Ness/Mission, the 28 19th Avenue could continue to the Wharf, providing continuous east-west service along the north edge of the city, from the Richmond across the Presidio and Marina.

Frequent Alternative



The 43 Masonic runs north-south across the city to California Street. Instead of restoring the segment continuing north through the Presidio and then east through the Marina to Fort Mason, the 28 19th Avenue could connect the eastern part of the Presidio, making it easier to get from the Sunset and Richmond to the Presidio, and connecting the Presidio to Fisherman's Wharf.

Hybrid Alternative

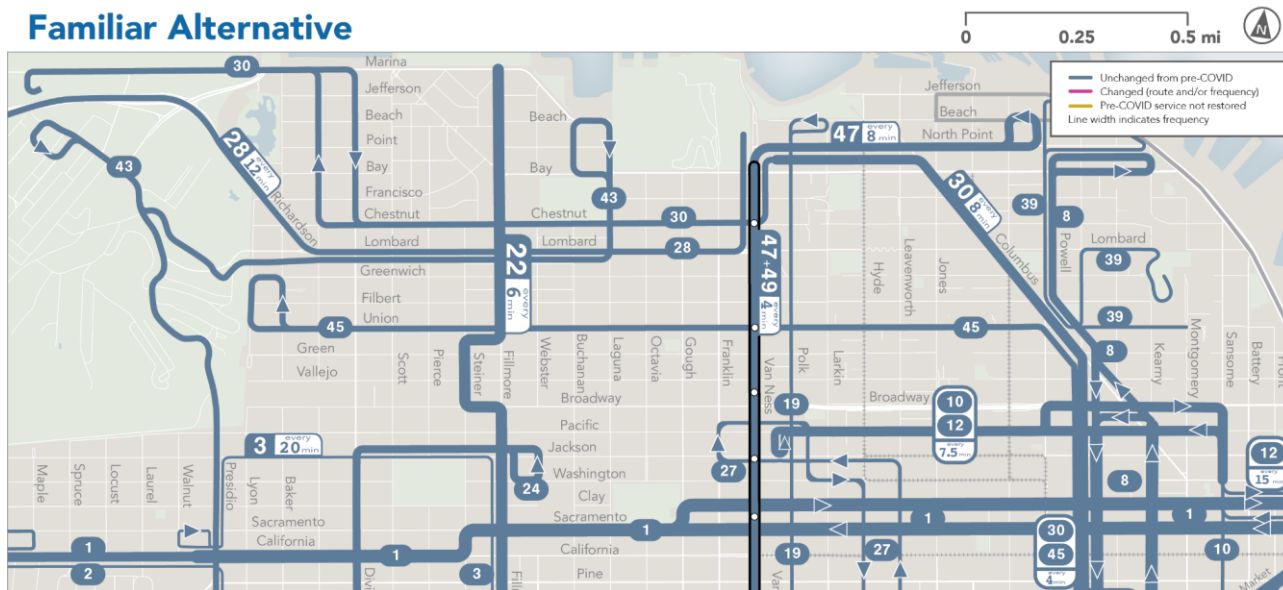


Finally, we are looking at increasing frequency on the 30 Stockton through Chinatown. These additional trips would extend from Caltrain to Van Ness Avenue and North Point Street.

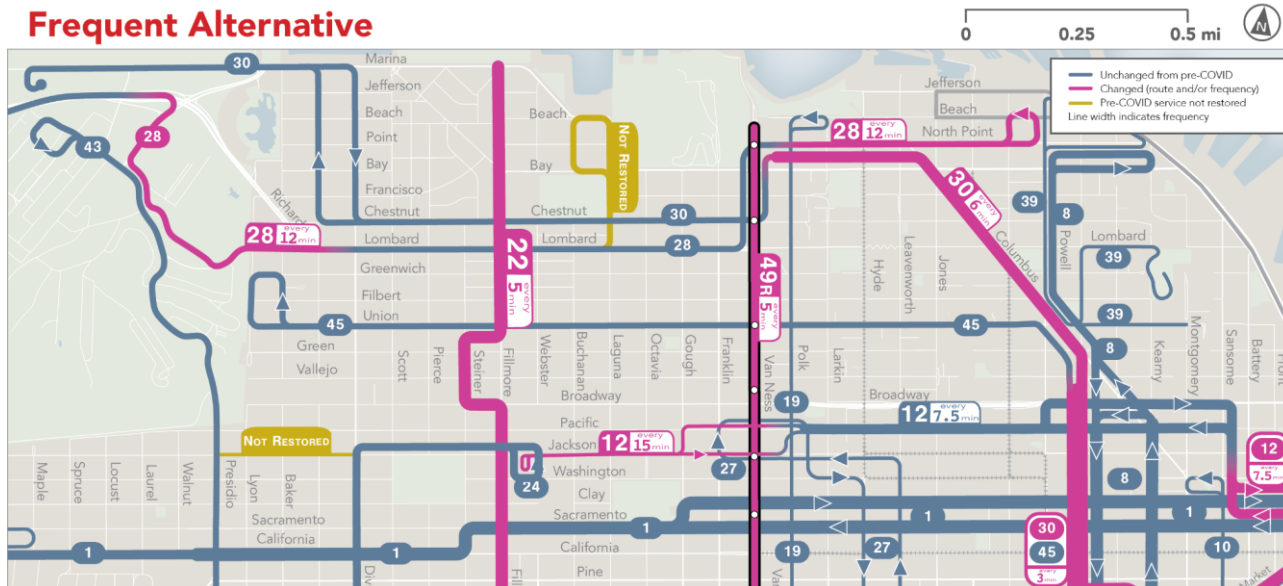
The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative



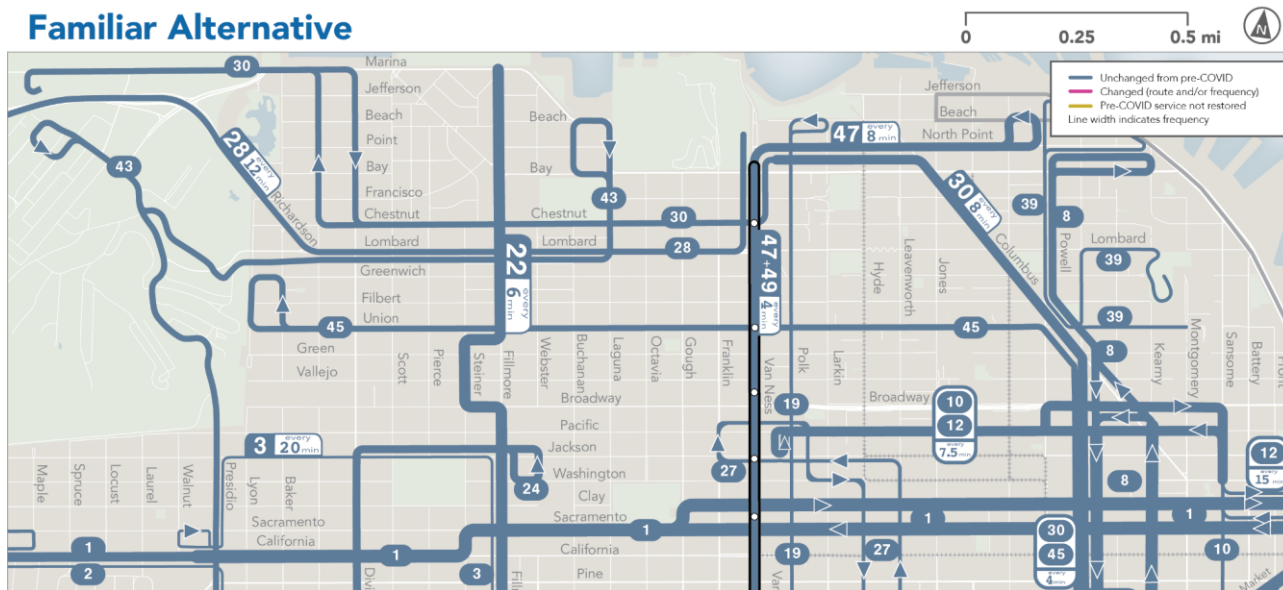
Frequent Alternative



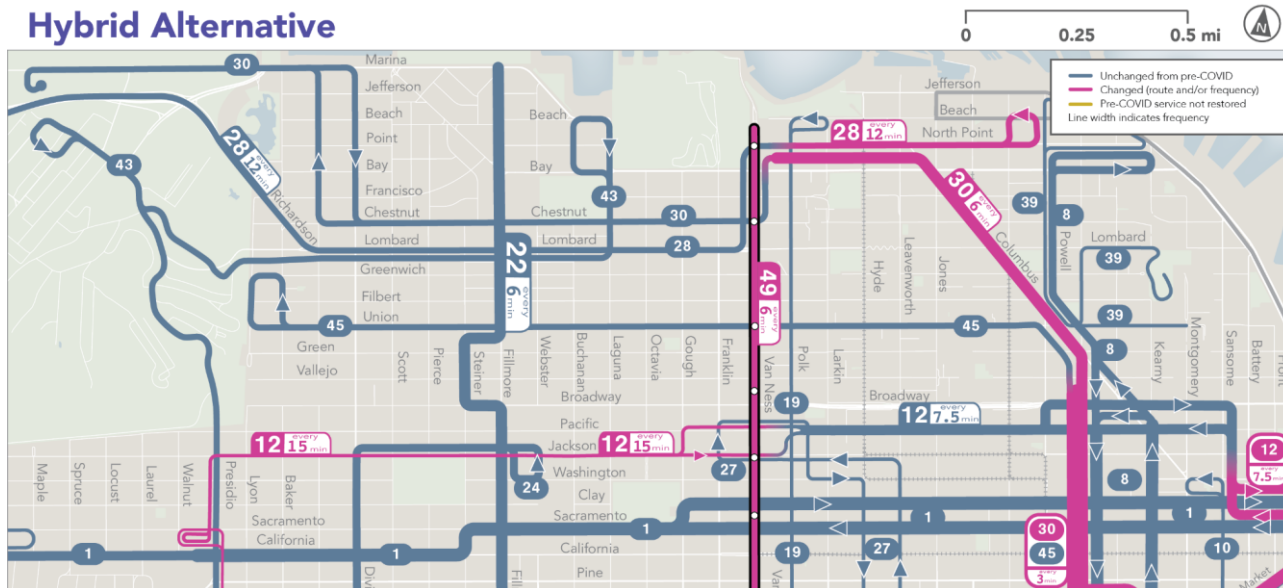
The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

Familiar Alternative



Hybrid Alternative



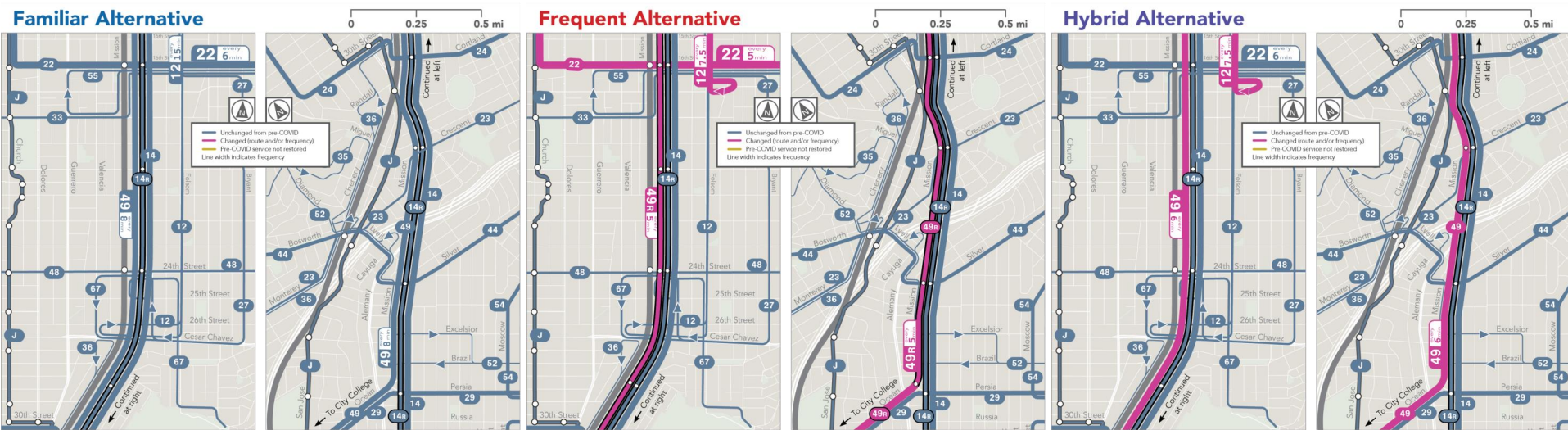
The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
Van Ness & North Point	+18% ▲	-1% ▼	+21% ▲	+1% ▲	+8% ▲	-4% ▼
Columbus & Union (North Beach)	+1% ▲	0%	+2% ▲	0%	+1% ▲	-1% ▼
Stockton & Washington (Chinatown)	0%	0%	+1% ▲	+2% ▲	0%	0%
Girard & Lincoln (Presidio)	+13% ▲	+3% ▲	+5% ▲	0%	+5% ▲	+2% ▲
Chestnut & Fillmore (Marina)	+10% ▲	+4% ▲	+13% ▲	+4% ▲	+9% ▲	-2.5% ▼
Beach & Laguna (Ft Mason)	+3% ▲	0%	+28% ▲	+17% ▲	+9% ▲	-9.5% ▼
Area median	+4% ▲	-1% ▼	+5% ▲	-1% ▼	+3% ▲	-2% ▼

The Mission, Excelsior, City College

22 Fillmore, 49 Van Ness/Mission



If we run all Van Ness Avenue Muni service with the 49 Van Ness/Mission, it would improve access into the Mission and to City College at every six minutes instead of every eight minutes.

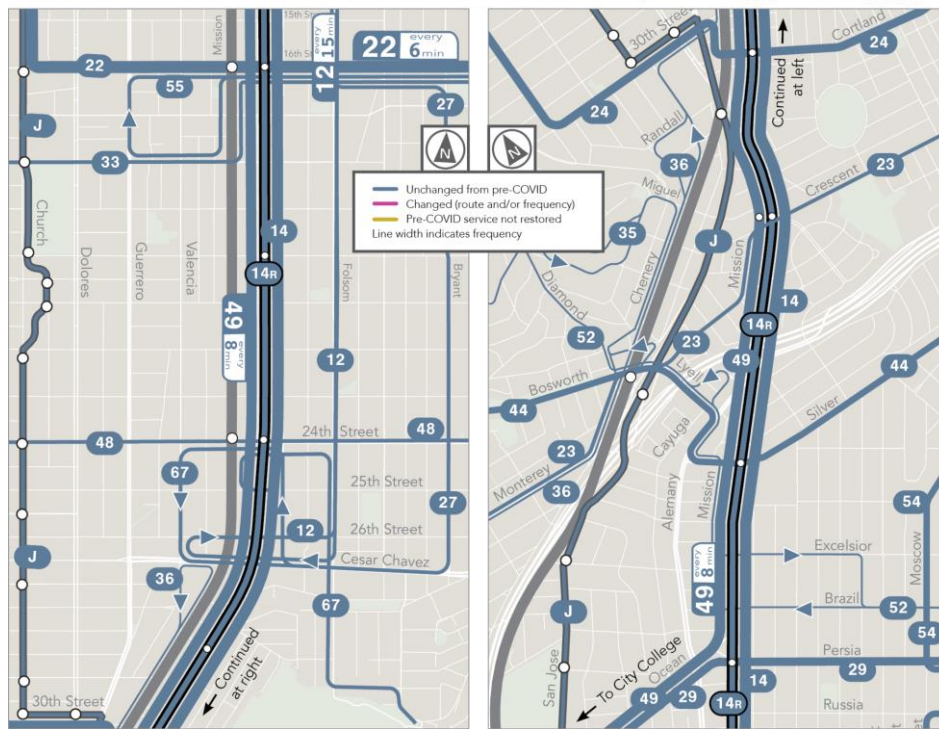
We could replace the 49 Van Ness/Mission with a 49R Van Ness/Mission Rapid, making all stops on Van Ness Avenue, at the new BRT stations. Along Mission Street, it would stop only at the current 14R Mission Rapid stops.

We could also improve frequencies on the 22 Fillmore and 12 Folsom to reduce wait times and crowding.

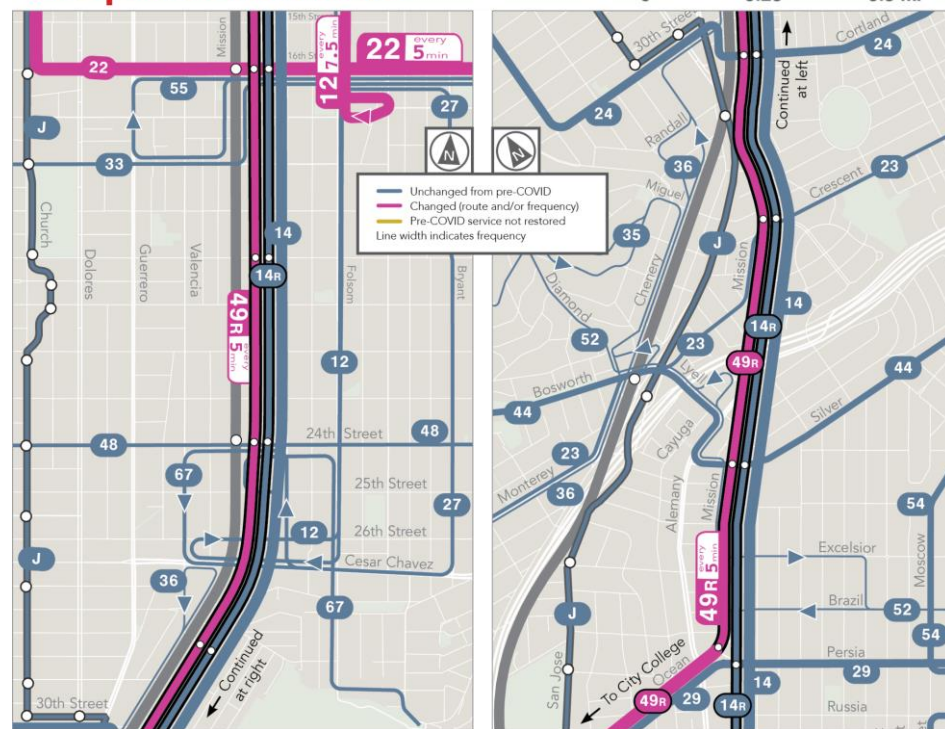
The Mission, Excelsior, City College

22 Fillmore, 49 Van Ness/Mission

Familiar Alternative



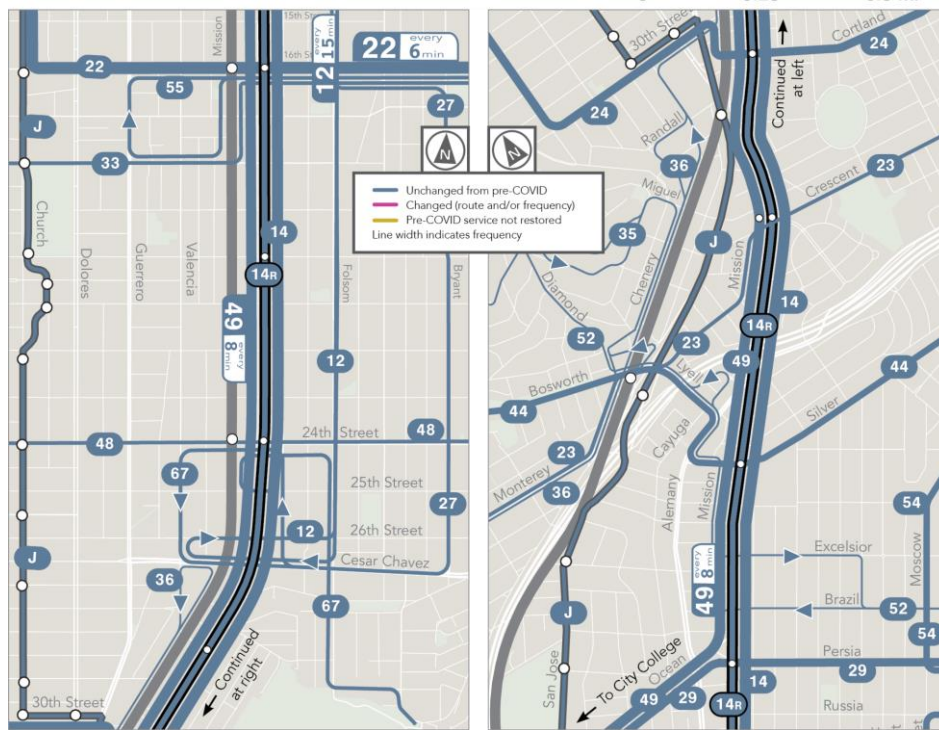
Frequent Alternative



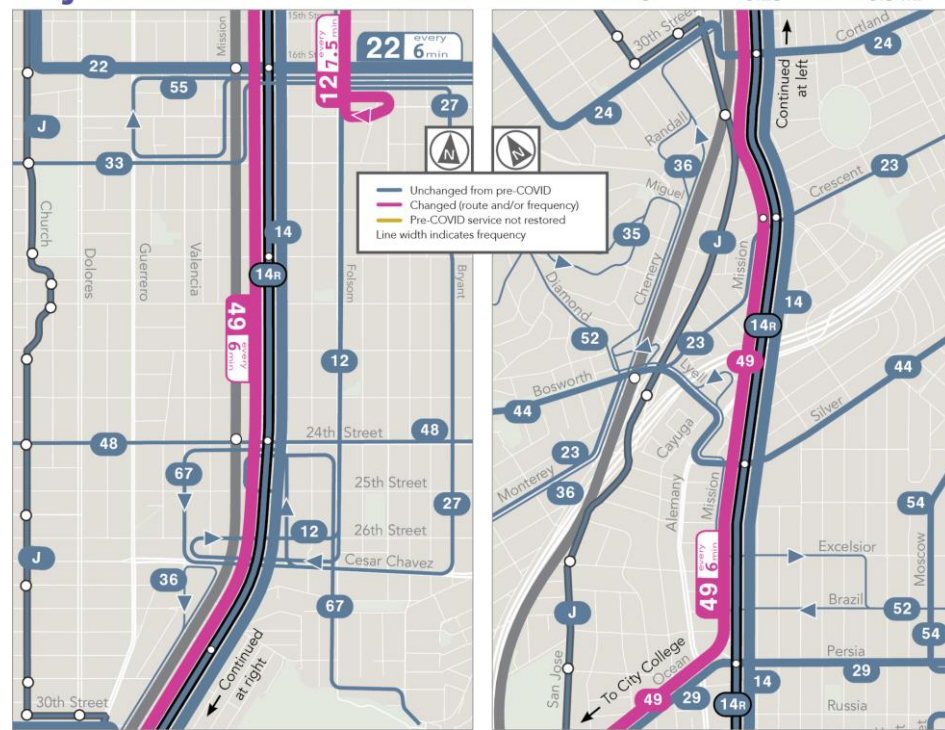
The Mission, Excelsior, City College

22 Fillmore, 49 Van Ness/Mission

Familiar Alternative



Hybrid Alternative



The Mission, Excelsior, City College

22 Fillmore, 49 Van Ness/Mission

Location	Jobs + Education		Food Resources		Medical Facilities	
	Frequent	Hybrid	Frequent	Hybrid	Frequent	Hybrid
16th & Folsom	+6% ▲	+1% ▲	+3% ▲	+1% ▲	+4% ▲	+1% ▲
Van Ness & Mission	-3% ▼	+1% ▲	-2% ▼	+3% ▲	-5% ▼	+1% ▲
18th & Mission	0%	+4% ▲	0%	+3% ▲	+1% ▲	+4% ▲
20th & Mission	+6% ▲	+2% ▲	+7% ▲	+3% ▲	+8% ▲	+2% ▲
22nd & Mission	+1% ▲	+1% ▲	+1% ▲	+4% ▲	+2% ▲	+5% ▲
Cesar Chavez & Mission	+4% ▲	+2% ▲	+3% ▲	+1% ▲	+16% ▲	+6% ▲
Excelsior & Mission	-10% ▼	+10% ▲	-8% ▼	+11% ▲	-3% ▼	+6% ▲
Area median	+6% ▲	+3% ▲	+5% ▲	+2% ▲	+9% ▲	+5% ▲

How do I give my feedback to the SFMTA?

- Review the three scenarios for 2022 Muni service at [SFMTA.com/2022Network](https://sfmta.com/2022Network)
- Take the 2022 Muni service network survey online or by phone
- Attend one of 3 virtual open houses for a formal presentation plus Q&A (interpretation available upon request with 48-hours notice)
 - September 18, 11 a.m.
 - September 22, 6 p.m.
 - September 23, 11 a.m.
- Have your questions answered by staff at office hours (No formal presentation, interpretation available upon request with 48-hours notice)
 - September 20, 11 a.m.
 - September 23, 6 p.m.
- Email TellMuni@SFMTA.com

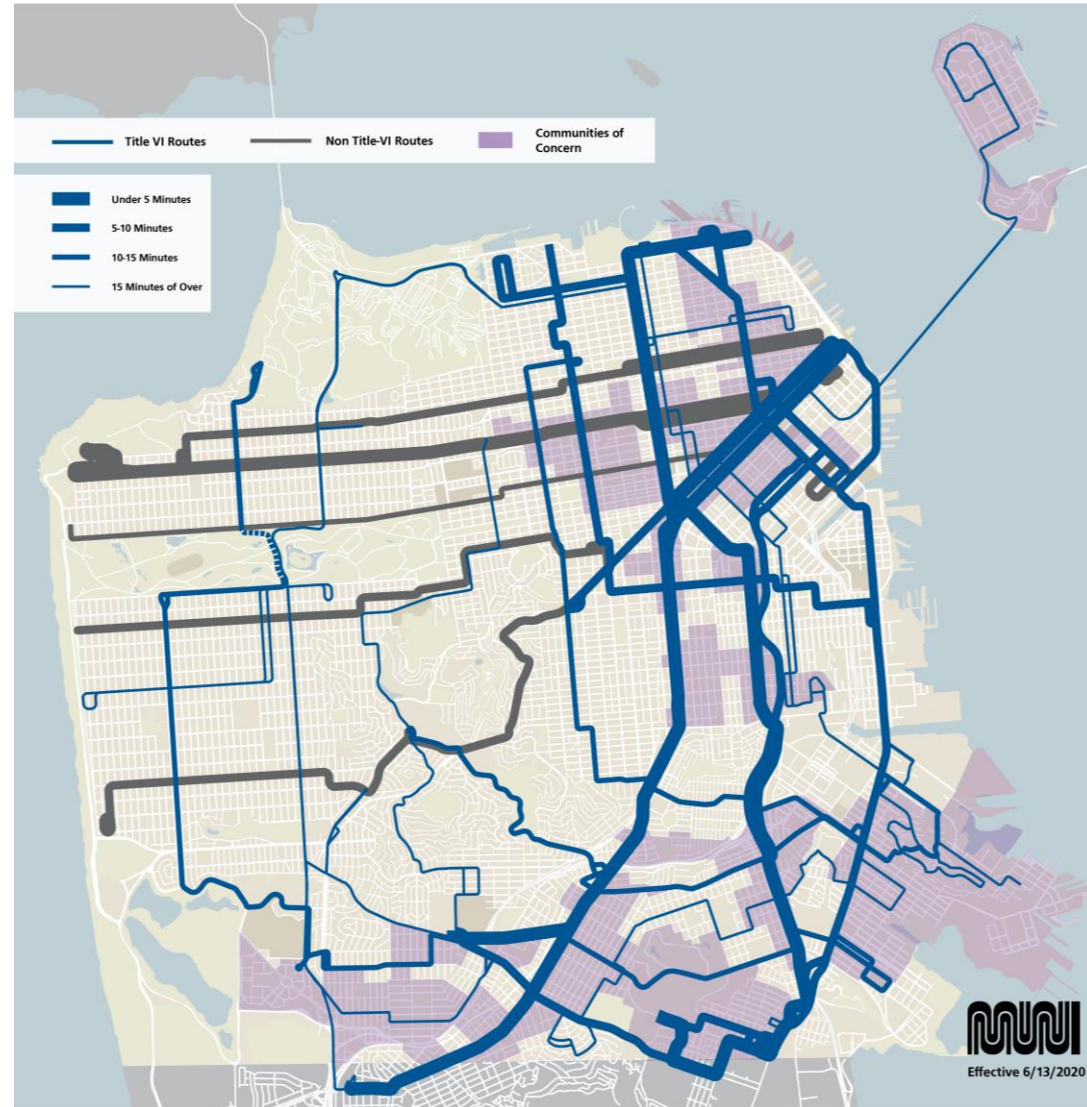


The recovery has been uneven

Early in the pandemic, our service focused on reaching essential jobs and activities

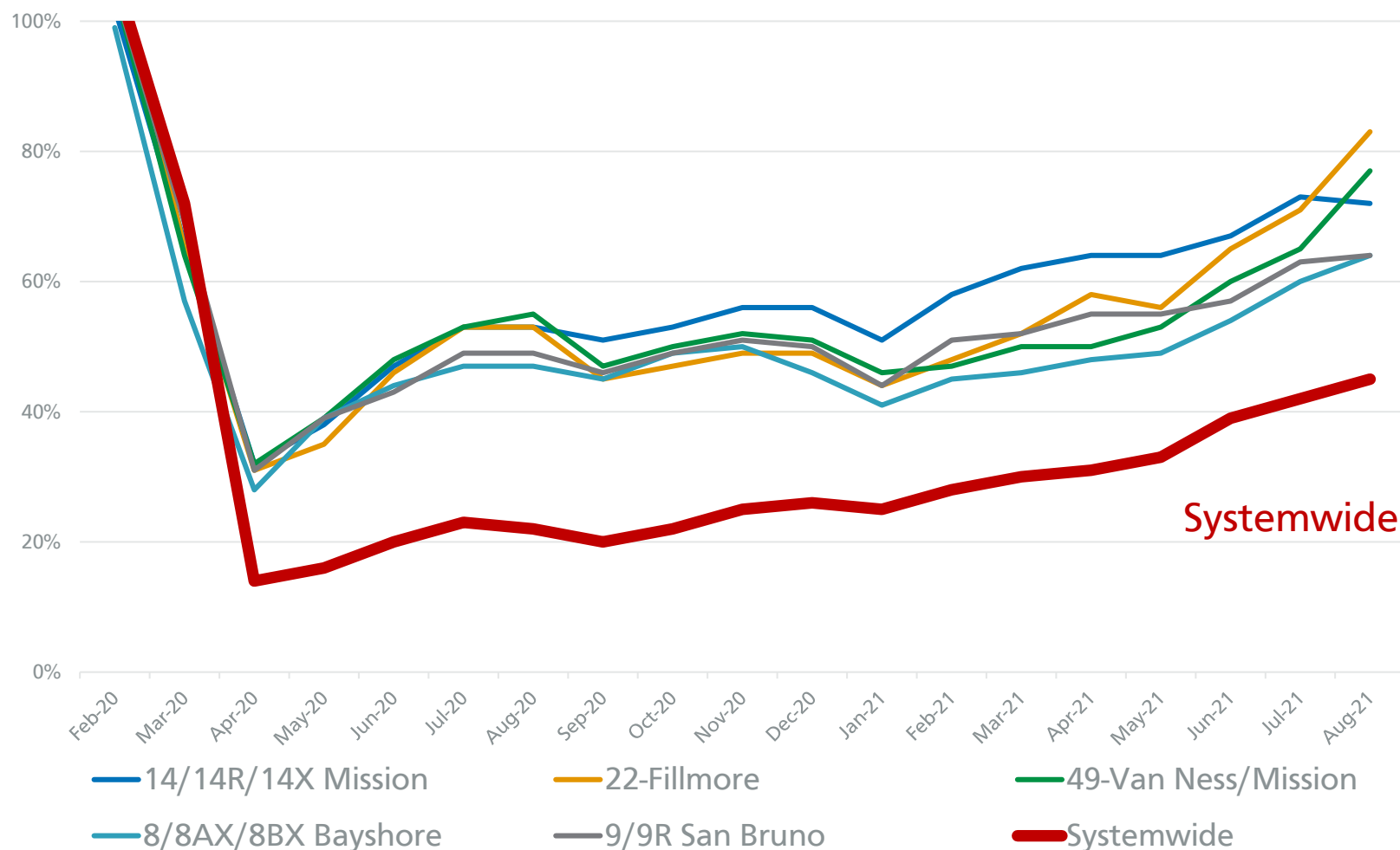
We poured resources into our “Core Service” delivering high frequencies to reduce crowding

These routes rebounded quickly and remained strong throughout the pandemic.



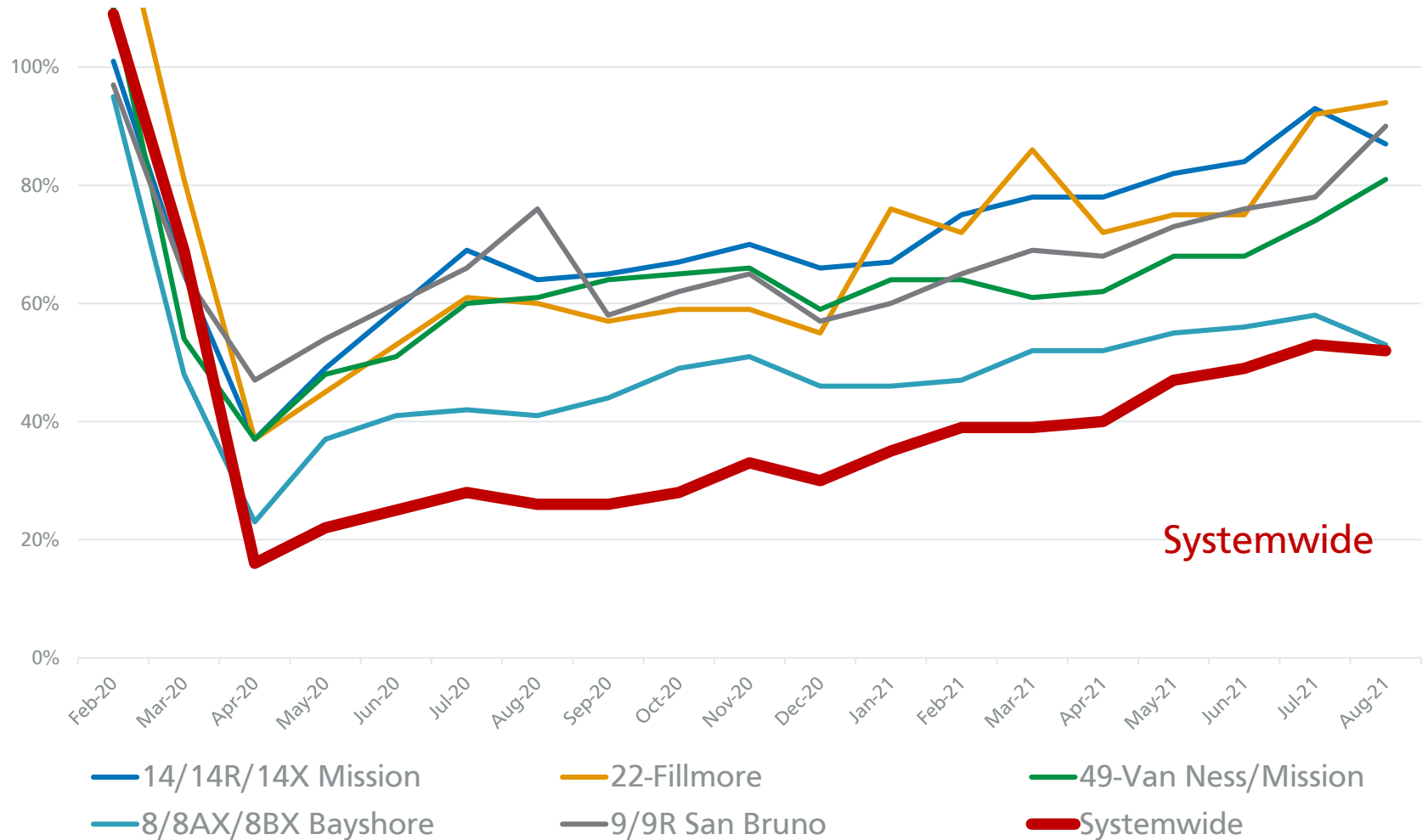
Frequent Routes: Weekday

The recovery has been driven by our Title VI or “Equity” routes



Frequent Routes: Weekend

The pattern is more pronounced over the weekend. These riders use Muni for basic mobility, not for a downtown 9-5 office commute.





Memorandum

AGENDA ITEM 9

DATE: September 17, 2021
TO: Transportation Authority Community Advisory Committee
FROM: Eric Cordoba - Deputy Director for Capital Projects
SUBJECT: 09/22/2021 Community Advisory Committee Meeting: Progress Report for Van Ness Avenue Bus Rapid Transit Project

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

This is the progress report on the San Francisco Municipal Transportation Agency's (SFMTA's) Van Ness Avenue Bus Rapid Transit (BRT) project requested by the Community Advisory Committee (CAC). The project incorporates a package of transportation improvements along a 2-mile corridor of Van Ness Avenue, between Mission and Lombard streets, including dedicated bus lanes, consolidated transit stops, and pedestrian safety enhancements. The cost of the BRT project is \$185.5 million. The BRT project is part of an overall larger Van Ness Improvement Project, totaling \$309.3 million, which combines the BRT project with several parallel infrastructure upgrade projects. The project team completed the installation of red concrete for the center-running transit lanes and successfully completed improvements at Van Ness Avenue and Mission Street intersection after closing the intersection for five days in August. The project is approximately 83.0% complete compared to 69.1% reported in April. The project will reach substantial completion at the end of this year with BRT service date anticipated in first half 2022, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction delays.

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



BACKGROUND

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

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

DISCUSSION

Status and Key Activities. During the month of May 2021, the project team constructed center-running transit lanes between Jackson Street and Pacific Avenue, and between Greenwich and Lombard streets. The construction of the transit lanes required the demolition and reconstruction of the existing median. The new transit lanes are designed for a useful life of forty years. In June, the project team continued building out the transit lanes between Mission and Market streets. The project has now completed construction of the center-running red transit lanes, a significant milestone. Construction activities continue in the median as the project team transitions to working on boarding islands, irrigation, and landscape treatments.

Although the project team was able to fence off the median to build out the transit lanes, work at major street intersections required a different approach. In order to minimize construction impacts on residents, business, and commuters transiting through the South Van Ness Avenue and Mission Street intersection, the project team decided to strategically close the intersection for five days between Wednesday, August 5, and Monday, August 9, 2021. The closure allowed for work to be done during that period that would normally require two months to complete done in segments. The construction team demolished, graded, and paved the intersection and rewired overhead electrical cables. The entire intersection was successfully rebuilt with multiple construction crews to accelerate the roadway work. The project team conducted extensive outreach prior to the closure of the intersection to ensure that people who drive, bike, walk, or use transit in that area were aware of the closure and could plan ahead. Drivers responded accordingly and traffic in the area was low throughout the entire closure.

The project team has shifted focus to completing remaining above-ground work along the corridor. Bauman Landscape and Construction (Bauman) continued installing irrigation system and landscaping along center medians between Grove and McAllister streets and between Geary Boulevard and Post Street. Bauman started tree planting on the westside of Van Ness Avenue between Eddy and Vallejo streets, and on the eastside between Grove Street and Broadway. Bauman also started constructing bulb-outs between Golden Gate



Avenue and Post Street, and between Pine and Clay streets. Phoenix Electric (Phoenix) continued to install remaining streetlight poles, traffic signal poles, and foundations along Van Ness Avenue. Phoenix also worked on overhead contact system and streetlight installation between Union and Francisco streets.

Van Ness Avenue continues to accommodate two lanes of northbound and southbound traffic along the corridor project limits. Temporary bus stop platforms have also been installed on both sides of Van Ness Avenue as needed.

Civil Grand Jury Report. A Civil Grand Jury released a report in June 2021 that reviewed the history of the project and identified missed opportunities that led to project delays, including setbacks from water and sewer replacement due to subcontractor rebidding and unforeseen field changes. The report recommended methods for de-risking underground work on future city-led projects including expanded exploratory potholing, use of ground-penetrating radar and surface inspection. Recommendations also include improved as-built documentation, earlier engagement of the construction contractor in the design phase of the Construction Manager General Contractor (CMGC) process, and risk assessment improvements. SFMTA noted that several issues raised were identified in internal audits and will incorporate lessons learned into future capital projects delivery processes.

Public and Business Outreach. SFMTA project staff continues to host monthly Van Ness BRT Community Advisory Committee meetings to provide project updates and address issues businesses and residents are having on Van Ness Avenue. Technical advisory services are also provided to impacted businesses by the Office of Economic and Workforce Development's Open for Business program, including legal assistance services, financial assistance, training and technical assistance, and grant and loan programs.

Contract Modification. In August 2021, the SFMTA Board approved Contract Modification No. 13 with Walsh for direct costs related to various design changes in the amount of \$1,240,050, for a total project contract amount not to exceed \$221,747,266, with no time extension. This modification was covered by the project's contingency funds. The various design revisions were due to field conflicts, traffic signal layout modifications, additional red light cameras, foundation modifications to the San Francisco Art Commission artwork at O'Farrell Street and Geary Boulevard station, electrical cover plates for the boarding islands, and modifications to trolley switch installations at Union and Eddy street intersections.

Project Schedule, Budget and Funding Plan. The project is approximately 83.0% complete, compared to 69.1% complete reported in April to the CAC. The project will reach substantial completion at the end of this year with BRT service date anticipated in first half 2022, delayed from the original late 2019 BRT service start date (Attachment 1) due to construction delays. Walsh Construction expenditures to date totaled \$183.0 million out of the \$221.8 million contract amount for the Van Ness Ave Improvement Project. Construction soft costs, which include SFMTA and SFPW staff, consultant, and bus substitution costs, total \$51.3 million as of the beginning of July 2021 out of \$59.1 million budgeted. The overall project budget has increased to approximately \$345 million.

Current Issues and Risks. As noted above, the project is currently more than a year and a half behind schedule, primarily due to challenges securing a utility subcontractor and the extent



of utility conflicts encountered in the field. Unanticipated existing water and sewer pipe conditions required design changes, such as resequencing of construction, resizing of new pipes, or slip-lining existing sewer lines instead of installing new lines. With both the underground utility work and the pouring of red concrete transit lanes completed, the project is anticipated to meet the late 2021 substantial completion date. However, any additional unforeseen work or significant rain over the next 3 months may cause additional contract workdays. We also believe there is a risk of a final contractor claim as part of project closeout negotiations that would cause the project to exceed the existing project budget.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Project Schedule



Attachment 1: Van Ness Avenue BRT Project Schedule

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

Date: July 1, 2021

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San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 10

DATE: September 17, 2021
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 09/14/2021 Board Meeting: Update on the Expenditure Plan Advisory Committee and Outreach Efforts for Development of a New Expenditure Plan

RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

SUMMARY

At the direction of the Board, we have been working on an effort to develop a New Expenditure Plan for Prop K, the half-cent transportation sales tax measure approved by voters in November 2003. In June 2021 through approval of Resolution 21-51, the Board approved the schedule and process (including an outreach and engagement strategy) for development of the New Expenditure Plan, targeting the June 2022 election. The same action approved the structure for an Expenditure Plan Advisory Committee (EPAC) (Attachment 1) to provide feedback and input on the New Expenditure Plan, and directed the Transportation Authority Chair and Executive Director to seat the EPAC in consultation with all the Board offices. The EPAC has largely been seated with 26 of 27 seats filled to date as shown in Attachment 2. We hosted two optional orientation meeting/workshops in August and on September 9, Chair Mandelman welcomed the EPAC members at their first official meeting. This memo provides an update on the EPAC's meeting schedule, and on the other outreach we have underway and planned for this effort.

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

BACKGROUND

The half-cent sales tax for transportation was first approved by San Francisco voters in 1989 (Prop B) and then extended by voters in 2003 along with the adoption of the new Prop K Expenditure Plan, which is currently in place. Since then, the Transportation Authority has directed more than \$1.9 billion in half-cent sales tax funding citywide. On average, every dollar in half-cent sales tax funding leverages an additional \$4-\$7 from federal, state, or other sources.



The half-cent sales tax generates about \$110 million per year (pre-pandemic) and helps fund transportation projects large and small across the city. Major capital investments have included the purchase of new Muni buses and light rail vehicles, Salesforce Transit Center, the electrification of Caltrain (under construction), Muni Central Subway, and reconstruction of Doyle Drive, now known as Presidio Parkway. It also makes a big difference in people's lives through smaller projects like traffic calming, street repaving projects, paratransit service for seniors and persons with disabilities, protected bicycle lanes, new and upgraded signals, and, during the pandemic, taxi rides home for essential workers.

The Expenditure Plan guides the way the half-cent sales tax program is administered by identifying eligible project types and activities, designating eligible sponsoring agencies, and establishing limits on sales tax funding by Expenditure Plan line item. It also sets expectations for leveraging of sales tax funds with other federal, state, and local dollars to fully fund the Expenditure Plan programs and projects and includes policies for program administration. Finally, the current Prop K Expenditure Plan requires that the Transportation Authority Board establish an EPAC to help develop a new Expenditure Plan.

DISCUSSION

EPAC Update and Agenda Roadmap. Working with the Chair's office and our Executive Director, and in consultation with other Board members and legislative aides, we have confirmed representatives for 26 of the maximum 27 seats approved by the Board in June. The current roster is included as Attachment 2. We continue to work with the Chair and District 2 office to fill the remaining seat. We are very grateful to all the EPAC members and alternates who have agreed to dedicate their time and energy toward this important effort over the next several months.

The goal of the EPAC is to help shape the New Expenditure Plan and ultimately, recommend that the Transportation Authority Board approve the New Expenditure Plan for the ongoing half-cent sales tax for transportation and place it on the ballot (anticipated June 2022). EPAC meetings are open to the public, and public comment will be taken at each meeting. Agendas and other meeting materials will be posted online at the project website (www.sfcta.org/ExpenditurePlan) and on the Transportation Authority's meetings, agendas and events calendar (www.sfcta.org/events). Meetings are currently being held in virtual format.

The EPAC is reviewing preliminary draft recommendations for a New Expenditure Plan and will spend the upcoming meetings having detailed discussions about project and program funding levels and draft eligibility language. Partner agency staff have been invited to make brief presentations about proposed investment types, focusing on the benefits of the proposal, the financial need for the investment, and other funding sources available for these types of investments. Transportation Authority staff will also present policy recommendations for the administration of the sales tax expenditure plan and for the project prioritization



process. Throughout this whole process, we are also asking the EPAC to help us shape the plan - what is funded and the policies that will guide its implementation, so that the transportation sales can help advance equity in the city. At the group's final meetings, the EPAC will be asked to vote to make a recommendation to the Board.

The meeting schedule and proposed agenda roadmap for the EPAC is included as Attachment 3. The schedule of roughly bi-monthly meetings September through December is designed to enable the Board to make a decision about whether or not to ask the Board of Supervisors to place a measure on the ballot in June 2022. The deadline for placing a measure on that ballot is anticipated to be in early March 2022.

New Expenditure Plan Outreach and Engagement. During prior presentations to the board, we described the outreach and engagement strategy for the development of the New Expenditure Plan. The strategy is multifaceted and draws on lessons learned from other projects at the Transportation Authority to help ensure that we hear from folks who may be disproportionately affected by the sales tax while being respectful of the organizations that serve low-income communities and communities of color, many of which are stretched thin right now due to the lengthy pandemic. Attachment 4 lists each of the outreach and engagement strategies and provides a status update for each.

Our ability to successfully develop and deliver the New Expenditure Plan, just like the current one, depends on working collaboratively with San Francisco project sponsors, including city agencies, regional transit operators serving the city such as BART and Caltrain, Caltrans, and funding partners such as the MTC. We will continue to regularly agendaize reauthorization of the sales tax at our monthly Technical Working Group meetings. We have requested identification of a point person(s) at each agency to assist with support of the EPAC, including coordination of agency presentations and responses to information requests. We also meet with project sponsor staff in smaller groups, as requested/needed and through our long-range planning efforts on ConnectSF and the SFTP 2050. Lastly, we have regular staff and management level meetings with the SFMTA, the largest recipient of Prop K sales tax funds, to coordinate on local, regional, state and federal funding strategy.

Next Steps. The next EPAC meeting is scheduled for September 23 from 6 to 8 pm. We will keep working with our technical partners while we move forward with our outreach and engagement strategy. We will continue to provide regular updates to the Board and Community Advisory Committee and are reaching out to all of the Board offices to offer briefings.

FINANCIAL IMPACT

None. This is an information item.



CAC POSITION

The Community Advisory Committee will hear this item at the September 22, 2021 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Approved EPAC Structure (Resolution 21-51)
- Attachment 2 – EPAC Roster as of September 9, 2021
- Attachment 3 – EPAC Meetings: Agenda Roadmap
- Attachment 4 – New Expenditure Plan Outreach and Engagement Plan Status

Attachment 1 - Expenditure Plan Advisory Committee Structure¹

Approved June 8, 2021 through Resolution 21-51

Category	Affiliation / Representation	Target # of Members
Equity and Neighborhood Focus ²	Communities of Concern / Equity Priority Communities / low-income communities / communities of color	9
	Other Neighborhoods / Communities	4
	<i>Subtotal</i>	13
Advocacy Organizations	Equity & Environment	2
	Modal: Bike	1
	Modal: Transit	1
	Modal: Walk	1
	Seniors and People with Disabilities	2
	Youth	1
	<i>Subtotal</i>	8
Business/Civic Groups	Civic	1
	Labor	1
	Large Businesses	1
	Small Businesses	2
	Tourism	1
	<i>Subtotal</i>	6
TOTAL		27

¹Target of a 25-to-27-member committee. It is possible that some interest areas may overlap, and members may be able to represent more than one interest area.

²Intent to include 1 to 2 Transportation Authority Community Advisory Committee members.



2021 Expenditure Plan Advisory Committee Roster - Updated September 9, 2021

Affiliation/ Representation	District	Organization	Member	Alternate
Equity Priority Community: Bayview	10	EDoT Bayview	Earl Shaddix	
Equity Priority Community: Bayview	10	FACES SF	Susan Murphy	Melvin Parham
Equity Priority Community: Chinatown	3	Chinatown Community Development Center & SFCTA Community Advisory Committee	Rosa Chen	
Equity Priority Community: Excelsior	11	Excelsior Action Group	Mel Flores	Maribel Ramirez
Equity Priority Community: Inner Mission	9	N/A	Yensing Sihapanya	
Equity Priority Community: Outer Mission/Ingleside	11	OMI Cultural Participation Project	Maurice Rivers	
Equity Priority Community: Tenderloin	6	Tenderloin Street Safety Task Force	Eric Rozell	
Equity Priority Community: Western Addition	5	New Community Leadership Foundation	Majeid Crawford	
Neighborhoods/Communities	1	N/A	Jay Bain	
Neighborhoods/Communities	2	TBD	TBD	
Neighborhoods/Communities	4	N/A	Maelig Morvan	
Neighborhoods/Communities	7	Community Living Campaign	Joan Van Rijn	
Neighborhoods/Communities	8	N/A	Aaron P. Leifer	
Advocacy: Environment		League of Conservation Voters	Amandeep Jawa - EPAC Chair	
Advocacy: Equity		PODER	Jessie Fernandez	
Advocacy: Modal, Bike		San Francisco Bicycle Coalition	Chris White	
Advocacy: Modal, Transit		San Francisco Transit Riders	Zack Deutsch-Gross	
Advocacy: Modal, Walk		Walk San Francisco	Jodie Medeiros	
Advocacy: Seniors and People with Disabilities		Self Help for the Elderly	Anni Chung - EPAC Vice Chair	



Affiliation/ Representation	District	Organization	Member	Alternate
Advocacy: Seniors and People with Disabilities		Senior and Disability Action	Pi Ra	
Advocacy: Youth		San Francisco Youth Commission	Calvin Quick	Sasha Hirji
Business/Civic: Civic		SPUR	Nick Josefowitz	
Business/Civic: Labor		San Francisco Labor Council	Kim Tavaglione	
Business/Civic: Large Businesses		San Francisco Chamber of Commerce	Rodney Fong	
Business/Civic: Small Businesses		San Francisco Council of District Merchants Associations	Maryo Mogannam	
Business/Civic: Small Businesses		San Francisco Small Business Commission	Sharky Laguana	
Business/Civic: Tourism/Visitors		San Francisco Travel Association	Jessica Lum	Cassandra Costello

Total number of EPAC seats: 27

Total confirmed EPAC members: 26

EPAC Meetings: Agenda Roadmap



Meeting #	Agenda Topics (proposed, subject to change)
Optional Meetings August 19, 28	Introduction to the Transportation Authority Expenditure Plan Advisory Committee Purpose and Process Transportation Funding Basics
Meeting #1 September 9	Expenditure Plan Advisory Committee Purpose and Process Initial Draft Expenditure Plan Summary Equity Analysis and Outreach Plan Summary
Meeting #2 September 23	Maintaining our Transportation Systems <ul style="list-style-type: none"> • Local Streets and Roads • Transit (Muni BART Caltrain) Paratransit Operations
Meeting #3 October 14	Enhancing and Expanding our Systems, Part 1 <ul style="list-style-type: none"> • Street Safety and Accessibility • Freeway Safety and Operational Improvements • Transformative Freeway Projects

EPAC Meetings: Agenda Roadmap



Meeting #	Agenda Topics (proposed, subject to change), continued
Meeting #4 October 28	Enhancing and Expanding our Systems, Part 2 <ul style="list-style-type: none"> • Transit Reliability, Capacity and Expansion • Next Generation Transit Investments Expenditure Plan Policies, Part 1
Meeting #5 November 4	Planning and Transportation Demand Management <ul style="list-style-type: none"> • Citywide and Modal Planning • Neighborhood Program • Equity Community Program • Development Oriented Transportation • Transportation Demand Management Expenditure Plan Policies, Part 2
Meeting #6 November 18	Draft Final Expenditure Plan
Meeting #7 December 9	Final Action: Recommendation to the SFCTA Board



**Attachment 4.
New Expenditure Plan Outreach and Engagement Strategy
Status as of September 10, 2021**

Engagement Method	Description	Schedule
Community Interviews	One-on-one discussions with community members living in, working in, or serving Equity Priority Communities, to learn about transportation priorities in their communities	Underway, scheduled through the end of September
Expenditure Plan Advisory Committee (EPAC)	A diverse group of 27 representatives convened to provide input and ultimately recommend that the Transportation Authority Board approve a new Expenditure Plan for the ongoing sales tax for transportation and place it on the ballot. The EPAC will be meeting approximately twice a month in public virtual meetings. Meeting agendas and materials will be posted on our website at www.sfcta.org/expenditureplan	Underway, scheduled September - December
Online Survey	An online questionnaire to get feedback on potential investment types	Planned to go live online in mid-September at www.sfcta.org/expenditureplan
Non-English Focus Groups	Focused discussions in Spanish, Chinese and Russian, in partnership with community-based organizations and targeting mono-lingual communities who are difficult to reach through other means, to get feedback on potential investment types	Planned for September - October
Joining Existing Meetings	Presentations and discussions with organizations that are regularly meeting to get feedback on potential investment types and educate the public	Planned for September - February
Traditional, Social, and Multi-lingual Media	Multi-modal media strategy to educate the public about the new expenditure plan effort and engagement opportunities	Planned for October - February
Town Hall Meetings	Broad public meetings which will be recorded and posted online	Planned for late October / early November
Voter Opinion Survey	A statistically-significant telephone and online survey of registered voters to help inform ballot measure timing and messaging	Timing TBD