



AGENDA

Citizens Advisory Committee Meeting Notice

Date: Wednesday, June 24, 2020; 6:00 p.m.

Location: Watch <https://bit.ly/3eyIM7G>

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

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

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom’s statewide order for all residents to “Stay at Home” - and the numerous local and state proclamations, orders, and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Citizen Advisory Committee (CAC) meetings will be convened remotely and allow for remote public comment. Members of the public are welcome to stream the live meeting via the meeting link provided above. If you want to ensure your comment on any item on the agenda is received by the CAC in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Wednesday, June 24, or call (415) 522-4800.

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6:00 1. Call to Order

6:05 2. Chair’s Report - **INFORMATION**

6:10 **Consent Agenda**

3. Approve the Minutes of the May 27, 2020 Meeting - **ACTION***

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4. Citizens Advisory Committee Appointment - **INFORMATION**

The Board will consider recommending appointment of one member to the Citizens Advisory Committee (CAC) at an upcoming meeting. The vacancy is the result of the resignation of Ranyee Chiang (District 4 representative). Neither staff nor CAC members make recommendations regarding CAC appointments. CAC applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.



5. Adopt the Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program - **INFORMATION*** 11
The Transportation Authority Board will consider final approval of this item on its second appearance at the June 23 Board meeting. The item is included here for the CAC's reference.

End of Consent Agenda

- 6:15 6. Adopt a Motion of Support for the Allocation of \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests - **ACTION*** 27
Projects: (SFMTA) Prop K - Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,930,724) and Bicycle Facility Maintenance (\$300,000); Prop AA - Transit Stop Signage Enhancements Program - Phase 1 (\$1,043,898)
- 6:25 7. Adopt a Motion of Support for the Adoption of the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning] - **ACTION*** 71
- 6:35 8. Adopt a Motion of Support for the Adoption of the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning] - **ACTION*** 75
- 6:45 9. Adopt a Motion of Support for the Approval of the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects - **ACTION*** 79
- 6:55 10. Adopt a Motion of Support to Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Plan Bay Area 2050 - **ACTION*** 87
- 7:05 11. Presentation on the San Francisco Municipal Transportation Agency's Transportation Recovery Plan - **INFORMATION*** 109
San Francisco Municipal Transportation Agency (SFMTA) Director Tumlin and SFMTA staff will present and seek input on the SFMTA's Transportation Recovery Plan, including transit service and street recovery planning, support for neighborhood commercial districts and managing demand for travel.

Other Items

- 7:45 12. 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.
- 7:50 13. Public Comment
- 8:00 14. Adjournment

*Additional Materials

Next Meeting: July 22, 2020



**San Francisco
County Transportation
Authority**

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DRAFT MINUTES

Citizens Advisory Committee

Wednesday, May 27, 2020

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:01 p.m.

CAC members present: Ranyee Chiang, David Klein, John Larson, Jerry Levine, Stephanie Liu, Danielle Thoe, Sophia Tupuola and Rachel Zack (8)

CAC Members Absent: Robert Gower, Kevin Ortiz (entered during Item 3), and Peter Tannen (entered during Item 8) (3)

Transportation Authority staff members present were Director Chang, Colin Dentel-Post, Cynthia Fong, Rachel Hiatt, Anna LaForte, Maria Lombardo, Yvette Lopez-Jessop, Mike Pickford, and Eric Young.

2. Chair's Report - INFORMATION

Chair Larson reported that CAC Members have received Board packets since the shelter-in-place public order had been implemented. He commented that he asked staff about accelerated projects taking place during the public order and staff reported that Caltrans accelerated and completed the Alemany Deck Replacement; SFMTA was past 50% complete on Van Ness Bus Rapid Transit (BRT) with sidewalk, traffic, and sewer improvements in progress; and SFMTA was currently evaluating cable car pulley rebuild and some other projects for potential acceleration. Chair Larson also mentioned that capital projects reports on Central Subway, Caltrain Modernization, and Van Ness BRT were on deck for upcoming CAC meetings.

Executive Director Chang addressed CAC members with well wishes and provided an agency progress report since the shelter in place order took effect. She thanked Chair Larson for presenting at the May 12 Board Meeting. She then reported on staff work on the Alemany Deck Replacement, 19th Avenue, Park Presidio, Van Ness, and other projects, as well as collaboration with the San Francisco Municipal Transportation Agency (SFMTA) and the city's Metropolitan Transportation Commission representatives on transit funding from federal COVID relief, and with the San Francisco Department of the Environment and Air District on Commissioner Matt Haney's request to expand the Emergency Ride Home program for late-night essential workers using Transportation Fund for Clean Air and Prop K funds. Director Chang also discussed the slow increase in congestion as public orders ease and said that the agency data team is monitoring and supporting SFMTA in their collaboration with San Francisco Recreation and Parks on Slow Streets management and the District 4 Mobility Study being led by Transportation Authority staff.

There was no public comment.

Consent Agenda

3. Approve the Minutes of the February 26, 2020 Meeting - ACTION



4. **Citizens Advisory Committee Appointment - INFORMATION**
5. **State and Federal Legislation Update - INFORMATION***
6. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2020 - INFORMATION***

There was no public comment.

Sophia Tupuola moved to approve the Consent Agenda, seconded by Ranyee Chiang.

The Consent Agenda was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Ortiz, Thoe, Tupuola, and Zack (9)

Absent: CAC Members Gower and Tannen (2)

End of Consent Agenda

7. **Adopt a Motion of Support to Revise the Amended Fiscal Year 2019/20 Budget to Decrease Revenues by \$33.4 Million and Decrease Expenditures by \$5.0 Million for a Total Net Decrease in Fund Balance of \$28.4 Million - ACTION***

Cynthia Fong, Deputy Director for Finance & Administration, introduced the item.

Jerry Levine asked how the shift to working from home would affect the agency's need for office space. Ms. Fong answered that the agency has secured good rates for its office space through a long-term lease and had no immediate plans to make changes. She noted even during shelter in place, office space is being used to support agency activity, like producing the virtual meetings.

Chair Larson asked about the change in fund balance with a net decrease and if the balance carries forward into the next fiscal year. Ms. Fong answered in the affirmative and said that during a negative fund balance situation, the agency has at its disposal the debt program, which the CAC had supported. She further explained that this kept the agency in a good cash position, and that the agency also had the ability to tap the revolving credit loan, which the agency hasn't yet had to draw from.

Ranyee Chiang asked what is the typical budget balance from previous years, so that members could better understand the decrease for the current fiscal year's balance. Ms. Fong answered that it had fluctuated in the past, but that the proceeds from the revenue bond the fund balance at a good level; and for future years, the agency could draw down on the revolving credit loan if needed. She said the fund balance would remain the same but may dip lower based on incoming expenditures.

There was no public comment.

Rachel Zack moved to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Ortiz, Liu, Thoe, Tupuola, and Zack (9)

Absent: CAC Members Gower and Tannen (2)



8. Adopt a Motion of Support for the Appropriation of \$100,000 in Prop K Sales Tax Funds for Neighborhood Transportation Improvement Program Coordination - ACTION*

Mike Pickford, Senior Transportation Planner, introduced the item.

Chair Larson congratulated District 11 for allocating all of their funds and asked why the District 7 Lake Merced Bikeway was only at 7% progress after a couple years, noting he would be fine with a follow up on this after the meeting. He also asked if Prop K appropriation was periodically approved for the NTIP Program Coordination program. Mr. Pickford answered in the affirmative, explaining that it was usually an annual appropriation, and said he would follow up on the Lake Merced question.

There was no public comment.

Jerry Levine moved to approve the item, seconded by Danielle Thoe.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola, and Zack (11)

Absent: CAC Members Gower and Ortiz (2)

9. Adopt a Motion of Support to Amend the Prop AA Strategic Plan - ACTION*

Mike Pickford, Senior Transportation Planner, presented the item.

There was no public comment.

David Klein moved to approve the item, seconded by Jerry Levine.

The item was approved by the following vote:

Ayes: CAC Members Chiang, Klein, Larson, Levine, Liu, Thoe, Tupuola, and Zack (8)

Absent: CAC Members Gower, Ortiz, and Tannen (3)

10. Adopt a Motion of Support to Increase the Amount of the Professional Services Contract with Nelson\Nygaard Consulting Associates by 775,000, to a Total Amount Not to Exceed \$1,475,000, and Extend the Contract Term Through March 31, 2021, for Technical and Communications Services for the Downtown Congestion Pricing Study - ACTION*

Colin Dentel-Post, Senior Transportation Planner, presented the item.

David Klein observed that the study goals were vague and asked if there were specific metrics to help understand what will have been accomplished if the goals are achieved. Mr. Dentel-Post responded that the Policy Advisory Committee approved a memo that includes specific metrics for each goal, and that this memo can be distributed to the CAC. He gave as examples hours of delays and transit speeds as metrics to support the help keep traffic moving goal.

Stephanie Liu asked whether the air quality metrics address climate change and whether the metrics incorporate state and city climate change goals. Mr. Dentel-Post responded that the air quality metrics include metrics to measure both greenhouse gas emissions and harmful particulates, and that city and state goals are reflected.



Danielle Thoe asked how the additional cost for translation services was determined and whether the need for additional services could have been anticipated. Eric Young, Director of Communications, responded that the additional translation services are not due to an increase in languages but due to an expanded scope of outreach. Mr. Dentel-Post added that the anticipated translation needs did not fit within the original contract capacity, and this increase in contract capacity brings the originally anticipated translation services into the contract.

Rachel Zack asked whether the contract amount may need to be revised based on changes related to COVID-19. She asked how much of the new contract total is outreach. Mr. Dentel-Post responded that the expanded co-creation outreach is resource intensive, that the outreach scoped is the right amount of outreach, but that the timing is uncertain. He stated that the agency needs to remain flexible and stay in touch with community partners, whose availability is affected by COVID-19.

During public comment, Chair Larson brought to the CAC's attention a public comment email from Mary Miles that was distributed to the CAC prior to the meeting.

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

The item was approved by the following vote:

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

Absent: CAC Members Gower and Ortiz (2)

11. San Francisco Municipal Transportation Agency Muni Security Overview - INFORMATION

Kimberly Burrus, SFMTA Chief Security Officer, presented the item.

Jerry Levine asked about the number of cameras operable and how many were out of service in a typical day, and if the out of service cameras were from malfunction or vandalism. Ms. Burrus replied that she did not have the exact numbers on hand, but said SFMTA did not have a big issue with out of service cameras. She offered to provide the numbers to Mr. Levine later on. She further commented that the reason for the out of service cameras depended on their location, noting at portals downed cameras were usually the result of vandalism and at other locations, it tended to be a systems issue.

Peter Tannen asked how effective proof-of-payment inspections were in the Muni Metro stations with multiple exits. Mr. Burrus answered that the agency has switched out its deployment from metro stations to buses during the bulk of the day but does transfer enforcement to metro stations during peak periods, based on the amount of staff available.

David Klein thanked Mr. Burrus for taking the time to present to the CAC and commended her usage of statistics in her presentation. He asked what the roles of the drivers are during passenger assault situations, noting that he had to intervene in several incidents in December, but didn't observe the drivers intervening in any way, even by making an announcement. Ms. Burrus answered that the bus operators were responsible for contacting central control if something is going on the coach, but not to interject. Ms. Burrus noted that they try to avoid drivers interjecting to avoid putting them in danger.

Mr. Klein reported that bus operators on the 38R did not respond in any way during the



three incidents he experienced and he wanted to make sure there was a protocol for driver response. Ms. Burrus responded that guidelines require drivers to contact central control if something is going on and central control will then request assistance from SFPD, as needed. She noted there is a guideline allowing the driver to pull over, but she said during the COVID shelter in place, their observation was that this tended to escalate the situation, so they are re-evaluating these guidelines.

Mr. Klein also asked what percentage of the 180 officers are spending time on the buses versus at the metro stations. Mr. Burrus answered that pre-COVID, Muni Transit Assistance Program (MTAP) unit and fare inspectors deployed to buses most of the day, approximately six hours in a day; and an additional deployment of police department staff and fare inspectors deployed to lines with high fare evasion and high security incidents.

Chair Larson asked how the MTAP ambassador program was doing. Ms. Burrus answered that the program was working well, but staff needed to work on developing a template to gather data to measure the success of the program. Chair Larson commented in the positive.

Jerry Levine commented that it was refreshing to get input from Mr. Burrus and hoped she would come back on occasion to future CAC meetings.

There was no public comment.

Other Items

12. Introduction of New Business – INFORMATION

Ranyee Chiang requested an update on the Slow Streets program at a future meeting and how that might inform more permanent projects. She also stated that she had to step down from CAC and her last meeting would be in June.

Peter Tannen seconded Ms. Chiang's request for a Slow Streets update and due to some technical difficulties said he would email his questions and comments to staff at a later time.

David Klein thanked staff for responding to his request for a Muni security report.

Rachel Zack commented that it was strange there was no public comment at that meeting and asked staff to figure out why there were no calls.

Danielle Thoe also seconded Ms. Chiang's request for a Slow Streets report and asked for a presentation at the next CAC meeting, especially for districts like hers that are densely populated but are not included in the program. Chief Deputy Lombardo answered that staff was close to confirming that Director Tumlin would present on Slow Streets at the June 9 Transportation Authority Board meeting and said she would also follow up about scheduling the same presentation at the June CAC meeting.

Chair Larson commented that since SFMTA Director Jeffrey Tumlin was due to appear at CAC anyway since a prior comment was postponed during shelter in place, it would be great if he could also present at the June CAC meeting as well.

Stephanie Liu echoed Ms. Zack's comments about accessibility for public comment at and asked how long the CAC meetings would continue remotely. Chief Lombardo answered that there was no clear timeframe but she personally anticipated at least several months more of remote CAC meetings. She noted that there was also a group at the city level thinking about the best ways to conduct outreach and address



racial equity and accessibility during shelter in place.

Chair Larson suggested promoting the public call-in number as much as possible.

13. Public Comment

There was no public comment.

14. Adjournment

The meeting was adjourned at 7:52 p.m.



Memorandum

AGENDA ITEM 5

DATE: May 28, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance and Administration

SUBJECT: 6/9/20 Board Meeting: Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program

RECOMMENDATION Information Action

Adopt the proposed provisional three-month Fiscal Year (FY) 2020/21 Budget and Work Program.

SUMMARY

On February 25, 2020, San Francisco declared a state of emergency in response to the global spread of the novel coronavirus, COVID-19, and on March 16, 2020, Mayor Breed directed all residents to shelter in place. In light of the resulting unprecedented level of economic uncertainty, the significant impact of COVID-19 necessitates postponing the adoption of the full annual Budget and Work Program until September, similar to the schedule that Mayor Breed has set for the City's budget. In the interim, to provide for our continued operations, it will be necessary to adopt a provisional three-month FY 2020/21 Budget and Work Program until the time at which the full 12-month budget for FY 2020/21 Budget and Work Program is adopted. The recommended action requires that the Board approve a one-time waiver to certain provisions in the Administrative Code and Fiscal Policy, which require the adoption of the budget by June 30 of the prior fiscal year. The proposed provisional three-month FY 2020/21 Work Program and Budget are shown in Attachments 1 and 2, respectively.

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



BACKGROUND

On January 30, 2020, the World Health Organization declared the outbreak of the novel coronavirus, COVID-19, to be a public health emergency of international concern and on March 11, 2020 declared a worldwide pandemic. On February 25, 2020, San Francisco declared a state of emergency in response to the global spread of COVID-19, and on March 16, 2020, Mayor Breed directed all residents to shelter in place. On March 4, 2020, Governor Gavin Newsom declared a state of emergency in the State of California as a result of COVID-19 and on March 19, 2020, signed Executive Order N-33-20 mandating all persons statewide to stay at home except as needed to maintain continuity of operations of the critical infrastructure sectors. These COVID-19 events have significantly affected our economy and agency revenues.

In light of the resulting unprecedented level of economic uncertainty, the significant impact of COVID-19 necessitates postponing the adoption of the full annual Budget and Work Program until September, similar to the schedule that Mayor Breed has set for the City's budget. In the interim, to provide for the necessary continuation of services and payment of expenditures, it will be necessary to adopt a provisional three-month FY 2020/21 Budget until the time at which the full 12-month budget for FY 2020/21 Budget is adopted.

Section 2(b) of our Administrative Code and Section III.C of our Fiscal Policy contain provisions requiring the adoption of the annual budget by June 30 of the prior fiscal year. If the Transportation Authority is unable to adopt a final budget by June 30, it must adopt a resolution to continue services and payment of expenses, including debt service. To enable the approach outlined above to seek Board approval of a provisional three-month budget, the resolution includes approval of a waiver of the Administrative Code provision requiring adoption of the annual budget by June 30.

DISCUSSION

Work Program. The proposed provisional three-month FY 2020/21 Work Program detailed in Attachment 1 includes core activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program, functioning as the Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program, administering the \$10 Prop AA vehicle registration fee (Prop AA), operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco, and administering the new Traffic Congestion Mitigation Tax (Prop D, November 2019).

The proposed 3-month Work Program continues all of our core functions and provides highlights of new or modified work program items in light of the financial impacts and changing priorities associated with the COVID-19 pandemic.



We have conducted a broad review of our work program and the proposed budget reflects some shifts in priorities.

A few work efforts are being paused or deferred including our New Mobility Pilot Framework, Lombard Crooked Street Project, and SF-Champ model development. At the same time, some new COVID-related work items and priorities are arising, such as funding the San Francisco Department on the Environment's (SFE) Emergency Ride Home program, coordination of advocacy efforts for the federal CARES Act and Metropolitan Transportation Commission's Blue Ribbon Task Force, as well as congestion management efforts such as our COVID-19 Congestion Tracker and the upcoming San Francisco Transportation Re-opening Working Group, convened by Chair Peskin and San Francisco Municipal Transportation Agency (SFMTA) Director Tumlin. Some Commissioners are also seeking support for studies related to emerging questions as we re-open the economy.

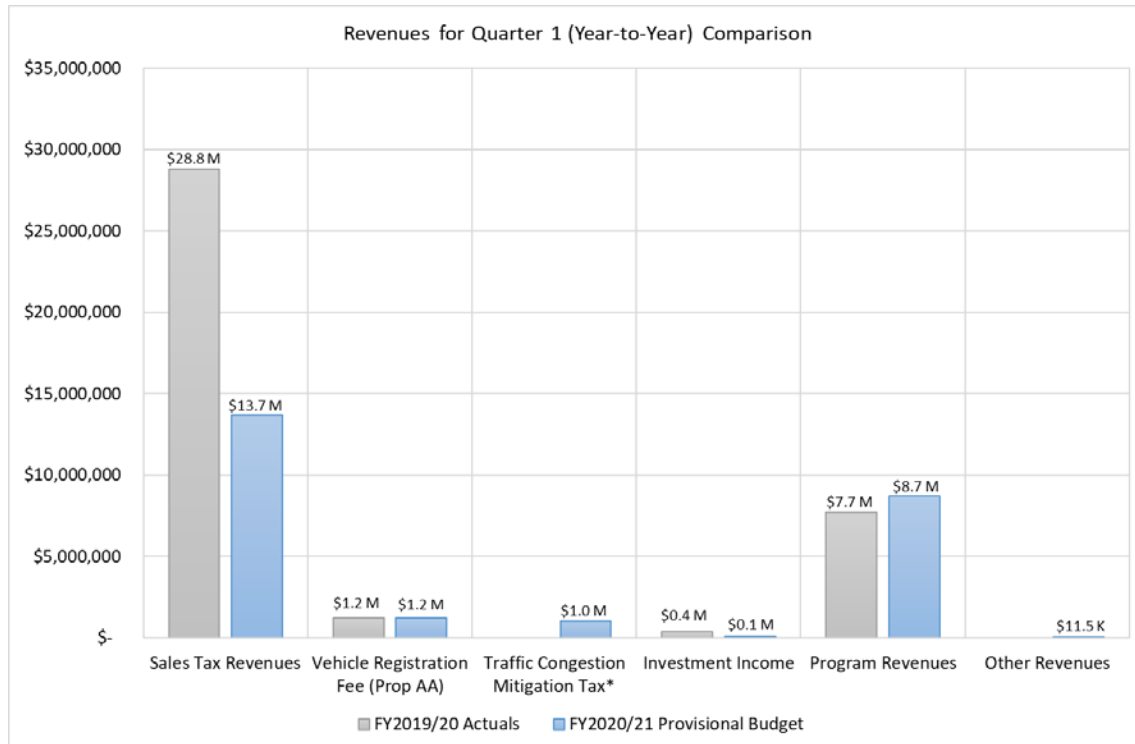
We have been authorized by Chair Peskin to update our Prop K Strategic Plan in light of reduced revenue projections resulting from COVID-19 to ensure we are making the best use of revenues available for new allocations while still meeting current project obligations. We have also been authorized by Chair Peskin to explore Prop K reauthorization which entails re-setting the Expenditure Plan categories and extending the duration of the Expenditure Plan beyond its FY 2033/34 end date. We will evaluate seeking reauthorization in 2023, the 20th year of the Prop K program, or potentially earlier. The reauthorization of the Expenditure Plan will be heavily informed by the San Francisco Transportation Plan (SFTP) update, which is planned for 2021, to correspond with the MTC's adoption of Plan Bay Area.

We will also continue to seek grants and position San Francisco projects for potential stimulus funding opportunities.

Budget. Attachment 2 displays the proposed provisional three-month budget in aggregate line item format per our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA program, and Traffic Congestion Mitigation Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA provisional three-month FY 2020/21 Budget and Work Program will be presented as a separate item to the TIMMA Committee and TIMMA Board at their respective June meetings.

Revenues. Total revenues for the provisional budget period are projected to be \$24.7 million. The majority of anticipated revenues will come from Sales Tax Revenues at \$13.7 million, or 55.3% of total projected revenues; Program Revenues at \$8.7 million, or 35.1% of total projected revenues; and Vehicle Registration Fee at \$1.2 million, or 5.0% total projected revenues.

The following chart shows a comparison of revenues for the proposed provisional three-month FY 2020/21 budget with first quarter actual revenues collected in FY 2019/20.



*Traffic Congestion Mitigation Tax (Prop D, November 2019) collection started January 1, 2020.

Below we provide further detail for each revenue source:

Sales Tax Revenues - Sales tax revenues have declined significantly since the start of stay-at-home orders in March 2020. Due to anticipated further lowered revenues based on the impact of COVID-19, we are projecting \$13.7 million of sales tax revenues for the first three months of FY 2020/21 (July to September), a decrease by approximately 47.5% as compared to the same period last year.

Prop AA Revenues - We serve as the administrator of Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco. We are projecting \$1.2 million of Prop AA revenues for the first three months of FY 2020/21. This is a similar level of revenues as compared to the same period last year.

Traffic Congestion Mitigation Tax Revenues - We began collecting Traffic Congestion Mitigation Tax revenues in January 1, 2020. Based on continuous discussions and coordination with the City’s Controller’s Office and the SFMTA, we are projecting \$1.0 million of Traffic Congestion Mitigation Tax revenues for the first three months of FY 2020/21, a decrease by approximately 20.8% as compared to actual revenues received from January to March 2020.

Investment Income - Our projections assume a lower average daily cash balances in the first quarter of the fiscal year due to a decrease in revenue projections for Sales Tax revenues and



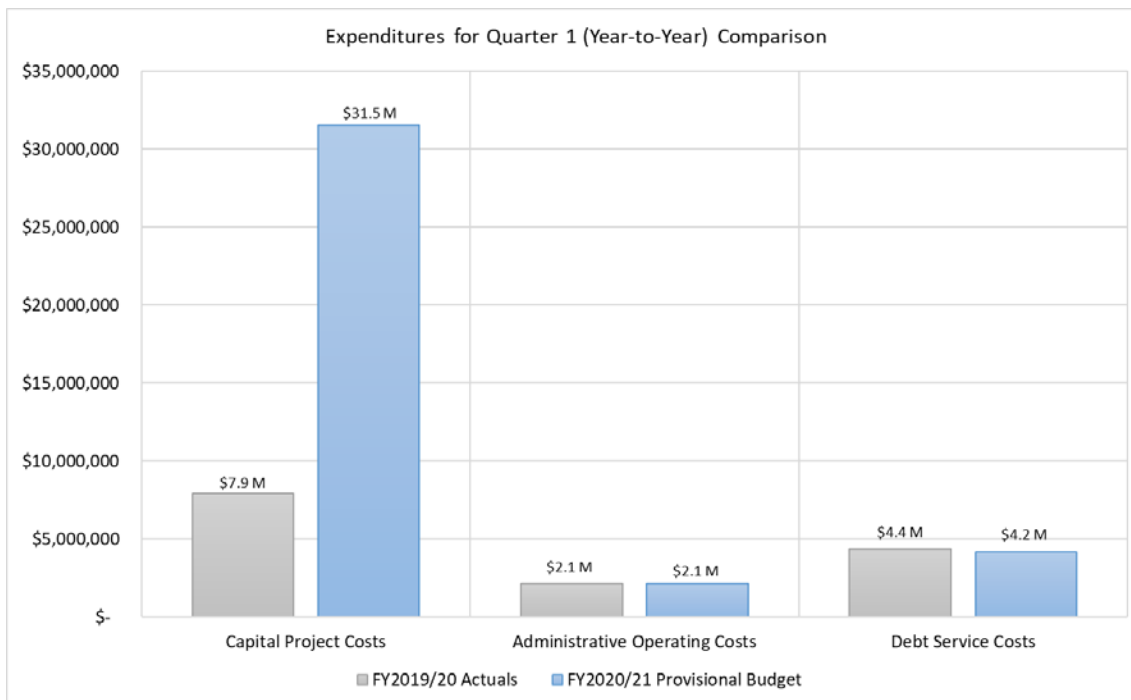
Traffic Congestion Mitigation Tax revenues. As a result, we are projecting \$100,621 of investment income for the first three months of FY 2020/21.

Program Revenues - We are projecting \$8.7 million of Program Revenues for the CMA program, TFCA program and TIMMA program for the first three months of FY 2020/21. These revenues are comprised of federal, state and regional grant revenues to support various projects led by the Transportation Authority. This estimate includes \$3.9 million for the Southgate Road Realignment Project, Phase 2 of the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, that was shifted from the final FY 2019/20 budget as construction activities will commence two months later than anticipated due to the COVID-related schedule impacts.

Other Revenues - Other revenues budgeted in the first three months of FY 2020/21 include revenues from the sublease of our office space, and are estimated at a similar level of revenues as compared to the same period last year.

Expenditures. Total expenditures are projected to be about \$37.8 million for the provisional budget period. Capital projects costs are 83.4% of total projected expenditures, with another 5.6% of expenditures budgeted for administrative operating costs, and 11.0% for debt service and interest costs.

The following chart shows the comparison of expenditures for the proposed provisional three-month FY 2020/21 budget with first quarter actual expenditures in FY 2019/20.





Although sales tax revenues are reduced, our proposed budgeted expenditures reflect the availability of previously secured appropriations and grants, for both sponsor agencies and ourselves. Below we have provided further detail for each expenditure category:

Capital Project Costs - We are projecting to expend \$31.5 million in capital project costs during the first three months of FY 2020/21 across multiple programs. The largest component of these expenditures is sales tax reimbursements to sponsoring agencies like the SFMTA. Some of the main drivers of Prop K Capital Expenditures (and our sales tax revenue bond) are the SFMTA vehicle procurements for motor coaches, trolley coaches, and light rail vehicles. CMA program expenditures include various planning efforts and projects such as the Downtown Congestion Pricing Study.

Also included are the YBI Bridge Structures and YBI Southgate Road Realignment Improvement projects, which are supported by federal, state, and regional funding. Some of the largest Prop AA capital project expenditures include the Haight Street Resurfacing and Pedestrian Lighting project, the Muni Metro Station Enhancements project, and the Brannan Street Pavement Renovation project. TFCA capital project expenditures include the Emergency Ride Home program allocated to the SFE to provide reimbursable taxi rides home for essential workers due to COVID-19.

Administrative Operating Costs - Operating expenditures include personnel expenditures, administrative expenditures, Commissioner-related expenditures, equipment, furniture and fixtures. Due to the anticipated decline of sales tax revenues for the first three months of the fiscal year, we have taken the following steps to reduce administrative operating expenditures in order to off-set anticipated rising essential costs:

- delaying the hiring of four staff vacancies, (but are continuing underway recruitments and filling essential positions);
- curtailed equipment and non-essential purchases and contracting; and
- suspended travel and training as well as some administrative initiatives.

Debt Service Costs - This line item assumes anticipated interest payments and other costs associated with our debt program. We are projecting \$4.2 million of debt service costs, which is at a similar level of expenditures as compared to the same period last year.

Other Financing Sources/Uses. This line item also includes inter-fund transfers among the sales tax and CMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program. Also represented are appropriations of Prop K sales tax to projects such as the Downtown Congestion Pricing Study and the Streets and Freeways Study.

Fund Balance. The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund



balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$19.9 million in total fund balances.

Next Steps. We will continue to monitor revenue streams and coordinate closely with the City and sister agencies to assess short, medium, and long-term financial impacts stemming from the pandemic. While we expect our sales tax and other revenues to be significantly affected going forward, our strong financial position ensures that we can continue to support sponsors' cash needs for the remainder of 2020 and into 2021. Thereafter, we anticipate drawing down from our Revolving Credit Loan and will include a projection of these figures in our proposed FY 2020/21 Annual Budget.

The full 12-month preliminary FY 2020/21 Annual Budget and Work Program will be presented for information to the Citizens Advisory Committee (CAC) and Board in July. The final proposed FY 2020/21 Annual Budget and Work Program will be presented to the CAC and Board for action in September. A public hearing will precede consideration of the FY 2020/21 Annual Budget and Work Program at the September 15th Board meeting.

FINANCIAL IMPACT

As described above.

CAC POSITION

Due to the time sensitive nature of this item, we are bringing this item directly to the Transportation Authority Board. The full 12-month FY 2020/21 Budget and Work Program will be presented to the CAC in July as an information item and in September for action, as mentioned above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Provisional Three-Month Work Program
- Attachment 2 - Proposed Provisional Three-Month Budget

Attachment 1

Proposed Provisional Three-Month Fiscal Year 2020/2021 Annual Work Program

The Transportation Authority's provisional three-month Fiscal Year (FY) 2020/21 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data and Analysis, and 5) Finance and Administration. The Executive Director's office is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director's office is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state and federal agencies.

In the first quarter of Fiscal Year (FY) 2020/21, our work program reflects the continuation of core activities and essential projects and programs in the multi-disciplinary and collaborative nature of our roles in planning, funding and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds. The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: serving as the Prop K transportation sales tax administrator and Congestion Management Agency (CMA) for San Francisco, acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program and administering the \$10 Prop AA vehicle registration fee and Prop D Traffic Congestion Mitigation Tax program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA provisional 3-month FY 2020/21 Work Program will be presented to the TIMMA Board as a separate item and is not reflected below.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning and coordination are at the core of the agency's planning functions. In the first quarter of FY 2020/21, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while advancing the next update (SFTP, 2021) through the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, as part of our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. Most of the FY 2020/21 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects Division in close coordination with Technology, Data and Analysis and the Policy and Programming Divisions. Proposed activities include:

Active Congestion Management:

- **San Francisco Transportation Re-Opening Working Group.** We will actively support this working group which will be co-chaired by Transportation Authority Chair Peskin and SFMTA Director Tumlin. The workgroup, which is anticipated to meet weekly for the next several months, will facilitate interdepartmental and interagency collaboration to further develop and vet the city's approach to transportation in support of San Francisco's re-opening. Many of our ongoing and new work program

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efforts such as our COVID-19 Congestion Tracker, the Downtown Congestion Pricing Study, and our coordination and advocacy related to the regional Blue Ribbon Transit Recovery Task Force, will be highly relevant to this effort.

- **COVID-19 Congestion Tracker.** The recent shelter-in-place (SIP) orders have rapidly changed traffic patterns and congestion. Overnight, San Francisco went from experiencing some of the worst congestion in the country to being virtually congestion-free. Recently, as the economy begins to recover, we have seen traffic and congestion levels rising. The Transportation Authority's COVID-Era Congestion Tracker (covid-congestion.sfcta.org) is an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor weekly changes in roadway congestion in order to identify emerging congestion "hot spots" and identify appropriate management strategies. The congestion tracker also allows users to view speed data for the city overall or for particular segments, and to compare current speeds to pre-COVID conditions. We will continue to update the tracker, analyze the data, and use this as an input as we evaluate different scenarios for the re-opening of San Francisco.
- **Downtown Congestion Pricing Study.** We have worked with the Policy Advisory Committee (PAC) and other stakeholders to set key goals and objectives, including advancing equity while reducing congestion, transit delays, traffic collisions, air pollution, and greenhouse gas emissions, and established alternative configurations for screening. The Study's scope and budget are proposed to be increased at the current Board Meeting to expand outreach and communications per the PAC's input; and owing to this extra outreach and SIP, the study schedule has been extended by one quarter with findings anticipated to be presented in spring 2021.

SFTP Implementation and Board Support:

- **Neighborhood Transportation Improvement Program (NTIP) Cycle 2.** Identify and advance new projects through the Cycle 2 of the sales tax-funded NTIP and monitor implementation of projects funded through Cycles 1 and 2. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. We will continue to work closely on identification and scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, in coordination with Board members and the SFMTA's NTIP Coordinator, and will monitor and support new NTIP efforts led by other agencies. We are also continuing to lead NTIP projects in 5 districts: Districts 3, 4, 5, 9 and 10.

Long Range, Countywide, and Inter-Jurisdictional Planning:

- **SFTP 2050 and ConnectSF:** With our partners SFMTA and SF Planning we completed a round of outreach earlier this year and have advanced the Streets and Freeway Study and the Transit Corridors Study. We are planning outreach in fall 2020 to

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further advance these studies, which along with other planning and policy efforts, will identify projects and policies for inclusion in the SFTP update. The SFTP will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050. The SFTP informs San Francisco's input into the next update of Plan Bay Area, PBA 2050. Both plans are slated for adoption in 2021. The SFTP will also be central to reauthorization of the Prop K sales tax wherein we can reset Expenditure Plan categories and extend the Expenditure Plan end date past FY 2033/34 - which we will begin evaluating this year (see Fund section for additional details).

- **Express Lane System Planning and Policy Support.** Although environmental review is paused, we continue to work on conceptual planning and equity studies for the San Francisco freeway system (including 101/280, mainline 101, 280 West and the San Francisco-Oakland Bay Bridge (SFOBB) corridor) as a way to inform related Plan Bay Area and ConnectSF Streets and Freeways policy and planning work. This will also allow us to continue to coordinate with regional agencies on Express Lane Strategic Plan and US101 corridor plans with San Mateo and Santa Clara counties.
- **Emerging Mobility Services & Technologies.** We have paused this work, which had been slated for mid-2019 delivery, due to staff turnover and a shift in COVID-related priorities as well as to focus on providing input to state rulemaking processes.
- **Transportation Network Companies (TNC) Impact Studies.** Following our work on TNCs and congestion, we continue to work with California Air Resources Board (CARB) to set emissions reduction targets for the sector. By mid-year, we anticipate releasing reports on the effects of TNCs on transit ridership and by year end the report on TNCs and equity.
- **Support Statewide and Regional Planning Efforts.** Continue to support studies and planning efforts at the state and regional levels including the California High-Speed Rail Authority's Business Plan and Environmental Impact Report, Caltrain Business Plan coordination, CTC/CARB joint efforts on climate policy, State of California Public Utilities Commission(CPUC) data rulemaking and regulations for TNCs, and the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force and Express Lane white papers. Coordinate with BART and others to scope and advance the study of a potential second Transbay rail crossing, and associated connection to west side.

Transportation Forecasting, Data and Analysis:

- **Travel Forecasting and Analysis for Transportation Authority Studies.** Provide modeling, data analysis, to support efforts such as SFTP and ConnectSF, including the Streets and Freeways Study and the Transit Corridors Study, District 4 and District 5 Neighborhood studies, Third Street-15 Bus Study, Treasure Island Mobility Management Program, Downtown Congestion Pricing Study, 22nd Street Station Location Study and Downtown Rail Extension.

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- **Modeling Service Bureau.** Provide modeling, data analysis, and technical advice to city agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Transportation Sustainability Program Evaluation Study.** Advance research on effective strategies for Travel Demand Management by major employers and institutions.
- **New Mobility Rulemaking:** We continue to work with SFMTA to provide San Francisco's input to state and Federal rulemaking opportunities, particularly related to CPUC TNC policies (ADA, data), CARB emissions targets for TNCs and Federal autonomous vehicle policies through transportation reauthorization and other legislative efforts.
- **Model Enhancements:** We are limiting our model development efforts so that we can focus on helping to understand current essential travel patterns, as well as those that result from re-opening the economy. These efforts include tracking congestion trends and represent the new transit service levels in the region during SIP.

FUND

The agency was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles which have subsequently been taken on including acting as the administrator for Prop AA, the Traffic Congestion Mitigation Tax (Prop D), the TFCA county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; we advocate for discretionary funds and legislative changes to advance San Francisco project priorities; provide support to enable sponsors to comply with timely-use-of-funds and other grant requirements; and seek to secure new sources of revenues for transportation-related projects and programs.

Fund Programming and Allocations: Administer the Prop K sales tax, Prop AA vehicle registration fee, TFCA, and Prop D programs through which the agency directly allocates or prioritizes projects for grant funding; monitor and provide project delivery support and oversight for the San Francisco Lifeline Transportation Program, One Bay Area Grant (OBAG), and State Transportation Improvement Program (STIP) in our role as CMA. Provide technical, strategic and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (see below), the State's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts planned for the first quarter of FY 2020/21 include asking the Board to adopt FY 20/21 **TFCA** program of projects in July; conducting a **Prop AA** mid-cycle call for projects; and continuing to engage with the Board and key stakeholders such as the SFMTA, Department of Public Health, the Pedestrian Safety Advisory Committee, and Bicycle Advisory Committee for input on program guidelines for the **Traffic Congestion Mitigation Tax**. We anticipate bringing the

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Traffic Congestion Mitigation Tax guidelines to the Board for information in July and approval in the September time frame, and depending upon revenue levels, programming funds shortly thereafter.

Senate Bill 1: We were pleased to see major Bay Area projects receive grant funds from the Transit and Intercity Rail Capital Program (TIRCP), and continue to support the regional asks for Solutions for Congested Corridors funds (particularly BART Core Capacity), and the Board's approved San Francisco's project priorities for the Local Partnership Program (LPP) competitive funds (applications due end of June). In first quarter of FY 20/21, we plan to identify and seek Board approval of project priorities for LPP formula funds that the agency prioritizes, as well as track pipeline projects for potential Caltrans Complete Streets funding opportunities. We will continue to engage the Board and MTC Commissioners, including seeking guidance on prioritizing funds.

Horizon and Plan Bay Area 2050. As CMA, we will continue to coordinate San Francisco's input to Plan Bay Area 2050 and related transit and housing policy efforts (Regional Housing Needs Allocation, Blue Ribbon Transit Recovery Task Force). These efforts involve close coordination with San Francisco agencies, the Mayor's office, and our ABAG and MTC Commissioners, as well as coordination with Bay Area CMAs, regional transit agencies and other community stakeholders.

New Revenue Options. As we have reported some new revenue measures we were tracking have changed plans and are no longer seeking to be placed on the November 2020 ballot (a regional transportation measure (e.g. FASTER), a Bay Area housing bond). We continue to track Regional Measure 3 status (in litigation) and a potential Caltrain 1/8 sales tax measure, and are coordinating with SFMTA on potential needs and opportunities for a potential transportation measure in the next available election cycle, including Prop K reauthorization (see below).

Prop K Strategic Plan Update and Reauthorization. Just as we did with the first Prop B half-cent transportation sales tax measure, we are anticipating the need to update the Prop K Expenditure Plan categories to reflect new priorities that aren't eligible under the 2003 Expenditure Plan and to replenish funds for categories running out of funds by extending the end date of the Expenditure Plan, currently set for FY 2033/34. In first quarter, we will focus on development of an overall scope of work and approach for the reauthorization effort, which will include consideration of other potential revenue options (local and regional, in particular) and developing a "bridge strategy" to keep projects moving and a project pipeline under development until new funds are available. We will also continue efforts to refine scenarios for short and long-term sales tax revenue projections evaluating the impacts of different trajectories for recovery from the pandemic-induced recession. We will use these forecasts to work with project sponsors on a 2020 Prop K Strategic Plan update that reflects a lower revenue forecast and seeks to counter balance the decline as much as possible by updating project reimbursement schedules for existing allocations and programmed, but unallocated funds. We anticipate completing the Strategic Plan update this fall.

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Legislative Advocacy. We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off of SFTP recommendations, the agency's adopted legislative program (e.g. includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies.

Funding and Financing Strategy and Federal Advocacy/Stimulus readiness. Provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, the Downtown Extension and Geary Corridor BRT as well as Better Market Street. Position San Francisco's projects and programs and coordinate advocacy efforts for potential stimulus funding opportunities, including the remaining federal CARES funds (eligible for operations) to be distributed to transit operators through MTC this July. Continue to serve as a funding resource for all San Francisco project sponsors, including brokering fund swaps, as needed.

DELIVER

The timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and overseeing the delivery of the Prop K sales tax major capital projects, such as the SFMTA's Central Subway, Van Ness Bus Rapid Transit (BRT), and facility upgrade projects; the Downtown Rail Extension; and Caltrain Modernization, including Electrification. The agency is also serving as lead agency for the delivery of certain projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key delivery activities for FY 2020/21 include the following:

Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** We have worked with Caltrans, BATA, Treasure Island Development Authority (TIDA), and the U.S. Coast Guard on final approvals and completed contracting so plans are to break ground in June/July.
- **YBI West Side Bridges.** We are continuing work on supplemental environmental review, final engineering and design of the West Side Bridges and preparing for construction. We are also developing bicycle/ped path plans for potential inclusion of this scope into the West Side bridges project. See YBI Bike/Ped Path below.

Transportation Authority - Lead Project Development:

- **I-280/Ocean Ave.** South Bound Off-Ramp Realignment: Advance I-280 Interchange modifications at Balboa Park, obtain approval of the combined Caltrans Project Study

Attachment 1

Proposed Provisional Three-Month Fiscal Year 2020/2021 Annual Work Program Report/Project Report and environmental document, prepare funding plan and advance design efforts dependent on funding availability.

- **YBI Bike/Ped Path.** We are working with our partners, BATA, TIDA, SFMTA and interested stakeholders (SF and East Bay bicycle coalitions) to complete the YBI Bike/Ped Study with an emphasis on evaluating a ped/bike connection on the western side of the island from the SFOBB East Span YBI viewing area down to the new (under construction) Treasure Island Ferry Terminal and an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path.

Transportation Authority - Project Delivery Support:

- **Caltrain Early Investment Program and California High-Speed Rail Program.** Coordinate with the California High-Speed Rail Authority and city agencies on high-speed rail issues affecting the city; work with Caltrain, MTC, the Mayor's Office and other Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program including the Positive Train Control and Electrification projects. Continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system to the Peninsula corridor that extends to the new Salesforce Transit Center including leading critical Configuration Management Board efforts. Support policy discussions as requested for Caltrain funding and governance.
- **Central Subway.** Project management oversight; scope/cost/schedule and funding assessment and strategy, including participation in critical Configuration Management Board efforts.
- **Transbay Salesforce Transit Center and Downtown Extension.** We continue to perform project management oversight on the transit center (Phase 1) and have now finalized the Memorandum of Understanding with regional partners for the SF Peninsula rail program (Downtown Rail Extension and 4th/King railyards). We are also coordinating with BART/Capitol Corridor as they lead Transbay rail planning efforts for a second crossing.
- **Geary and Van Ness Avenue BRTs.** Oversee SFMTA construction efforts including environmental compliance for Geary Phase I and Van Ness BRT. Work closely with SFMTA to review costs, value engineering and phasing as well as optimization of Geary BRT Phase II project plans.
- **Better Market Street.** Continue to participate in interagency project team meetings, with a current focus on value engineering, project phasing and strengthening funding plans.

TRANSPARENCY AND ACCOUNTABILITY

- **Operations:** We will continue to maintain ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of

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taxpayer funds. During the first quarter, we'll prepare annual financial statements for FY 19/20, complete three fiscal and compliance audits, finish the implementation of an automated accounts payable system, and provide additional efforts to develop the postponed annual FY20/21 budget.

- **Communications:** We will continue to refine outreach and communications techniques to adapt to SIP rules, with a focus on racial equity and seeking to engage communities of concern. We will also continue to develop outreach to highlight the agency's 30th year anniversary and accomplishments.



Attachment 2
Proposed Fiscal Year 2020/21 3-Month Provisional Budget

	Proposed 3-Month Provisional Budget by Fund						Proposed Fiscal Year 2020/21 3-Month Provisional Budget
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 13,670,187	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,670,187
Vehicle Registration Fee	-	-	-	1,232,500	-	-	1,232,500
Traffic Congestion Mitigation Tax	-	-	-	-	-	1,029,000	1,029,000
Investment Income	89,054	-	723	800	-	10,044	100,621
Program Revenues	-	8,021,934	188,620	-	460,122	-	8,670,676
Other Revenues	11,495	-	-	-	-	-	11,495
Total Revenues	13,770,736	8,021,934	189,343	1,233,300	460,122	1,039,044	24,714,479
Expenditures							
Capital Project Costs	20,371,080	7,788,261	214,780	2,800,000	361,123	-	31,535,244
Administrative Operating Costs	1,150,782	783,810	7,079	44,245	98,999	30,870	2,115,785
Debt Service Costs	4,180,000	-	-	-	-	-	4,180,000
Total Expenditures	25,701,862	8,572,071	221,859	2,844,245	460,122	30,870	37,831,029
Other Financing Sources (Uses):	(550,137)	550,137	-	-	-	-	-
Net change in Fund Balance	\$ (12,481,263)	\$ -	\$ (32,516)	\$ (1,610,945)	\$ -	\$ 1,008,174	\$ (13,116,550)
Budgetary Fund Balance, as of July 1	\$ 14,315,218	\$ -	\$ 706,250	\$ 14,755,908	\$ -	\$ 3,196,273	\$ 32,973,649
Budgetary Fund Balance, as of September 30	\$ 1,833,955	\$ -	\$ 673,734	\$ 13,144,963	\$ -	\$ 4,204,447	\$ 19,857,099



Memorandum

AGENDA ITEM 6

DATE: June 17, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/14/2020 Board Meeting: Allocate \$11,230,724 in Prop K Sales Tax Funds and \$1,043,898 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Three Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$11,230,724 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives (\$10,930,724) 2. Bicycle Facility Maintenance (\$300,000) <p>Allocate \$1,043,898 in Prop AA funds to the SFMTA for:</p> <ol style="list-style-type: none"> 3. Transit Stop Signage Enhancements Program - Phase 1 <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s) for the projects. Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations.</p>	<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> <p>_____</p>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes 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 attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

We are in discussions with SFMTA staff about the potential for SFMTA to undertake a bus stop inventory of crosswalks, shelters and seating which would complement the scope of work for the Transit Stop Signage Enhancement Program - Phase 1 project. We will update the Board in the coming months on the status of that proposal.



FINANCIAL IMPACT

The recommended action would allocate \$11,230,724 in Prop K funds and \$1,043,898 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

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

Sufficient funds are included in the proposed provisional three-month Fiscal Year 2020/21 budget that will be considered for final approval on its second appearance at Board on June 23 to accommodate the recommended action. Furthermore, sufficient funds will be included in the full Fiscal Year 2020/21 annual budget (to be acted on in September) and in future budgets to cover the recommended cash flow distribution for those respective fiscal years.

CAC POSITION

The CAC will consider this item at its June 24, 2020 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 -Summary of Requests
- Attachment 2 - Project Description
- Attachment 3 - Staff Recommendation
- Attachment 4 -Prop K/AA Allocation Summaries - FY 2020/21
- Attachment 5 - Allocation Request Forms (3)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging				
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)	
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Cogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724		\$ 31,382,436	27%	65%	Operations	Citywide	
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 300,000		\$ 300,000	48%	0%	Construction	Citywide	
Prop AA	Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1		\$ 1,043,897	\$ 2,064,919	N/A	49%	Design, Construction	Citywide	
TOTAL						\$ 11,230,724	\$ 1,043,897	25%	64%		

Footnotes

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

² Acronym: SFMTA (San Francisco Municipal Transportation Agency)

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
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724	\$ -	The SFMTA provides paratransit services to persons with disabilities in compliance with the Americans with Disabilities Act. Since 2004 Prop K funds have supported the program's sedan and ramp taxi trips, ACCESS van pre-scheduled trips, intercounty trips, and group van trips to senior centers. This Prop K request also includes funds for SFMTA's Shop-a-Round and Van Gogh shuttles, as well as its Ramp Taxi Incentive Program. While the COVID-19 pandemic has reduced ridership in the final quarter of FY 2019/20, SFMTA has implemented safety procedures and initiated several emergency services in response to the pandemic, including but not limited to the Essential Trip Card taxi program. The safety procedures (particularly social-distancing) and the emergency programs are expected to increase the cost of the program in FY 2020/21. SFMTA's request includes \$462,714 in deobligated FY 2018/19 funds which were not fully expended in that fiscal year because of lower trip volumes, shifts from SF Access and Group Vans trips to the lower cost taxi service, and additional available funding from non-Prop K sources.
37	SFMTA	Bicycle Facility Maintenance	\$ 300,000	\$ -	Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy, repaint bike box/mixed zone facilities using green thermoplastic treatment, and replace plastic traffic channelizers along buffered bikeways. SFMTA will prioritize locations based upon field reviews by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where Quick Build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones. Project will be completed by December 2022.
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1	\$ -	\$ 1,043,897	Funds will be used to update and upgrade signage at Muni stops with new transit stop poles where possible, and 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, except where opportunities to update signage as part of other projects arise. Routes will be prioritized through a combination of factors including: presence/absence of existing signage; whether the line is a Muni Service Equity line; requests for signage to be installed or updated; and ridership needs and volumes (needs can be in reference to stops with low visibility from both the transit rider and/or Operator perspective). See the attached allocation request form for a map showing priority corridors for FY 2020/21. Requested funds will fund this work in through June 2022.
TOTAL			\$11,230,724	\$1,043,897	

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
23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724	\$ -	Annual Allocation: Prop K funds allocated to this program are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21).
37	SFMTA	Bicycle Facility Maintenance	\$ 300,000	\$ -	
Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1	\$ -	\$ 1,043,897	Multi-Phase Allocation: We are recommending a multi-phase allocation for design and construction given the concurrent nature of the work.
TOTAL			\$11,230,724	\$1,043,897	

¹ See Attachment 1 for footnotes.

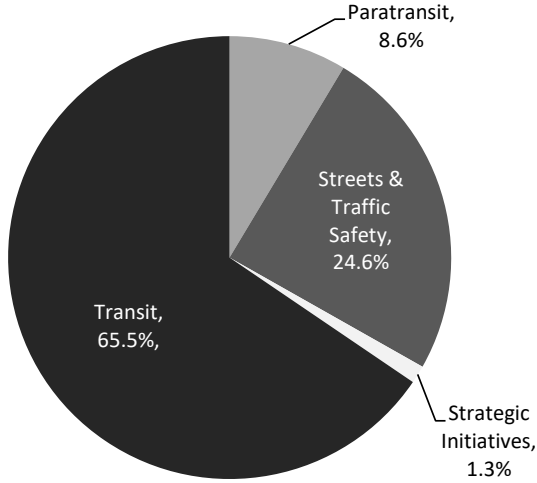
**Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY 2019/20**

PROP K SALES TAX

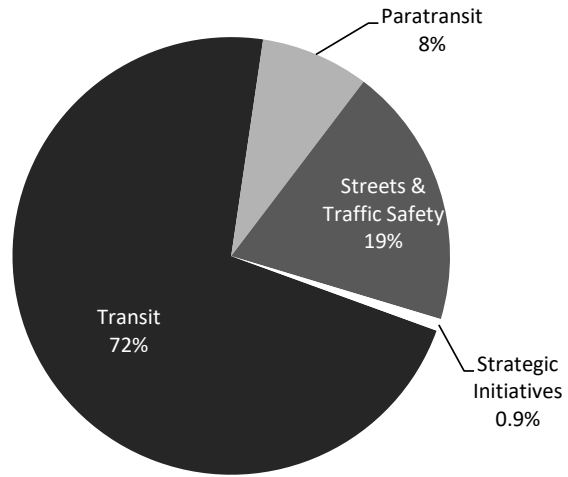
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 3,923,955	\$ 3,488,273	\$ 435,682	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 11,230,724	\$ 8,273,043	\$ 2,882,681	\$ 75,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 15,154,679	\$ 11,761,316	\$ 3,318,363	\$ 75,000	\$ -	\$ -	\$ -

The above table shows maximum annual cash flow for all FY 2020/21 allocations and appropriations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

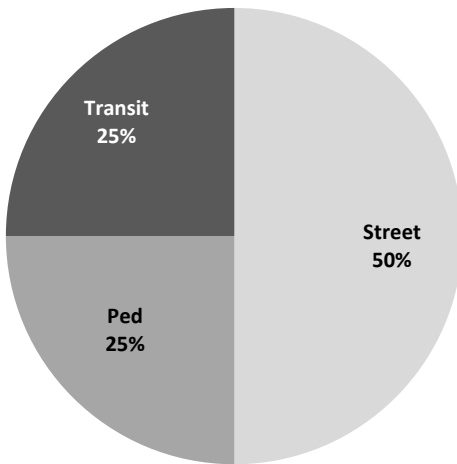


PROP AA VEHICLE REGISTRATION FEE

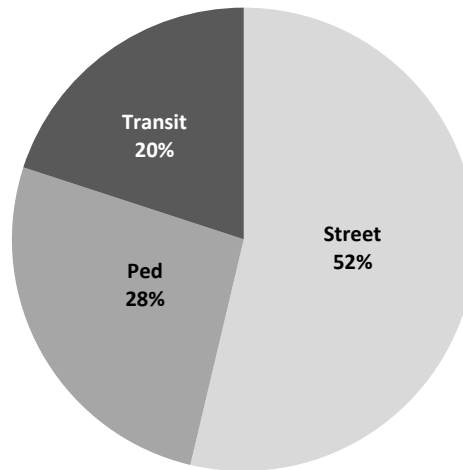
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -
New Total Allocations	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -

The above table shows total cash flow for all FY 2020/210 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Paratransit
Current Prop K Request:	\$10,930,724
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act. Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria.

Detailed Scope, Project Benefits and Community Outreach

See attached detailed description of the services that the requested funds would support.

Project Location

Citywide

Project Phase(s)

Operations

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$10,468,010
Justification for Necessary Amendment	
<p>SFMTA is requesting \$462,714 in deobligated funds from the FY 2018/19 Prop K Paratransit allocation in addition to the \$10,468,010 programmed in FY 2020/21. These funds will help offset the additional cost of providing the new services that were initiated since the onset of the COVID-19 pandemic that fill transportation gaps as well as the anticipated increase in cost of providing Paratransit services, particularly Group Van service, while social distancing measures are in effect in FY 2020/21. SFMTA did not fully expend FY 2018/19 Prop K funds because of lower trip volumes, shifts from SF Access and Group Vans trips to the lower cost taxi service, and additional available funding from non-Prop K sources.</p>	

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

The SFMTA requests \$10,930,724 in Proposition K (Prop K) funds to pay for a portion of the estimated \$31.4 million Fiscal Year 2020/21 contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations. The Prop K Strategic Plan includes \$10,930,724 in programming for the Paratransit program in Fiscal Year 2020/21 as follows: Paratransit operations: \$10,655,724; Shop-a-Round/Van Gogh Shuttles: \$150,000; Wheelchair Accessible Vehicle Incentives: \$125,000.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 102 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community centers throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104.

In FY2020/21 SFMTA is including as part of its Paratransit Program request an additional \$150,000 in Prop K funds for its Shop-a-Round group van service and Van Gogh recreational shuttle. These are two unique non-ADA services that provide additional transportation services to qualifying seniors and individuals with disabilities. The SFMTA plans to operate these programs for an additional year using the Prop K funds awarded for the service. In FY2020/21, the SFMTA is requesting \$125,000 to continue its Wheelchair Accessible Ramp Taxi Incentive Program, which has proven to be a successful strategy for improving access and the quality of paratransit taxi services. In FYs 2018/19 and 2019/20 the Transportation Authority allocated Prop K and programmed Lifeline Transportation Program funds for these ancillary programs operated by SFMTA's Paratransit program.

Detailed Description of Services

- **Paratransit Services:**

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. The operations services will include some of the transportation services including SF Access service and a portion of the Group Van Services through the end of the contract period. In addition, the broker will be responsible for the development and implementation of several mobility management programs and activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. Approximately 700,000 paratransit trips are projected to be provided to 12,700 registered consumers in Fiscal Year 2020/21.

Specific paratransit services are described below:

- 1) Taxi – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

- 2) SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.
- 3) Intercounty – Pre-scheduled paratransit trips provided to paratransit users to or from Muni’s service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.
- 4) Group Van – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.

The requested funds would also support the following non-ADA transportation services operated by the SF Paratransit program:

- **Shop-Around Shuttle:**

The 2016 Assessment of the Needs of San Francisco Seniors and Adults with Disabilities, completed by the San Francisco Department on Aging and Adult Services, found that over ten percent of seniors had difficulties with daily activities, including grocery shopping. While they may be able to take Muni independently, they may not be able to navigate the transit system carrying shopping bags. The Shop-a-Round service seeks to address this issue by providing group van transportation to and from grocery stores with driver assistance in carrying grocery bags.

- **Van-Gogh Shuttle:**

Social isolation is more prevalent among seniors and persons with disabilities. To address this problem, the Van Gogh Shuttle provides group transportation to cultural and social events throughout the city, a service not covered by traditional paratransit and one that many community based organizations are unable to provide. This project will continue to help seniors and persons with disabilities live independently and remain active in the community and will provide evening service when there is reduced frequency in public transit service and seniors are sometimes reluctant to use regular transit due to safety and security concerns.

- **Wheelchair Accessible Taxi Incentive Program:**

This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program, but the additional ramp taxis will also be in general circulation, increasing mobility options citywide for wheelchair users. The project provides up to \$300 per month as incentive to help with the capital cost of purchasing or converting a wheelchair accessible vehicle and an additional \$300 per month to help pay for the associated increase in fuel and maintenance costs. Incentives will be distributed monthly if all the following conditions are met:

- a. Driver/Company has purchased a converted wheelchair accessible ramped vehicle.
- b. Vehicle must perform at least 20 verified San Francisco Paratransit wheelchair trips in the month.

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

- c. Must be logged into an SFMTA-approved mobile app with ramped taxi option for at least 80 hours each month.
- d. Must submit log of all non-paratransit wheelchair trips provided by the vehicle each month.
- e. Medallion and Vehicle must be in good standing with SFMTA.

Service Impacts of the COVID-19 Pandemic

Since the onset of the COVID-19 pandemic and the implementation of the local Shelter in Place order, the overall service levels for all modes of Paratransit program services have dropped by 70-80%. The vast majority of trips that are still being taken by SF Paratransit riders are “essential” trips, i.e. dialysis or grocery shopping.

For the SF Access service, daily ridership has declined by about 60-70%. SF Access has implemented the following safety procedures amidst the COVID-19 pandemic:

- **Social-distancing:** The importance of social distancing and wearing masks has been emphasized both in writing and oral communications to both drivers and riders and will continue to be stressed. In addition, routing & scheduling protocols have been administratively adjusted to limit the transport of 2 unrelated passengers at one time in the interest of social distancing. At all times, the guidelines for maintaining 6 feet of separation will be respected and enforced by drivers while they are in service.
- **Masks:** Masks began being issued to drivers since April 3, before it was required that masks be issued. They are currently issued twice weekly with instructions on care for the masks and on their reuse. In addition, all riders are required to wear facial coverings while using our service; if a passenger does not wear a facial covering, service is still provided with a verbal reminder by the driver as well as the handout being given to the rider.
- **Wipes:** Since around March 15, wipes have been provided to drivers with instructions on their use for cleaning frequently touch common surfaces after 4 hours of continual service. Drivers are scheduled a “break” for 15 minutes to allow them to wipe down all common touch surfaces on their buses. They are also issued gloves (2 pair) each day along with the wipes.
- **Hand-sanitizer:** Drivers have been issued hand sanitizer (gel & spray varieties)

Taxi has also seen a decline in the number of daily trips with an approximately 70% reduction. To protect both taxi drivers and their passengers, SFMTA has made available personal protective equipment (PPE) kits available to all taxi companies for distribution to drivers. Taxi drivers are required to clean frequently touched surfaces in their vehicles between trips to limit risk to both riders and drivers, and they have been provided a CDC-approved sanitizer. Training has been provided for taxi drivers on proper cleaning techniques following CDC guidelines. In addition, SFMTA has procured clear plastic shields for vehicles, separating the rear and front seats while adding a layer of protection for both the driver and passenger. Investigators from the SFMTA Taxi Division are monitoring compliance with this requirement to minimize potential exposure.

No trips through the Group Van service through either SFMTA or the Department of Disabled and Aging Services have occurred since April 2, as all agencies have shut down. SFMTA continues to remain in close communications with these centers regarding their re-opening plans.

In addition to the ADA Paratransit service, SFMTA operates several non-ADA transportation services as well. Shop-a-Round van and taxi service continues to operate. The Shop-a-Round van service use the

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

same safety precautions as the SF Access service. The Van Gogh recreational shuttle has been temporarily suspended.

In addition to the normal Paratransit service, SF Paratransit has taken on additional services as requested by the city's Emergency Operations Center:

- Emergency Medical Transportation Service – transporting Persons Under Investigation (PUIs) to sheltered housing sites, seven days a week
- Department of Disabled and Aging Service Meal Delivery – transporting prepared meals on behalf of CBOs to congregate housing sites
- Golden Gate Park Shuttle – operating a shuttle during the weekdays between McLaren Lodge and Transverse Drive due to the closure of GGP to vehicular traffic
- Essential Trip Card Program – taxi program available to all seniors/individuals with disabilities who need to complete essential trips but have been affected by Muni service reductions
- Pier 94 Shuttle – daily shuttle between Pier 94, a city operated sheltering site, and two key transit/shopping points in the Bayview neighborhood

For FY2020/21 service, SFMTA expects to continue practicing the current safety protocols and follow guidelines recommended by CDC and the city's DPH. SFMTA expects service levels to gradually increase as restrictions are lifted and are closely monitoring ridership for all modes.

In terms of the Group Van service, as mentioned, SFMTA is in constant communications with the agencies it serves to understand their plans for re-opening. Agencies have indicated that they are awaiting guidance from the local, state, and national health agencies to prepare for any necessary precautions they must implement in order to open safely.

Cost Impacts of the COVID-19 Pandemic

COVID-19 has reduced ridership figures for all modes of service. In FY19/20, SFMTA projects to be under budget due to unanticipated reductions in ridership from the COVID-19 pandemic.

Most of the Paratransit budget costs are associated with service delivery. These costs, which range from Transdev operator wages to fuel costs, as well as payments to Group Van and taxi subcontractors for service delivery, vary month to month due to demand. Given the recent decrease in demand for Paratransit service due to the COVID-19 pandemic, there are some cost savings expected. Transdev has reduced work hours for their operators and other variable costs associated with providing transportation, such as fuel and vehicle insurance, have declined as well. In addition, as all Group Van agencies shut down in April, no invoices have been billed by our Group Van subcontractors since then. Taxi demand has also decreased as well, resulting in lower expenditures for the taxi service.

However, In FY20/21, the cost of providing Paratransit service is expected to increase, particularly for Group Van service, as social distancing requirements will require additional drivers and vehicles to provide the same level of service. SFMTA is in constant communications with its Group Van agencies and will work closely with them once they have developed plans to re-open to see how SFMTA can help transport their clients in a safe and efficient manner.

SF Paratransit has been asked to provide additional services to the City during the COVID-19 pandemic. These include provide Emergency Medical Services transport of potential/confirmed Persons Under

Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives Detailed Scope

Investigation (PUI), two shuttle services, and a new taxi program. For FY2020/21 SFMTA is requesting \$462,714.27 in Prop K Paratransit funds above the amount requested for FY2019/20. These funds will help offset the additional cost of providing the new services that were initiated since the onset of the COVID-19 pandemic that fill transportation gaps, as well as the anticipated increase in cost of providing Paratransit services, particularly Group Van service, while social distancing measures are in effect in FY20/21. Prop K is only 35% of SFMTA's budget for Paratransit services for FY21. Prop K funds will be used for Paratransit services, the Shop-a-Round and Van Gogh shuttle services, the Wheelchair Taxi Incentives program and the Essential Trip Card program. Additional services provided by SF Paratransit in response to the COVID-19 pandemic will be funded from other sources.

SF Paratransit is committed to continuing to provide the new COVID-19 related van services through the duration of the health emergency as long as there is capacity available. SFMTA is also planning on continuing the Essential Trip Card Program through FY20/21 to allow for seniors and individuals with disabilities to use taxis to complete essential trips while maintaining social distancing. As of June 2020, there are approximately 1,600 registered participants who have completed over 2,000 trips since the launch of the program in mid-April.

Public Outreach

For the Shop-a-Round and Van Gogh program, SFMTA continues to work with various community-based organizations and local government agencies. Partners include the Department of Aging and Adult Services and Mayor's Office on Disability. SFMTA staff will continue to work with these agencies to advertise the services offered through the Shop-a-Round and Van Gogh programs to their neighborhood partners as well as with various community nonprofits, including the Independent Living Resource Center, the Arc San Francisco, Lighthouse for the Blind, and neighborhood senior centers to market and recruit individuals for these programs. Outreach materials are available in multiple languages, including Chinese, Russian, and Spanish. SFMTA is also promoting the use of the Shop-a-Round service for seniors and individuals with disabilities who need to complete grocery shopping as an "essential" trip during the COVID-19 pandemic.

For the Ramp Taxi Incentive program, SFMTA will continue to work with community-based organizations and local government agencies to increase awareness of the incentives that will be paid to ramp taxi drivers to increase the availability of taxis to the wheelchair community. SFMTA is working with taxi drivers and companies to promote this incentive program. SFMTA's mobility management team will include information about it in its outreach efforts to the community.

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

Key Paratransit Performance Trends FY 2012-2020

Paratransit Performance Indicators	YTD (March 2020)									
	FY 2012/13	FY 2013/14	FY 2014/15	FY2015/16	FY2016/17	FY2017/18	FY 2018/19	FY 2019/20		
Total Passenger Trips Provided	777,324	771,175	780,048	782,405	774,572	751,166	720,807	522,927		
On-time Percentage										
(Group Van & Access Van)	85.50%	86.43%	88.09%	88.76%	87.73%	85.79%	83.07%	89.50%		
Taxi	88.26%	96.32%	95.58%	97.41%	96.71%	97.17%	96.16%	93.33%		
Complaints	671	866	995	881	852	834	739	460		
Cost per Passenger Trip	\$23.84	\$25.33	\$29.04	\$31.10	\$32.45	\$34.68	\$39.01	\$43.04		

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

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Paratransit	\$0	\$10,930,724	\$0	\$10,930,724
BART	\$0	\$2,071,241	\$0	\$2,071,241
DEPARTMENT OF DISABILITY AND AGING SERVICES	\$0	\$960,000	\$0	\$960,000
FTA SECTION 5307	\$0	\$4,629,174	\$0	\$4,629,174
SFMTA OPERATING BUDGET	\$0	\$10,505,914	\$0	\$10,505,914
STATE TRANSIT ASSISTANCE	\$2,285,383	\$0	\$0	\$2,285,383
Phases in Current Request Total:	\$2,285,383	\$29,097,053	\$0	\$31,382,436

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$0	\$0	
Operations	\$31,382,436	\$10,930,724	Estimate based on Paratransit Broker contract
Total:	\$31,382,436	\$10,930,724	

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

Paratransit Funding & Budget Changes - FY2020/21

Funding Plan - by sub-project

	Approved		Proposed		Increase (Decrease)	% Change
	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget		
Revenues/Recovery						
Paratransit						
SFMTA Operating Budget	\$ 9,550,197	31.7%	\$ 10,505,914	33.5%	\$ 955,717	10%
Prop K	\$ 10,193,010	33.9%	\$ 10,655,724	34.0%	\$ 462,714	5%
Federal Transit Agency 5307	\$ 5,429,428	18.0%	\$ 4,629,174	14.8%	\$ (800,254)	-15%
State Transit Assistance-Paratransit *	\$ 1,779,518	5.9%	\$ 2,285,383	7.3%	\$ 505,865	28%
BART ADA Contribution	\$ 1,974,516	6.6%	\$ 2,071,241	6.6%	\$ 96,725	5%
Department of Disabled and Aging Recovery	\$ 854,037	2.8%	\$ 960,000	3.1%	\$ 105,963	12%
Paratransit subtotal	\$ 29,780,706	99.0%	\$ 31,107,436	99.1%	\$ 1,326,730	5%

* Annual STA revenues are projections and annual amounts may be higher or lower when confirmed at the end of each FY following the State's reconciliation of actual revenues generated. In the event of a shortfall, first priority will be to backfill the FY19/20 STA programming using the projected programming for FY20/21.

Shop-a-Round/ Van Gogh Shuttles

	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget	Prop K Share
Prop K	\$ 182,462	0.6%	\$ 150,000	0.5%	100%
Lifeline Transportation Program Cycle 2	\$ -	0.0%	\$ -	0.0%	
Shuttles subtotal	\$ 182,462	0.6%	\$ 150,000	0.5%	

Ramp Taxi Incentives

Prop K	\$ 125,000	0.4%	\$ 125,000	0.4%	100%
Taxi Incentives subtotal	\$ 125,000	0.4%	\$ 125,000	0.4%	
Total	\$ 30,088,168	100.0%	\$ 31,382,436	100.0%	
Total Prop K	\$ 10,500,472	34.9%	\$ 10,930,724	36.3%	

Major Line Item Budget

	Approved		Proposed		Increase (Decrease)
	FY2019/20 Budget	% of Contract Budget	FY2020/21 Budget	% of Contract Budget	
Apportionment					
Paratransit Broker	\$ 30,088,168	100%	\$ 31,382,436	100%	\$ 1,294,268
Muni Paratransit Staff	\$ 378,613	1%	\$ 392,972	1%	\$ 14,359
Total	\$ 30,466,781	101%	\$ 31,775,408	101%	\$ 1,308,626

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$10,930,724	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$10,930,724	Total Prop AA Recommended:	\$0

SGA Project Number:	123-910021	Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	33.46

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$7,991,793	\$2,663,931	\$0	\$0	\$10,655,724

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of trips, number of complaints, and ontime percentage per mode per month, in addition to the standard requirements described in the Standard Grant Agreement. The quarterly performance report shall also include average trip times for group van services, as evaluated by a sampling methodology.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. Prop K funds are for reimbursement of Paratransit contract expenses only, and will be used for Paratransit services, the Shop-a-Round and Van Gogh shuttle services, Wheelchair Taxi Incentives program and the Essential Trip Card program.

2. Annual State Transportation Assistance (STA) revenues are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in STA Paratransit funds for FY20/21 the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan and/or budget accordingly. First priority for STA revenues will be to backfill any shortfall in FY19/20 STA programming.

SGA Project Number:	123-910022	Name:	Shop-a-Round/ Van Gogh Shuttle Programs
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$112,500	\$37,500	\$0	\$0	\$150,000

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of Shop-a-Round and Van Gogh shuttle trips and number of trips originating in Communities of Concern.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. Prop K funds are for reimbursement of contract expenses only.

SGA Project Number:	123-910023	Name:	Ramp Taxi Incentives
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Operations	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-123	\$0	\$93,750	\$31,250	\$0	\$0	\$125,000

Deliverables

1. Quarterly Progress Reports shall provide a service performance report including the number of Paratransit program ramp taxi trips originating in Communities of Concern and the number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentive program.

2. Quarterly Progress Reports shall provide the number of ramp taxi vehicle owners receiving the subsidy each month.

Special Conditions

1. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/21). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2021), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	65.17%	No Prop AA
Actual Leveraging - This Project	65.17%	No Prop AA

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

FY of Allocation Action:	FY2020/21
Project Name:	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$10,930,724
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

JC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jonathan Cheng	Joel C Goldberg
Title:	Paratransit Planner	Grants Procurement Manager
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Pedestrian & Bicycle Facility Maintenance
Current Prop K Request:	\$300,000
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Maintain bicycle facilities to preserve their safety features. SFMTA will repaint bicycle lanes using green epoxy and repaint bike box/mixed zone facilities using green thermoplastic treatment. Additionally, plastic traffic channelizers along buffered bikeways will be replaced.

Detailed Scope, Project Benefits and Community Outreach

The San Francisco Municipal Transportation Agency requests \$300,000 to maintain bicycle facilities that are in poor condition citywide. The scope will focus on restriping existing bicycle facilities, including green bicycle lanes, green bicycle boxes and replacing traffic delineators that buffer bike lanes from vehicle traffic lanes. The SFMTA continues to expand the protected bike lane network through streetscape projects and quick-build projects, and the Prop K funds from this project will be used to purchase delineators and to replace them based on where SFMTA field staff and the public identify a need.

Bicycle lanes will be repainted using green epoxy and bike box/mixed zone facilities will be repainted using green thermoplastic treatment. While a more durable material, green thermoplastic is considerably more expensive than the green epoxy. Thus, the epoxy is a more efficient material to use for larger surfaces such as the length of a bicycle lane.

Replacing delineators and maintaining existing bike boxes and green lane markers are essential aspects of Vision Zero, a San Francisco policy that has set goals of eliminating all traffic deaths by 2024.

SFMTA will prioritize bicycle facility maintenance based upon field review by Livable Streets and Shops staff, public requests specifically on the protected bikeway network, and where quick build projects are implemented to ensure that delineators are in good condition and continue to separate bicyclists from vehicle traffic lanes. Requests for maintenance may be made to the SF311 Customer Service Center by calling 311, through sf311.org or through the SF311 app available on smartphones.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
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5YPP/STRATEGIC PLAN INFORMATION

Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$300,000

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

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2020		
Operations				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

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

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian & Bicycle Facility Maintenance	\$0	\$300,000	\$0	\$300,000
Phases in Current Request Total:	\$0	\$300,000	\$0	\$300,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	\$0	
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$0	\$0	
Construction (CON)	\$300,000	\$300,000	MTA-Planning based on previous work
Operations	\$0	\$0	
Total:	\$300,000	\$300,000	

% Complete of Design:	100.0%
As of Date:	05/14/2020
Expected Useful Life:	3 Years

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

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)			
Budget Line Item	Totals	% of project	SFMTA
1. Construction - SFMTA Labor	\$ 150,000	50%	\$ 150,000
2. Materials	\$ 100,000	33%	\$ 100,000
3. Contingency*	\$ 49,500	17%	\$ 49,500
4. City Attorney 2 hours x \$250/hr	\$ 500		\$ 500
TOTAL CONSTRUCTION PHASE	\$ 300,000		\$ 300,000

*Contingency is in the event that material costs increase over the life of the grant.

Construction Materials				
Description	Number	Unit Cost	Unit	Total Cost
City Post with No Curb	2000	\$ 20	Each	\$ 40,000
City Post with Curb	500	\$ 80	Each	\$ 40,000
Green Epoxy Paint	8000	\$ 2.50	Square Foot	\$ 20,000
Total				\$ 100,000

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

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$300,000	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$300,000	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Bicycle Facility Maintenance
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2021
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	Total
PROP K EP-137	\$0	\$75,000	\$150,000	\$75,000	\$0	\$300,000

Deliverables

1. Quarterly progress reports shall report the location and quantity (i.e., number of delineators, miles of lane, number of bike boxes) that the SFMTA has maintained using Prop K funds during the preceding quarter, locations that SFMTA will maintain in the upcoming quarter, 2-3 photos of work being performed and/or of completed, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Special Conditions

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

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Bicycle Facility Maintenance
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$300,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Matt Lasky	Joel C Goldberg
Title:		Grants Procurement Manager
Phone:	(415) 701-5228	(415) 646-2520
Email:	matt.lasky@sfmta.com	joel.goldberg@sfmta.com



Pexco City Post,
Market Street



Pexco Removable City Post,
JFK Drive

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop AA EP categories:	Prop AA Transit Projects
Current Prop AA Request:	\$1,043,898
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Project will update and upgrade signage at Muni stops with new transit stop poles where possible, and 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, except where opportunities to update signage as part of other projects arise.

Detailed Scope, Project Benefits and Community Outreach

There are roughly 3,600 transit stops in San Francisco, the majority of which lack or have outdated basic signage and customer information. The lack of signage makes the Muni system un navigable for many, and as an agency, the SFMTA is behind many other transit providers in signage availability. Absent or out-of-date signage make communicating service changes very challenging. This project seeks to address these issues by adding route information and signage to every Muni stop. Transit stops will be upgraded with new transit stop poles where possible, and 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, except where opportunities to update signage as part of other projects arise.

Routes will be prioritized through a combination of factors,

1. Presence or lack of presence of existing signage
2. Whether the line is a Muni Service Equity line
3. Requests for signage to be installed or updated
4. Varying field conditions to work through and establishing SFMTA best practices for location citing and sign installation
5. Ridership needs and volumes -- needs can be in reference to stops with low visibility from both the transit rider and/or Operator perspective.

Currently, there is not a citywide inventory of transit stop conditions. Through this program, the project team will be working with SFMTA Accessible Services to obtain accessibility information for each stop to include on signage. The signage was designed with significant input from the Accessible Services and the Muni Accessible Advisory Committee.

For fiscal year 20/21 the priority corridors where signage are being developed include the 14 Mission, 14R Mission Rapid, 14X Mission Express, routes served by Market St, N Judah, N Judah Metro Bus Sub, NX Judah Express, N Judah Owl, 8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express, 19 Polk, 9 San Bruno, 9R San Bruno, and the 12 Folsom. See attached map showing the Phase 1 priority routes. As ridership patterns and needs of our transit riders shift, priority routes will be appended when one is completed, and evaluation of priority routes will be continuous.

Due to the volume of in-house requests that the SFMTA staff resources are committed to, the primary way that signage will be created will be through the use of a vendor and the SFMTA Sign Shop will assemble and install the signage (pole, base, lantern, sign) in the field, by route. Installation or updating of Muni transit stop signage also occurs as part of other projects, which would not use Prop AA funding.

The SFMTA is working to establish a new city-approved vendor. Historically, the program worked with a vendor in the Midwest, by way of working with the SFMTA's local partner Clear Channel (for the Muni Transit Shelter Program, the city

made a deal with Clear Channel to provide funding for signs next to transit shelters, given that there is the opportunity for advertising on some shelters). However, establishing a relationship with a city-approved vendor will reduce turnaround time, improve efficient use of funding, and increase the stability of the program's process.

Project Location

Citywide, signage will be posted at Muni transit stops above ground

Project Phase(s)

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

Justification for Multi-phase Request

A multi-phase allocation for design and construction is appropriate given the concurrent nature of the work.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop AA Strategic Plan Amount:	\$2,064,919

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Community Outreach: Signage was designed with significant input from Accessible Services and the Muni Accessible Advisory Committee (MAAC).

Project Coordination: Signage will be rolled out on a corridor-by-corridor basis, along with installation of small batches of signage in coordination with existing projects, that have transit improvements, when possible. For example, the Excelsior Quick Build and the Treasure Island Development Project are two upcoming projects that have incorporated signage. The Townsend Corridor Improvement Project, Chase Center Project, along with a few test locations citywide have already received signage.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA: Prop AA Transit Projects	\$0	\$1,043,898	\$0	\$1,043,898
Phases in Current Request Total:	\$0	\$1,043,898	\$0	\$1,043,898

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$2,064,919	\$0	\$2,064,919
DEVELOPER FUNDS	\$0	\$0	\$202,000	\$202,000
Funding Plan for Entire Project Total:	\$0	\$2,064,919	\$202,000	\$2,266,919

COST SUMMARY

Phase	Total Cost	Prop AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$202,000	\$0	Remaining funding from Muni Transit Shelter Program agreement with Clear Channel
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$37,794	\$18,898	Based on previous similar work
Construction (CON)	\$2,027,125	\$1,025,000	Based on previous similar work
Operations	\$0	\$0	
Total:	\$2,266,919	\$1,043,898	

% Complete of Design:	0.0%
As of Date:	06/12/2020
Expected Useful Life:	20 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET*

SUMMARY BY MAJOR LINE ITEM - DESIGN					
Budget Line Item	Hours	Base Hourly Rate	Fully Burdened Hourly Cost**	FTE	Total
SFMTA - 5241 Engineer	150	\$ 76.35	\$ 251.96	0.07	\$ 37,794
TOTAL DESIGN PHASE					\$ 37,794

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 37,794

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	% of budget	Hours	Base Hourly Rate	Fully Burdened Hourly Cost**	FTE	Total
Vendor - Sign Design	20%					\$ 402,206
SFMTA Sign Shop Proposed Staffing						
7457 Sign Worker	67%	10,135	\$ 38.15	\$ 134.07	4.9	\$ 1,358,810
5302 Traffic Survey Technician	6%	805	\$ 41.66	\$ 144.97	0.4	\$ 116,701
5303 Traffic Sign Supervisor	7%	805	\$ 54.74	\$ 185.60	0.4	\$ 149,408
TOTAL CONSTRUCTION PHASE						\$ 2,027,125

*This Major Line Item Budget includes Phase 1 and Phase 2 work.

**We are following up with SFMTA staff to reconcile the cost/funding plan.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$0	Total Prop AA Requested:	\$1,043,898
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$1,043,898

SGA Project Number:		Name:	Transit Stop Signage Enhancement Program - Phase 1 (con)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2023
Phase:	Construction	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 +	Total
PROP AA EP-703	\$0	\$512,500	\$512,500	\$0	\$0	\$0	\$1,025,000

Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades, a list of locations by route at which the improvements were completed in the previous quarter, including the types of improvements at each location and 2 – 3 digital photos of work in progress or completed work, and specify the work planned by route for the upcoming quarter, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

Special Conditions

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

SGA Project Number:		Name:	Transit Stop Signage Enhancement Program - Phase 1 (des)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Design Engineering	Fundshare:	100.0

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25 +	Total
PROP AA EP-703	\$0	\$9,449	\$9,449	\$0	\$0	\$0	\$18,898

Deliverables

1. Quarterly progress reports will include updates on the upcoming routes identified for upgrades and the percent complete of design for each corridor, in addition to the standard requirements for QPRs (see Standard Grant Agreement for details).

2. Upon completion of design, provide evidence of 100% design.

Special Conditions

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

INTENDED FUTURE ACTION

Action	Amount	EP Line Item	Fiscal Year	Phase
Prop AA Allocation	\$18,896	EP-703	2021/22	Design Engineering
Trigger: A multi-phase allocation for design and construction is appropriate given the concurrent nature of the work.				
Prop AA Allocation	\$1,002,125	EP-703	2021/22	Construction
Trigger: A multi-phase allocation for design and construction is appropriate given the concurrent nature of the work.				

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	0.0%
Actual Leveraging - This Project	No Prop K	8.91%

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Transit Stop Signage Enhancements - Phase 1
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop AA Request:	\$1,043,898
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

JJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Tori Winters	Joel C Goldberg
Title:	Transit Planner II	Grants Procurement Manager
Phone:	(415) 646-2773	(415) 646-2520
Email:	tori.winters@sfmta.com	joel.goldberg@sfmta.com

Transit Stop Signage Enhancements Phase 1

FY2020-21

Routes displayed are the first set of routes where signage is being developed.

LEGEND

14 Mission, 14R Mission Rapid, 14X Mission Express

14 **14R** 14X

Routes that stop along Market St

N Judah, NX Judah Express, N Judah Owl

N **NX**

8 Bayshore, 8AX Bayshore Express, 8BX Bayshore Express

8 **8AX** 8BX

19 Polk

19

9 San Bruno, 9R San Bruno Rapid

9 **9R**

12 Folsom

12

Signage already created for: 41 Union, 25 Treasure Island



By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





F

BAYSHORE EXPRESS

To Financial Dist & Fisherman's Wharf

Daily Approx 5AM-Midnight
Except M-F 6:30AM-9AM

E

BAYSHORE EXPRESS

To Kearny & Pacific
via Financial District

M-F Approx 6:30AM-9AM

88

BART SHUTTLE

To Mission & Sickles

M-F Approx 4PM-6:30PM

54

FELTON

To 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

54

FELTON

To 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

sfmta.com 311

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русский / Filipino / tiếng Việt / العربية / اللغة العربية





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MINI RAPID

8BX

BAYSHORE EXPRESS

To Financial Dist & Fisherman's Wharf

Daily Approx 5AM-Midnight
Except M-F 6:30AM-9AM

14R

MISSION RAPID

To Kearny & Pacific
via Financial District

M-F Approx 6:30AM-9AM

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To Mission & Sickles

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To 3rd St. & Hudson

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Daily Approx 5:30AM-Midnight

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To 3rd St. & Hudson
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Daily Approx 5:30AM-Midnight

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To 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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29

SUNSET

To 3rd St. & Paul
Bayview District
Daily Approx 6AM-Midnight

43

MASONIC

To Geneva & Munich
Daily Approx 5AM-12:30AM

88

BART SHUTTLE

To Mission & Sickles
M-F Approx 4PM-6:30PM

54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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29

SUNSET

To 3rd St. & Paul
Bayview District
Daily Approx 6AM-Midnight

43

MASONIC

To Geneva & Munich
Daily Approx 5AM-12:30AM

88

BART SHUTTLE

To Mission & Sickles
M-F Approx 4PM-6:30PM

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FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

54

FELTON

To 3rd St. & Hudson
Bayview District
Daily Approx 5:30AM-Midnight

STOP ID: 00000

MARKET ST. & 11TH ST.

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Memorandum

AGENDA ITEM 7

DATE: May 29, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 6/9/2020 Board Meeting: Adopt the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning]

RECOMMENDATION

Information Action

Adopt the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning].

SUMMARY

In July 2019, at Chair Peskin's request, the Transportation Authority amended the scope of work for the District 3 Pedestrian Safety Improvements [NTIP Planning] project, funded by \$100,000 in Prop K funds allocated to the San Francisco Municipal Transportation Agency (SFMTA). The project focused on near-term pedestrian safety improvements at Kearny and Jackson streets, Kearny and Washington streets, and Columbus Avenue at Green and Stockton streets, which were identified as community priorities. In addition, the NTIP project analyzed options for improving pedestrian safety by removing dual-turn lanes at intersections along Kearny Street between Post and Pine streets. Lastly, the project developed recommendations for Muni bus stop consolidation to support improved transit speed and reliability along Kearny Street between Market Street and Columbus Avenue. In anticipation of the final report's recommendations, in April 2020, the Transportation Authority allocated \$819,800 in Prop K funds, including \$750,000 in District 3 NTIP capital funds, to SFMTA for design and construction of the pedestrian scramble at Kearny/Jackson and opening a new crosswalk connecting the northeast and southwest corners at Columbus/Green/Stockton. The project's draft final report is included as an enclosure in this packet.

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



BACKGROUND

The purpose of the Transportation Authority's NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects that can be funded by Prop K sales tax and/or other sources.

Kearny Street is a major street in the Financial District of San Francisco that carries multiple transportation modes including drivers, transit riders (the 30 Stockton, 8 Bayshore and the 8AX and 8BX Bayshore Express), people walking, and people biking. The street has been identified as a Vision Zero High Injury Corridor, indicating a high number of severe injuries or fatalities to people using the street. The Kearny/Montgomery corridor was also flagged as a key corridor for improving facilities for people biking as part of the SFMTA 2013 Bicycle Strategy.

The original District 3 NTIP-funded study, requested by former Commissioner Julie Christensen and previously called the Kearny Street Multimodal Implementation Plan, was broadly aimed at the full length of Kearny Street between Market Street and Broadway, with the goals of studying safety improvements for people walking and biking and transit performance improvements. In July 2019, at Chair Peskin's request, the Board approved the amended scope of work for this study, now called District 3 Pedestrian Safety Improvements to focus on specific intersections as described above.

DISCUSSION

The District 3 Pedestrian Safety Improvements project's recommendations build upon recommendations from transportation planning studies and projects in various phases of development within District 3, including: the Columbus Avenue Multimodal Project, the Chinatown Neighborhood Transportation Plan, the Portsmouth Square Area Project, and the Central Subway.

Recommendations for Near-Term Improvements at Three Intersections. SFMTA has made the following recommendations to improve pedestrian safety at key intersections along Kearny Street.

Kearny/Washington. SFMTA recommends implementing a scramble at Kearny and Washington. A new pedestrian countdown signal can be accommodated on existing signal poles and there is capacity within the underground conduits for necessary wiring. In February 2020, the SFMTA Board approved legislation granting restrictions on turns on red at Kearny/Washington and the SFMTA plans to implement the pedestrian scramble in spring 2020.

Kearny/Jackson. SFMTA recommends implementing a scramble at Kearny and Jackson. A pedestrian scramble at Kearny/Jackson will require substantial signal hardware modifications as underground conduits cannot accommodate additional wiring and the traffic signal pole at the northeast corner of the intersection needs to be replaced. In April 2020, the Board approved \$450,000 in Prop K NTIP capital funds to SFMTA to implement this recommendation.



Columbus/Green/Stockton. SFMTA recommends designating a new crosswalk across Columbus Street. In 2018 bulb outs were added to improve pedestrian safety, however Columbus/Green/Stockton continues to be a challenging intersection for pedestrians to navigate. SFMTA staff analyzed numerous alternatives and engaged local stakeholders in this process.

A new crosswalk between the northeast and southwest corners in addition to modifications to the intersection signal timing would improve pedestrian convenience and greatly reduce pedestrian delays without substantially impacting traffic or transit delay. This new crosswalk would receive a walk signal overlapping with a green signal for turning vehicles entering the intersection from Green Street and Beach Blanket Babylon Boulevard. This alternative highlighted the desired path of travel for pedestrians by the North Beach Neighbors and Telegraph Hill Dwellers.

In April 2020, the Board allocated \$370,000 in Prop K NTIP capital funds to SFMTA to design and construct this new crosswalk and associated improvements, including curb ramps and upgraded signal equipment.

Recommendations for Bus Stop Consolidation - Market to Columbus Streets. SFMTA recommends bus stop balancing to help improve transit reliability on Kearny Street. Additionally, the location of some existing stops contributes to added delay and safety issues, such as the far side Bush Street stop is difficult to access due to cross-street traffic blocking the intersection, there is currently a substandard length bus zone at the far side Clay Street stop results in stopped buses blocking the busy crosswalk, and right-turning vehicles conflict with buses at the nearside Jackson Street stop.

SFMTA generally recommends that bus stops be spaced around 800-1000 feet apart, however many of the bus stops on Kearny are much closer than recommended. Based on community input and staff analysis, the SFMTA has developed a bus stop rebalancing proposal for Kearny Street between Market Street and Columbus Avenue. These recommendations include removing bus stops at Kearny/Bush, Kearny/California, Kearny/Clay, and Kearny/Jackson and adding stops at Kearny/Pine, Kearny/Sacramento, and Kearny/Washington.

The SFMTA will complete an outreach and implementation plan which builds off the preliminary outreach and design work that has been done between 2017 and 2019. Pending additional community input and further analysis, these bus stop changes could be implemented by late 2020. Prior to finalizing any stop change recommendations, the SFMTA will share details for potential transit shelter locations at new or relocated stops.

Recommendations for Dual-Turn Lanes. Dual-turn lanes can create conflicts between motorists and people crossing the street due to limited visibility from the outside turning lane. SFMTA recommends the removal of dual-turn lanes at the intersections of Kearny with Post, Sutter and Pine to help improve pedestrian safety on the corridor. At Post, SFMTA recommends removing the dual turn lane but providing a Muni exception to allow buses to turn from the through lane adjacent to a single left turn lane. At Sutter, SFMTA recommends removing the tow-away left-turn lane and permitting Muni vehicles to turn left from the number two (through) lane, thereby permitting buses to bypass the queue of left-turning



vehicles. And lastly, at Pine, the recommendation is to remove the tow-away left turn lane. SFMTA does not recommend modifying the dual-turn lane configuration at the Bush intersection.

SFMTA will continue to coordinate with stakeholders to pursue legislation for removal of dual-turn lanes at the Kearny/Post, Kearny/Sutter and Kearny/Pine streets intersections, and anticipates implementing changes by late 2020.

Community Outreach. SFMTA staff met several times with Chinatown Transportation Research and Improvement Project (TRIP) to learn about their priorities for pedestrian safety along Kearny and to share details regarding the pedestrian scrambles proposed at Kearny and Jackson streets and Kearny and Washington streets as well as bus stop modifications along the Kearny corridor. Staff also met with representatives of the North Beach Neighbors and Telegraph Hill Dwellers that informed the proposal for opening a new crosswalk at Columbus/Green/Stockton. In April 2019, the Pedestrian Safety Advisory Committee passed a resolution in support of a pedestrian scramble or other pedestrian safety improvements at the intersection Columbus/Green/Stockton.

FINANCIAL IMPACT

There are no impacts on the agency's adopted Fiscal Year 2019/20 budget or proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

At the February 26, 2020 CAC meeting, SFMTA staff provided an update to the CAC on the draft recommendations in the final report. We will include the final report on the Consent Agenda for the CAC at its June 24, 2020 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 - District 3 Pedestrian Safety Improvements Final Report [NTIP Planning]



Memorandum

AGENDA ITEM 8

DATE: June 17, 2020

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 7/14/20 Board Meeting: Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning]

RECOMMENDATION Information Action

Adopt the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning].

SUMMARY

In June 2016, the Transportation Authority allocated \$150,000 in Prop K funds, including \$100,000 in District 11 Neighborhood Transportation Improvement Program (NTIP) planning funds, to the San Francisco Municipal Transportation Agency (SFMTA) for the Geneva Avenue/San Jose Avenue Intersection Study, as recommended by former Commissioner John Avalos and the Balboa Park Station Community Advisory Committee (BPSCAC). SFMTA used the Prop K NTIP funds to identify feasible safety and access improvements in the vicinity of Geneva Avenue and San Jose Avenue, a complicated area that includes the Muni M line and BART Balboa Park Station. SFMTA staff presented the draft recommendations to the Board and Citizens Advisory Committee (CAC) in October 2019. SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations. The project's draft final report is attached to this memorandum and describes recommendations and next steps. Dustin White, SFMTA, will present the draft recommendations at the June 24 CAC meeting.

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



BACKGROUND

The NTIP is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

The Geneva-San Jose Intersection Study (Study) was intended to develop conceptual designs for near, medium and long-term improvements for multimodal transportation safety and transit access in the vicinity of the Geneva and San Jose intersection, including passenger access to Muni's M Ocean View Line. In fall 2015, the BPSCAC passed a resolution requesting a Geneva/San Jose intersection specific plan including urban design guidelines and a community design charrette. This Study was guided by objectives and policies from the Balboa Park Station Area Plan (October 2008), and was developed in coordination with ongoing development proposals at the Upper Yard and Geneva Car Barn, and with BART on improvements to the Balboa Park Station.

DISCUSSION

Community Outreach. Throughout the Study process, the SFMTA engaged with community members to understand how travelers use and perceive the intersection. Outreach included combined outreach with BART and partners working on the Upper Yard development, presentation to SFMTA's Multimodal Accessibility Advisory Committee, one formal public meeting, and on-site pop-up meetings at the current M Line stop on San Jose Avenue, both in the morning and evening to engage with riders and discuss the conceptual proposal and associated tradeoffs. Outreach feedback supported the need to improve pedestrian and transit boarding facilities, but concerns that some proposed improvements may increase the distance to connect between Muni and BART lines.

Recommendations and Next Steps. The primary recommendation of the study is a relocated M Line terminal stop at San Jose Avenue and Niagara Avenue with large transit bulbouts to provide a direct connection between the train and the sidewalk. Benefits of the recommended alternative include removing conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops. The design would provide accessible boarding ramps in both directions. The large bulbouts would require removing one traffic lane in each direction on San Jose Avenue and would remove 12-15 parking spaces. Some pedestrians would have a longer walk to transfer to BART; however, the planned drop-off loop and plaza at Balboa Park Station will improve this pathway.

This Study completed the conceptual feasibility analysis of recommendations. Additional engineering design needs to be done, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission (rail oversight agency), as well as environmental impact assessment. SFMTA estimated that the total project



cost for the Geneva/San Jose M-Line Terminal was \$12.3 million in 2018. Improvements are not fully funded at this time, but the SFMTA is pursuing funding to continue developing and eventually implement modifications to the M Line terminal. There are \$1.7 million in Prop K funds programmed for the Geneva/San Jose M-Line Terminal project, which is intended to build on and move forward recommendations from this study.

The SFMTA's Transit Quick-Build Program identified the M Oceanview line, including the M Line terminal, for potential treatments. Through that process, the SFMTA will evaluate opportunities to implement M Line terminal boarding modifications through the Quick-Build program while continuing work on the long-term design and construction for the permanent facilities.

FINANCIAL IMPACT

There are no impacts on the proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.

CAC POSITION

The CAC will consider this item at its June 24, 2020 meeting.

SUPPLEMENTAL MATERIALS

Enclosure 1 - Geneva Avenue/San Jose Avenue Intersection Study Final Report

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Memorandum

AGENDA ITEM 9

DATE: June 18, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 7/28/2020 Board Meeting: Approve the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2020/21 Transportation Fund for Clean Air (TFCA) Program of Projects.</p> <p>SUMMARY</p> <p>Program \$811,962 in TFCA County Program Manager funds for four projects:</p> <ul style="list-style-type: none"> • Emergency Ride Home (\$96,239 to the Department of the Environment (SFE)) • Short-Term Bike Parking (\$310,723 to the San Francisco Municipal Transportation Agency (SFMTA)) • PresidiGo Battery Electric Shuttles (\$130,000 to Presidio Trust) • San Francisco Family E-Bike Ownership Program (\$275,000 to SFMTA) <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. For the FY 2020/21 TFCA County Program Manager program we are recommending fully funding two of the six project applications received (Emergency Ride Home and San Francisco Family E-Bike Ownership Program), and partially funding two of the six project applications received (Short Term Bike Parking and PresidiGo Battery Electric Shuttles) due to the limited funds available. Our recommendation includes a contingency list whereby we would put additional funds on the bike parking and the PresidiGo projects if the Air District does not approve a policy waiver for the Family E-Bike project, which is currently under review.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

DISCUSSION

On March 6, 2020 we issued the FY 2020/21 TFCA San Francisco County Program Manager call for projects. We received six project applications by the May 4, 2020 deadline, requesting \$1,688,801 in TFCA funds compared to the \$811,962 available.

As shown in the table below, the amount of available funds is comprised of estimated FY 2020/21 TFCA revenues, interest income, and de-obligated funds from completed prior-year TFCA projects as shown in the table below.

Estimated TFCA Funds Available for Projects FY 2020/21	
Estimated TFCA Revenues (FY 2020/21)	\$754,480
Interest Income	\$2,290
Funds from Prior Cycle Projects Completed Under Budget	\$102,347
Total Funds	\$859,117
6.25% Administrative Expense	(\$47,155)
Total Available for Projects	\$811,962

We de-obligated unused funds from three prior projects and made them available for the FY 2020/21 call for projects. These funds came from two projects that were completed under budget and one cancelled project. San Francisco Department of Public Health's San Francisco General Hospital Shuttle: BARTLoop Expansion Pilot project was completed \$18,813 under budget and SFMTA's New Resident Outreach project was completed \$78,734 under budget. EVgo's Off-Street Car Share Electrification project (\$4,800) was cancelled due to would-be partner, Maven Car Share, changing their business model to no longer offer electric vehicles. After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the estimated amount available to program to projects is \$811,962.



Prioritization Process. We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2020/21 for relevant project types are: Alternative Fuel Heavy-Duty Vehicles and Buses - \$500,000, Alternative Fuel Infrastructure - \$250,000, Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), benefits to Communities of Concern, investment from non-public project sponsors, community support, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

Staff Recommendation. Attachment 2 shows the six candidate projects and other information, including a brief project description, total project cost, and the amount of TFCA funds requested. Project details are included in the enclosure which reflects the staff recommendation. We are recommending funding at the requested amounts for the SFE's Emergency Ride Home (\$96,239) and SFMTA's San Francisco Family E-Bike Ownership Program (\$275,000). Due to the limited funds available, we are recommending partial funding for the SFMTA's Short-Term Bike Parking (\$310,723), which is scalable and could seek supplemental funding from other sources including Prop K, and Presidio Trust's PresidiGo Battery Electric Shuttles, which is also scalable and a lower priority project type. Partially funding these projects enables us to recommend full funding for the Family E-Bike project. SFMTA staff and Presidio Trust staff have raised no objections to the staff recommendation.

We are not recommending funding for the two electric vehicle charger projects which are a lower priority project type and we have concerns over EVgo's delivery track record for previously funded TFCA projects.

TFCA Policy Waiver Required for Electric Bike Program. The SFMTA's San Francisco Family E-Bike Ownership Program request for \$275,000 requires the Air District to waive certain TFCA



policies so that the purchase of electric bicycles would be considered an eligible project type. We expect the Air District Board to decide whether to waive TFCA policy as requested sometime this fall. Should the Air District not grant the TFCA policy waiver, the SFMTA would not be able to move forward with the project. We are recommending a contingency list to provide funds to fully fund PresidiGo Battery Electric Shuttles and provide additional funds for the Short-Term Bike Parking project, should the Air District not grant the waiver.

As the E-Bike program policy waiver advances, we will continue to work with SFMTA and the Air District to refine the project proposal. Specifically, we have recommended that SFMTA consider requiring insurance for each bike to help ensure that bikes are available for use for the full four year life of the project, however SFMTA has yet to identify a financially viable insurance model. We are also encouraging SFMTA to identify community based organizations beyond the Unified School District that it could partner with on outreach to ensure that the program reaches underserved communities throughout San Francisco.

Schedule for Funds Availability. We expect to enter into a master funding agreement with the Air District by August 2020 after which we will issue grant agreements for the recommended FY 2020/21 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning in September 2020. Projects are expected to be completed within two years, unless otherwise specified, per Air District policy.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2020/21 TFCA program is \$859,117. This includes \$811,962 for the four proposed projects and \$47,155 for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed provisional three-month Fiscal Year 2020/21 budget that will be considered for final approval on its second appearance at Board on June 23 to accommodate the recommended action. Revenues and expenditures for the full year will also be included in the FY 20/21 annual budget, which will be presented to the Board for adoption in September 2020.

CAC POSITION

The Citizens Advisory Committee will consider this item at its June 24, 2020 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2020/21 TFCA Program of Projects - Detailed Staff Recommendation
- Enclosure 1 - Project Information Forms (4)

Attachment 1
Fiscal Year 2020/21 Transportation Fund for Clean Air (TFCA)
LOCAL EXPENDITURE CRITERIA

The following are the Fiscal Year 2020/21 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2021. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2020/21 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2020/21 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2020, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Project Type - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District’s calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco’s 2013 *Climate Action Strategy*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2021 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

4. Community Support – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

5. Benefits Communities of Concern – Priority will be given to projects that directly benefit Communities of Concern, whether the project is directly located in a Community of Concern (see map) or can demonstrate benefits to disadvantaged populations.

6. Investment from Non-Public Project Sponsors or Partners – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - This program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized taxi ride home in the event of a personal emergency.	Citywide	1	Yes	\$ 33,598	1,605	\$ 96,239	\$96,239	\$ 96,239
2	SFMTA	Short-Term Bike Parking - Plan, design, coordinate, and install 1,235 bicycle parking racks in San Francisco, providing an additional 2,470 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions. Also see contingency list below.	Citywide	1	Yes	\$ 222,284	645	\$ 1,075,320	\$367,562	\$ 310,723
3	SFMTA	San Francisco Family E-Bike Ownership Program - This program will reduce barriers to purchasing a family electric bike (i.e. cargo bike with child seat installed) by offering 150-250 vouchers of up to \$1,250 to qualifying lower-income San Francisco families. The program aims to reduce vehicle trips and greenhouse gas emissions by increasing access to electric bikes for trips with child passengers and general day-to-day transportation.	Citywide	1	No	\$ 463,135	225	\$ 275,000	\$275,000	\$ 275,000
4	Presidio Trust	PresidiGo Battery Electric Shuttles - Replace one gas shuttle bus used to serve visitors and tenants of the Presidio with a new battery electric transit bus. Also see contingency list below.	2	2	No	\$ 236,226	330	\$ 1,312,750	\$250,000	\$ 130,000
								TOTAL \$ 2,759,309	\$ 988,801	\$ 811,962

Total TFCA Funding Available for Projects: \$ 811,962

TABLE B. PROJECTS RECOMMENDED FOR TFCA FUNDS CONTINGENT ON AVAILABILITY OF ADDITIONAL FUNDS [sorted by project type priority and then cost-effectiveness]										
Funding for these projects is contingent upon the Air District rejecting the requested TFCA policy waiver for the Family E-Bike Ownership Program, which would then not be funded.										
No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFMTA	Short-Term Bike Parking - Additional funds would be used to plan, design, coordinate, and install an additional 185 bicycle parking racks in San Francisco, providing a total of 1,420 racks, or 2,840 bicycle parking spaces.	Citywide	1	Yes	\$ 250,000	286	See above.	See above.	\$ 155,000
2	Presidio Trust	PresidiGo Battery Electric Shuttles - Additional funds would be used to replace one additional gas shuttle bus with an electric bus, for a total of two new battery electric transit buses.	2	2	No	\$ 236,226	330	See above.	See above.	\$ 120,000
								TOTAL \$ 275,000		

Attachment 2
San Francisco County Transportation Authority
Draft Fiscal Year 2020/2021 TFCA Program of Projects – Detailed Staff Recommendation

TABLE C. PROJECTS NOT RECOMMENDED FOR TFCA FUNDS

No.	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	CE Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
5	Power Flex	PowerFlex Large Scale EV Charging for Six SF Public Parking Garages - Design and build a total of 120 level 2 ports and 6 level 3 ports at six public parking garages in San Francisco metro area.	TBD	3	No	\$ 184,825	3,026	\$ 775,000	\$ 500,000	\$ -
6	SFE/ EVGo	Fast Charging in San Francisco - Install 4 direct current fast chargers (aka level 3) at one or more to-be-determined locations in San Francisco. These chargers will be open to the public and support electric vehicle adoption.	TBD	3	No	\$ 221,743	989	\$ 614,800	\$ 200,000	\$ -
TOTAL									\$ -	\$ -

¹ Sponsor acronyms include San Francisco Municipal Transportation Agency (SFMTA) and the Department of the Environment (SFE).

² Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

³ The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2020/21 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Alternative Fuel Heavy-Duty Vehicles and Buses - \$500,000, Alternative Fuel Infrastructure - \$250,000, Bikeways - \$500,000, Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

⁴ CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet. The CO₂ reduction for the PresidioGo Battery Electric Shuttles Project is calculated based on the FY 2019/2020 cost effectiveness worksheet because the FY 2020/2021 Heavy-Duty Vehicles worksheet does not calculate tons of CO₂ reduced.



Memorandum

AGENDA ITEM 10

DATE: June 19, 2020

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: July/14/2020 Board Meeting: Affirm the San Francisco County Transportation Authority's Commitment to Supporting Efforts to Improve Cost-Effectiveness and to Advance Equity in Project Development and Delivery for Certain San Francisco Projects Proposed for Inclusion in Plan Bay Area 2050

RECOMMENDATION Information Action

Affirm the San Francisco County Transportation Authority's commitment to supporting efforts to improve cost-effectiveness and to advance equity through project development and delivery for certain San Francisco projects proposed for inclusion in Plan Bay Area (PBA) 2050.

SUMMARY

For the past two years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) have been undergoing a multi-step process to establish land use, transportation, economic, and environmental strategies and investments to meet ambitious greenhouse gas (GHG) reduction targets through the year 2050 as part of development of PBA 2050. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority establishes San Francisco's transportation priorities for inclusion in PBA. In April, the Transportation Authority Board approved a draft fiscally constrained project list to submit to MTC for inclusion in PBA 2050. MTC staff conducted a project performance assessment on a subset of large, regionally transformative projects (e.g. greater than \$250 million). Based on its project performance assessment, MTC staff identified high-profile, regionally-significant projects that have potential cost-effectiveness and/or equity challenges including six San Francisco project priorities. As a prerequisite for these projects to seek regional discretionary funds, MTC has requested that each CMA affirm through a board action its commitment to supporting efforts to improve cost-effectiveness and to advance equity in project development and delivery of these projects. Attachment 2 to the resolution documents existing and future efforts to improve cost-effectiveness and to advance equity for the relevant projects.

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



BACKGROUND

Every four years, MTC/ABAG are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties. The regional agencies adopted the last update in 2017, called PBA 2040.

The next PBA, known as PBA 2050, must establish a strategy to meet the region's GHG emission reduction target and accommodate the region's projected household and employment growth through 2050. It includes a transportation strategy that must only include investments that fit within a reasonable fund estimate, among other requirements.

MTC/ABAG staff began the PBA update effort with Horizon in early 2018, which is a broadly scoped planning effort that explored how economic, environmental, technological, and political uncertainties may create new challenges for the Bay Area over the coming decade. This work is now being used to inform the transportation and land use decisions in PBA 2050 which was officially launched in September 2019.

On July 23, 2019, through Resolution 20-06, the Transportation Authority Board approved goals to guide our work on PBA 2050 shown in Attachment 1 to the draft resolution. Throughout the process, we have worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050.

In our role as the county Congestion Management Agency (CMA) for San Francisco, the Transportation Authority submitted a draft project and program list for MTC/ABAG's consideration to include in PBA 2050, as approved by the Transportation Authority Board on April 14, 2020. These projects are listed in memo Attachment 2.

Consistency with PBA. Consistency with PBA is important from a very practical project development perspective: it is a requirement to receive state and federal funds and certain federal approvals such as a Record of Decision for an environmental document. However, most transportation projects in San Francisco do not need to be listed as stand-alone projects in PBA, only those that significantly change capacity of the transportation system at a regional scale and trigger air quality conformity analysis. The vast majority of projects can be grouped into programmatic categories, which provides flexibility to accommodate new priorities that may arise between quadrennial PBA updates, as well as to deal with unexpected cost increases while keeping within San Francisco's fiscally constrained target. In short, San Francisco's Draft Fiscally Constrained List of Projects and Programmatic Categories provided in Attachment 2 includes:

- Projects—ONLY projects that are required to be listed by MTC/ABAG to comply with air quality conformity analysis needs, and/or have high project costs (e.g. over \$250 million)
- Programmatic categories—the majority of projects are included in these groupings, such as bike and pedestrian infrastructure, safety and security improvements, and planning and engineering work for future transit or roadway projects.

For any new projects that would qualify as regionally significant under MTC/ABAG's definition but are not included on this list, planning and environmental design work could proceed



under one of the programmatic categories until the next PBA is adopted in 2025. For example, this applies to new transportation expansion priorities being identified through the ConnectSF process. Per MTC/ABAG guidance, projects completed by 2021 are not included in the project lists as they are considered part of the baseline.

DISCUSSION

MTC Project Performance Assessment. After collecting the nine Bay Area CMAAs' fiscally constrained project lists, MTC/ABAG staff have begun to develop recommendations for which projects to include in PBA, and for assigning discretionary regional funding (including regional, state, and federal funding not distributed to local jurisdictions via formula) to projects.

One input to this effort, is the project performance assessment MTC conducted on large, regionally transformative projects, defined as projects over \$250 million in capital costs and that increase capacity on the region's transportation systems. Among other aspects, the project performance assessment included a cost/benefit analysis and identification of equity challenges defined as projects for which MTC's model shows high- and moderate-income residents receiving more transportation benefits than low-income residents.

In general, most of the large projects across the region did not perform well due to high costs. For some projects, shortcomings in the way that the regional model and methodology captured benefits further impacted the performance results. Additionally, many projects were flagged for equity concerns because the model showed that high- and moderate-income residents would receive more transportation benefits than low-income residents. We are very supportive of the focus on equity and affordability, but note that the evaluation of San Francisco projects was particularly adversely impacted by factors such as not including Muni's existing means-based fare policies, which are the gold standard in the region, and not considering the benefits of improved transit reliability.

We worked with project sponsors to support San Francisco's submissions to the project performance assessment process for large, regionally transformative projects. Several of the city's priorities did well in MTC's cost-effectiveness and equity assessments including Muni Forward, Southeast Waterfront Transportation Improvements (to support development in that part of the city), and BART's Core Capacity project. MTC staff recommends those projects be included in PBA and hasn't requested further action at this time. However, several San Francisco projects were flagged through this performance assessment process. These projects and the project performance issues MTC raised are summarized below:

- Downtown Congestion Pricing, Treasure Island Mobility Program, and Regional Express Lanes (including San Francisco's link) were all flagged for equity concerns, due to potential impact of tolling on low-income travelers. *MTC staff is recommending these projects be included in the plan, given San Francisco's commitment to advancing equity through project design for all three.*
- Geary Bus Rapid Transit was flagged for equity, due to forecasted higher-income population in San Francisco (e.g. so more benefits accrued to higher income people across the region than lower income). *MTC staff is recommending this project be*



included in PBA, given the corridor's importance in the Muni Equity Strategy, and given Muni's existing means-based transit fare discount programs, which weren't incorporated into its model assumptions.

- Downtown Caltrain Rail Extension (DTX) was flagged for cost-effectiveness, due to the high project cost, and for equity concerns, based on generally high-income ridership on Caltrain. Six agencies including the Transportation Authority and MTC have signed a Memorandum of Understanding to work together to, among other objectives, improve the project's cost-effectiveness including considering cost reduction, phasing, and project delivery strategies and strengthening funding plans. At the same time, Caltrain's board has committed to participating in the Regional Means-Based Transit Pilot Program, and to funding a 50% discount for low income riders, which helps to address MTC's equity concerns. We have been supporting this at the staff level and Commissioner Walton, in his capacity as a Caltrain Director, has been a strong voice for increasing the affordability of Caltrain for those who need it. *MTC staff is still considering this project for inclusion in PBA. We are working with TJPA, Caltrain, other MOU partner agencies (including MTC) and MTC to address the concerns raised.*
- Better Market Street was initially selected for MTC's project performance assessment, but ultimately, MTC determined that the regional model was unable to demonstrate the project's benefits such as transit reliability and bike/pedestrian safety and therefore, did not fully evaluate the project. The project could be included in a programmatic category such as Bicycle and Pedestrian Program or Multimodal Streetscape Improvements, but due to the project's high profile we are seeking to include it as a named project. *MTC staff is still considering this project for inclusion as a named project in PBA, and Transportation Authority staff are similarly working with San Francisco Public Works, the SFMTA, and MTC to this end.*

Project Commitment Actions: Earlier this spring, MTC/ABAG asked CMAs to submit letters from staff outlining how local policies, additional project elements, and supportive regional strategies can help improve project performance for this subset of projects identified as having cost-effectiveness and/or equity challenges through MTC's project performance assessment, if agencies are seeking regional discretionary funding. We are highly supportive of efforts to improve cost effectiveness, advance equity and the other PBA goals. We also recognize that this is an ongoing effort that will advance through local planning and project development (and the community engagement that goes along with this) as well as through complementary regional initiatives (e.g. regional means-based fare, seamless transit initiatives).

Earlier this month, MTC/ABAG requested that the CMA boards across the region take action to affirm their agencies' commitments to efforts to improve cost-effectiveness and advance equity for the projects that were evaluated through the project performance assessment and that are seeking regional discretionary funds. Attachment 1 is a draft resolution for the Board's consideration, with a table outlining the efforts underway or already in place for each flagged project (listed above), to improve cost-effectiveness and/or advance equity as applicable. The table, developed in collaboration with project sponsors and other partner



agencies, also outlines next steps for each project. The Transportation Authority is either a lead or partner agency in the ongoing planning processes for each of these projects and is committed to the ongoing work outlined with the community as well as our partner agencies.

Transportation Strategies for PBA 2050. MTC/ABAG have focused PBA 2050 discussions on a series of strategies across four topic areas: Transportation, Housing, Economy, and Environment. Strategies are packages of projects, policies, and programmatic investments that are intended to work together to help PBA 2050 achieve its goals. MTC/ABAG staff are currently studying how these strategies perform in relation to the PBA 2050 guiding principles of Affordable, Connected, Diverse, Healthy, and Vibrant as well as the cross-cutting issues of Equity and Resilience. This includes an analysis of how far these strategies get us toward meeting the region's state GHG reduction goals. Attachment 2 lists the San Francisco projects and programmatic categories submitted to MTC in April along with the transportation strategy or strategies each supports. The strategies were developed through the 2018-19 Horizon scenario planning process, which studied a wider range of strategies in three disparate futures. The strategies that performed well, by reducing GHG emissions or improving travel options for Bay Area residents, were recommended for inclusion in PBA 2050. Thus far, MTC/ABAG staff have focused their commission discussions on these strategies, rather than on individual projects or policies, and it is important to demonstrate how our project priorities are consistent with those strategies to support the city's requests for regional discretionary funding.

Next Steps. As they continue to refine the PBA 2050 project list, MTC/ABAG staff are working with the counties and project sponsors to update project information, revenue projections, and needs assessments (for state of good repair investments on local streets and roads, highways and bridges, transit, and ongoing transit operations). We expect to come back to the CAC and the Transportation Authority Board with a revised list of San Francisco's fiscally constrained projects and programs in the fall. At that time, we will have the benefit of a more complete picture of the draft PBA investment strategy including all of the proposed regional strategies, state of good repair needs and funding, discretionary funding recommendations, other county level projects, and regional programs (e.g. regional means-based fare program) being proposed for PBA 2050. We do anticipate that the final project list will need to be reduced and /or that projects or programs will need to be phased, scaled down, or pushed out to a later year due to funding constraints, as is typical at this stage in PBA development.

MTC/ABAG anticipates approving the financially constrained transportation investment strategy by the end of 2020, and then beginning work on an implementation plan. After the environmental review process, the final PBA 2050 will be approved in September 2021. Throughout the remainder of the PBA 2050 process, we will continue to work with the Transportation Authority Board, CAC, our MTC/ABAG representatives, project sponsors, and leaders at the local and regional levels to advocate for inclusion of San Francisco's priorities.

FINANCIAL IMPACT

There are no impacts on the proposed provisional three-month Fiscal Year 2020/21 budget associated with the recommended action.



CAC POSITION

The CAC will consider this item at its June 24, 2020 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Resolution affirming the Transportation Authority's commitment to support efforts to improve project cost-effectiveness and advance equity
- Attachment 2 - Transportation Authority Approved Draft Project and Program List for PBA 2050



**San Francisco
County Transportation
Authority**

BD071420

RESOLUTION NO. 21-XX

RESOLUTION AFFIRMING THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S COMMITMENT TO SUPPORTING EFFORTS TO IMPROVE COST-EFFECTIVENESS AND TO ADVANCE EQUITY IN PROJECT DEVELOPMENT AND DELIVERY FOR CERTAIN SAN FRANCISCO PROJECTS PROPOSED FOR INCLUSION IN PLAN BAY AREA 2050

WHEREAS, Every four years, the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) are required to develop and adopt a Regional Transportation Plan and Sustainable Communities Strategy, called Plan Bay Area or PBA, to guide the region's long-term transportation investments and establish land-use priorities across all nine counties; and

WHEREAS, The next PBA, known as PBA 2050, must establish a strategy to meet the region's greenhouse gas emission reduction targets and accommodate the region's projected household and employment growth through 2050; and

WHEREAS, As Congestion Management Agency (CMAs) for San Francisco, the Transportation Authority is responsible for coordinating with local and regional partner agencies to establish San Francisco's priorities for inclusion in PBA; and

WHEREAS, On July 23, 2019, through Resolution 20-06, the Transportation Authority approved goals to guide San Francisco's work on PBA 2050 (Attachment 1) and throughout the process, staff has worked in close coordination with local transportation agencies and regional transit providers to develop San Francisco's input into PBA 2050; and

WHEREAS, On April 14, 2020, through Resolution 2043, the Transportation Authority approved a draft list of projects from San Francisco to submit to MTC for inclusion in PBA 2050; and

WHEREAS, Consistent with MTC/ABAG guidance, most projects are included in PBA through programmatic categories and typically, projects are only listed as specific named projects when required to do so for air quality conformity purposes (e.g. for major transit or roadway expansion projects); and

WHEREAS, As one part of its process, MTC staff conducted a project performance assessment on large, regionally transformative projects, defined as projects over \$250 million in capital costs and that increase capacity on the region's transportation system; and

WHEREAS, Among other aspects, the project performance assessment included a



**San Francisco
County Transportation
Authority**

BD071420

RESOLUTION NO. 21-XX

cost/benefit analysis and identification of equity challenges defined as projects for which MTC's model shows high- and moderate-income residents receiving more transportation benefits than low-income residents; and

WHEREAS, Based on its project performance assessment, MTC staff identified high-profile, regionally-significant projects that have potential cost-effectiveness and/or equity challenges including the six San Francisco project priorities shown in Attachment 2; and

WHEREAS, As a prerequisite for these projects to seek regional discretionary funds, MTC has requested that each CMA affirm through a board action its commitment to supporting efforts to improve cost-effectiveness and to advance equity in the project development and delivery phases; and

WHEREAS, Transportation Authority staff worked closely with project sponsors including the San Francisco Municipal Transportation Agency, San Francisco Public Works, the Transbay Joint Powers Authority, Caltrain, and MTC to document existing and future efforts to improve cost-effectiveness and to advance equity for the projects as shown in Attachment 2; and

WHEREAS, At its June 24, 2020 meeting, the Citizens Advisory Committee was briefed on the Transportation Authority's commitment to supporting efforts to improve cost-effectiveness and advance equity in project development and delivery for the projects shown in Attachment 2 which are proposed for inclusion in PBA 2050; and

RESOLVED, That the Transportation Authority hereby affirms its commitment to working collaboratively with project sponsors, MTC and other agencies and to supporting efforts to improve cost-effectiveness and to advance equity in project development and delivery for the San Francisco projects shown in Attachment 2 that are proposed for inclusion in PBA 2050; and, be it further

RESOLVED, That the Executive Director is directed to submit this resolution to MTC/ABAG and other interested parties.

Attachments:

- Attachment 1 - San Francisco Goals for PBA 2050
- Attachment 2 - Efforts to Improve Cost Effectiveness and Advance Equity for Certain San Francisco Project Priorities Proposed for PBA 2050

Attachment 1.
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
1. Ensure that all San Francisco projects and programs that need to be in PBA 2050 in order to advance are included	Projects need to be included in PBA 2050 if they: <ul style="list-style-type: none"> • Need a federal action (e.g. federal environmental approval) or wish to seek state or federal funds before 2025 when the next PBA will be adopted • Trigger federal air quality conformity analysis (e.g. projects that change capacity of transit or major roadways)
2. Advocate strongly for more investment in transit state of good repair to support existing communities and new growth	Coordinate with the “Big 3 Cities” accepting most of the job and housing growth in PBA and regional and local transit operators
3. Advocate for increased shares of existing revenues for San Francisco priorities (partial list at right)	<ul style="list-style-type: none"> • BART Core Capacity • Better Market Street • Blended High Speed Rail/Caltrain service from San Jose to the Transbay Transit Center • Downtown Rail Extension • Geary BRT • Muni fleet and facilities expansion • Muni Forward • Vision Zero (support eligibility for MTC fund programs) • Placeholders for transit expansion planning (e.g. west side rail, 19th Avenue/M-Line, Central Subway extension, etc.)
4. Advocate for new revenues for transportation and housing, and continue advocacy for San Francisco priorities in new expenditure plans	<ul style="list-style-type: none"> • Regional transportation measure(s) • Regional housing measure(s) • State road user charge (monitor pilots) • Federal surface transportation bill
5. Support performance-based decision-making	<ul style="list-style-type: none"> • Support transparent reporting on strategy and project performance evaluation metrics, including impact on vehicles miles travelled • Continue advocating for a better way of capturing of transit crowding in PBA evaluation, key to transit core capacity issues • Advocate for discretionary funds for high-performing and regionally significant San Francisco projects
6. Support coordinated transportation and land use planning	<ul style="list-style-type: none"> • Advocate for regional policies to support jurisdictions accepting their fair share of housing and employment growth, especially in areas with existing or planned transit service to support new growth • Advocate for more funds to support Priority Development Area planning

Attachment 1.
San Francisco Goals for Plan Bay Area (PBA) 2050 (June 20, 2019)

Goals	Notes
	<ul style="list-style-type: none"> • Support update to the Regional Transit Expansion Policy to reflect appropriate land use requirements as a prerequisite for regional endorsement and investment
7. Focus on equity	<ul style="list-style-type: none"> • Access to transportation – Late Night Transportation Study, Prosperity Plan • Affordability – MTC Means-Based Pilot, BART university pass/discount • Communities of Concern – Continue Community Based Transportation Planning grant program, more funds for Lifeline Transportation Program • Housing/Displacement – Work with the Board, Mayor, SF agencies, etc. to develop recommendations for planning, production, and preservation of affordable housing and to prevent/mitigate displacement • Vision Zero – SFTP 2040 demonstrated that communities of concern experience disproportionately high rates of pedestrian and bike injuries. Continue to advocate for regional Vision Zero policies and investments.
8. Support comprehensive, multimodal planning for the region’s network of carpool and express lanes	Develop a regional carpool/express lane vision that includes regional/local express transit service
9. Continue to show leadership in evaluating and planning for emerging mobility solutions and technologies	To the extent PBA 2050 addresses this topic, provide input to shape and lead on regional policy on emerging mobility services and technologies, including shared mobility and autonomous vehicles
10. Provide San Francisco input to shape and lead on other regional policy topics	<ul style="list-style-type: none"> • Sea level rise/adaption • Economic performance and access to jobs

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Downtown Caltrain Extension (DTX)</p>	<p>Low benefit/cost score</p>	<p>California High Speed Rail (HSR) interregional benefits not included in scoring</p> <p>Caltrain's Enhanced Service Growth plan provides more service to support the DTX and reduces crowding</p> <p>Connection to a potential second transbay tube improves score</p> <p>The Downtown Extension Project Expert Panel made a series of recommendations to improve the project and project delivery. The DTX MOU partners have committed to examining the project's cost-effectiveness consistent with that report, including considering cost reduction, phasing and project delivery strategies and strengthening funding plans to identify an initial operating segment that can be constructed in the next 10-12 years.</p>	<p>Continue working with regional and state partners on HSR</p> <p>Support Caltrain's Enhanced Growth plan in PBA 2050 along with the DTX</p> <p>Support regional planning for a second transbay tube</p> <p>All of the DTX MOU have committed to continue to support improvements to improve project benefits and reduce cost.</p>	<ul style="list-style-type: none"> • Make strategic modernization & expansion investments in public transit network • Extend the regional rail • Build a new Transbay rail crossing
<p>Treasure Island Tolling and Mobility Program</p>	<p>Equity challenge</p> <p>Increases travel costs for lower income residents</p>	<p>Caltrain is participating in the Regional Means-Based Fare Program Pilot to provide a 50% discount to low-income transit riders (as approved by the PCJPB)</p> <p>In December 2019, the TIMMA Board approved a toll exemption for disproportionately low-income current Treasure Island residents</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC's regional means-based pilot program</p>	<p>Support the Regional Pilot and the advancement of other recommendations from Caltrain's Equity Analysis</p> <p>Continue seeking program funding to offset toll rates for all users. Significant local (developer fees, etc), state (AHSC), and federal (ATCMTD) funding has been committed to the program.</p> <p>SFMTA's transit fare programs are in the agency's adopted budgets</p>	<ul style="list-style-type: none"> • Enable seamless mobility with unified trip planning and fare programs • Reform regional transit fare policy • Implement per-mile tolling on congested freeways with transit alternatives

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
	Equity challenge	An affordability program will include subsidized multi-operator transit passes and discounts to services such as car and bike share for low-income residents	Continue planning, anticipating final program adoption in late 2020	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy • Advance low-cost transit projects • Make strategic modernization & expansion investments for public transit
Downtown Congestion Pricing Program	Increases travel costs for lower income residents	<p>One of the goals of the current study is to advance equity by improving health and transportation access for disadvantaged communities. The current study's metrics to evaluate the equity performance of program alternatives include travel costs, with the target of maintaining travel costs as a percent of household income for low-income households.</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC's regional means-based pilot program</p>	<p>Continue the Downtown Congestion Pricing Study, with additional outreach to traditionally under-represented communities. The SFCTA's study is scheduled to be completed in early 2021.</p> <p>SFMTA's transit fare programs are in the agency's adopted budgets</p>	<ul style="list-style-type: none"> • Implement per-mile tolling on congested freeways with transit alternatives • Build a complete streets network • Advance regional Vision Zero policy • Make strategic modernization & expansion investments for public transit
	Equity challenge	The current study's metrics to evaluate the equity performance of program alternatives include several metrics to ensure program benefits are focused on low-income travelers and Communities of Concern.	Continue the Downtown Congestion Pricing Study, with additional outreach to traditionally under-represented communities. The SFCTA's study is scheduled to be completed in early 2021.	

**Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity
For Certain San Francisco Project Priorities Proposed for PBA 2050**

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Regional Express Lanes and Bus Program, SF Link</p>	<p>Low benefit/cost score</p>	<p>The Transportation Authority is only considering lane conversions, not expansions, for our express lanes facility, specifically, a “bus on shoulder” and “take a lane” option for the northbound and southbound directions, respectively. Project studies are also looking at other strategies to decrease implementation and operating costs.</p>	<p>MTC recommends that PBA 2050 include a Bay Area Express Lanes project definition which includes the SF link. Depending on how the draft performs with respect to GHG emissions, MTC may revise the project definition to exclude segments outside of SF that aren’t lane conversions.</p>	<ul style="list-style-type: none"> • Implement per-mile tolling on congested freeways with transit alternatives • Advance low-cost transit projects • Make strategic modernization & expansion investments for public transit • Build carpool lanes & address interchange bottlenecks • Advance regional Vision Zero policy
<p>Increases travel costs for lower income residents</p>	<p>The SFCTA remains committed to including local Muni express bus service as part of the US-101/I-280 Express Lanes and Bus Project, and have included increased service in the project definition currently under environmental review.</p>	<p>Transportation Authority Board requested staff conduct a project Equity Study which will engage adjacent neighborhoods and vulnerable communities to help design project pricing features and policies to ensure equitable outcomes</p>	<p>SFMTA’s transit fare programs are in the agency’s adopted budgets.</p>	
	<p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC’s regional means-based pilot program. The SFCTA also supports the development of integrated transit fare payment platforms needed to implement affordability policies and provide incentives for using transit, ridesharing, and first/last mile services.</p>			

Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity For Certain San Francisco Project Priorities Proposed for PBA 2050

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
	Equity challenge	<p>SFMTA considers this project to be an Equity Strategy priority, as they have identified an existing equity gap for the 8X and 14X Muni bus lines due to unreliable bus performance in this highly congested corridor</p> <p>The SFCTA participates in the regional working group for the Bay Area Express Lanes Network, which recognizes that equity is a key issue for the network.</p>	<p>Increased service on the Muni 14X and 8X routes, which currently use the facility, and as well as the future Hunters Point and Candlestick Point express routes would benefit transit users in the numerous communities of concern in southeast San Francisco, whose residents tend to be lower-income than the city's population overall.</p> <p>The working group is supportive of means-based tolling as one of various strategies in PBA 2050 that could address equity. In the near-term the working group supports a BAIFA-led pilot of means-based tolling. The working group is also identifying how the network can best support existing and potential future public transit services, including a regional express bus network and complementary transit that serves low income travelers. Other equity strategies the working group is exploring include targeted incentives (e.g. toll credit for transit use), active mobility projects/programs, and job access improvements for communities of concern.</p>	

**Attachment 2 – Efforts to Improve Cost-Effectiveness and Advance Equity
For Certain San Francisco Project Priorities Proposed for PBA 2050**

Project	PBA 2050 Project Flags	Efforts to Improve Cost Effectiveness and Advance Equity	Next Steps	Supports Regional Strategies
<p>Geary Boulevard Transportation Improvements</p>	<p>Equity challenge</p>	<p>The Muni Equity Strategy identifies the 38/38R (Geary) route as an Equity line, serving a neighborhood with high percentages of households with low incomes and people of color.</p> <p>The SFMTA has the most robust means-based transit fare pass programs in the region, and is participating in MTC's regional means-based pilot program</p>	<p>Support the SFMTA's Muni Service Equity Strategy, an ongoing effort to improve service performance in eight Equity Strategy neighborhoods.</p> <p>SFMTA's transit fare programs are in the agency's adopted budgets</p>	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy through street design and reduced speeds • Advance low-cost transit projects • Build a next generation bus rapid transit network • Make strategic modernization & expansion investments for public transit
<p>Better Market Street</p>	<p>Project not assessed but flagged for high cost</p>	<p>Better Market Street is a pre-eminent example of how to build a complete street that prioritizes the movement of people over the movement of vehicles, with the goal of achieving zero traffic fatalities along the facility. It is a multi-agency project to transform 2.2 miles of Market Street by enhancing safety and accessibility, improving transit reliability, replacing aging infrastructure, and revitalizing the corridor's streetscape.</p> <p>SFMTA and SF Public Works are the lead agencies on this project, and are currently analyzing the benefits of the Market Street Quick Build / Car-free Market, and are evaluating the first phase of Better Market Street. The agencies also plan to revise the project's budget and scope following this assessment, including value engineering and phasing recommendations.</p>	<p>The Transportation Authority is a funding partner for this project, and will continue to work with SFMTA and SF Public Works to improve the project's benefits while decreasing costs.</p>	<ul style="list-style-type: none"> • Build a complete streets network • Advance regional Vision Zero policy through street design and reduced speeds • Make strategic modernization & expansion investments for public transit • Increase existing rail capacity and frequency by modernizing the network

Attachment 2 - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List
with PBA Strategies

	Column A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	PBA 2050 Projects and Programs	Project Sponsor ¹	Operations and Maintenance of the Existing System	Build a Complete Streets Network	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Reform Regional Transit Fare Policy	Advance Low-Cost Transit Projects	Increase Existing Rail Capacity and Frequency by Modernizing the Network	Extend the Regional Rail Network	Build a New Transbay Rail Crossing	Build an Integrated Regional Express Lane and Express Bus Network	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Improve Interchanges and Address Highway Bottlenecks	Advance Other Regional Programs and Local Priorities
	Regional Transit Priorities														
	Caltrain Downtown Extension, part of the Caltrain Business Plan ⁴	TJPA							X	X	X				X
24	Caltrain Enhanced Service Growth ⁴	Caltrain					X		X						X
25	BART Core Capacity ⁵	BART							X						X
26	Expand SFMTA Transit Fleet - LRV (Core Capacity Program)	SFMTA							X						X
1	Muni Train Control Upgrade (Core Capacity Program)	SFMTA	X						X						X
2	Muni Forward: Core Capacity Rail (Core Capacity Program)	SFMTA							X						X
3	Mission Bay Ferry Landing	Port of SF						X							X
11	Geary Boulevard Improvement Project	SFMTA		X											X

Attachment 2 - San Francisco's Draft Fiscally Constrained PBA 2050 Project and Program List with PBA Strategies

	Column A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
	PBA 2050 Projects and Programs	Project Sponsor ¹	Operations and Maintenance of the Existing System	Build a Complete Streets Network	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	Enable Seamless Mobility with Unified Trip Planning and Fare Payments	Reform Regional Transit Fare Policy	Advance Low-Cost Transit Projects	Increase Existing Rail Capacity and Frequency by Modernizing the Network	Extend the Regional Rail Network	Build a New Transbay Rail Crossing	Build an Integrated Regional Express Lane and Express Bus Network	Implement Per-Mile Tolling on Congested Freeways with Transit Alternatives	Improve Interchanges and Address Highway Bottlenecks	Advance Other Regional Programs and Local Priorities
14	Van Ness Avenue Bus Rapid Transit	SFMTA		X	X			X							X
####	Transit Corridors Long-Range Planning	SF							X	X	X				X
####	Transit Operations	SF	X												X
####	Transit Preservation and Rehabilitation	SF	X												X
	Local Transit Priorities														
4	Muni Forward + Frequency Increase (other)	SFMTA		X	X			X							X
5	Expand SFMTA Transit Fleet - Buses	SFMTA	X					X							X
6	Expand SFMTA Transit Fleet - Facilities	SFMTA	X					X							X
10	San Francisco Late Night Transportation Improvements	SFCTA						X							X
22	Geneva-Harney Bus Rapid Transit	SFMTA		X	X			X							X

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23	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA						X							X
107	Minor Transit Improvements	SF			X			X							X
###	Transit Operations	SF	X												X
###	Transit Preservation and Rehabilitation	SF	X												X

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Highway Safety and Efficiency Projects															
16	Alemany Roadway Redesign and Ramp Reconfiguration	SFCTA		X	X									X	X
17	Balboa Park Station Area - Closure of Northbound I-280 On-Ramp from Geneva Avenue	SFCTA												X	X
18	Balboa Park Station Area - Southbound I-280 Off-Ramp Realignment at Ocean Avenue	SFCTA			X									X	X
19	Yerba Buena Island (YBI) I-80 Interchange Improvement	SFCTA												X	X
105	Minor Highway Improvements	SF												X	X

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Pricing and Community Re-Investment Programs														
7	Treasure Island Congestion Pricing		SFCTA	X	X	X	X				X	X		X
8	Downtown SF Congestion Pricing		SFCTA	X	X		X							X
9A	US-101/I-280 Express Lanes		SFCTA		X						X	X		X
	US-101/I-280 Regional/Local Express Bus to Support Express Lanes in SF						X				X	X		X
9B			SFCTA											
Vision Zero and Complete Streets														
	Better Market Street Transportation Enhancements		SFPW / SFMTA	X	X									X
101	Bicycle and Pedestrian Program		SF	X	X									X
102	Intersection Improvements		SF	X	X									X

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103	Local Road Preservation and Rehabilitation	SF	X												X
104	Management Systems	SF		X	X										X
106	Minor Roadway Expansions	SF		X	X										X
108	Multimodal Streetscape Improvements	SF		X	X										X
Transportation Investments Supporting Redevelopment and Affordable Housing															
15	Parkmerced Transportation Improvements	SFMTA		X	X			X							X
21	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII		X	X			X							X
20	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII		X	X			X							X

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Programs Supporting Multiple Priorities														
109	Planning and Research	SF	X	X	X	X	X	X	X	X	X	X	X	X
110	Routine Operations & Maintenance	SF	X											X
107	Safety and Security	SF	X				X						X	X
###	Travel Demand Management and Climate Program	SF		X	X		X					X		X
27	Financing Costs	SF	X	X	X	X	X	X	X	X	X	X	X	X

¹Project sponsor agencies: SFCTA: San Francisco County Transportation Authority; SFMTA: San Francisco Municipal Transportation Agency; SFPW: San Francisco Public Works; OCLI: Office of Community Investment and Infrastructure; TJPA: Transbay Joint Powers Authority; Port of SF: Port of San Francisco; BART: Bay Area Rapid Transit

2 Project costs are displayed in millions of year-of-expenditure dollars.

3 O+M stands for Operations and Maintenance.

4 We are working with Caltrain to seek packaging of the Caltrain Enhanced Service Growth and Downtown Extension projects as part of a complimentary package of projects supporting the Caltrain Business Plan Service Vision.

5 Full BART Core Capacity project cost not included in SF Projects Total; assumes \$50M SF contribution.

PROGRAMMATIC CATEGORIES

PROJECTS named for air quality conformity purposes



SFMTA

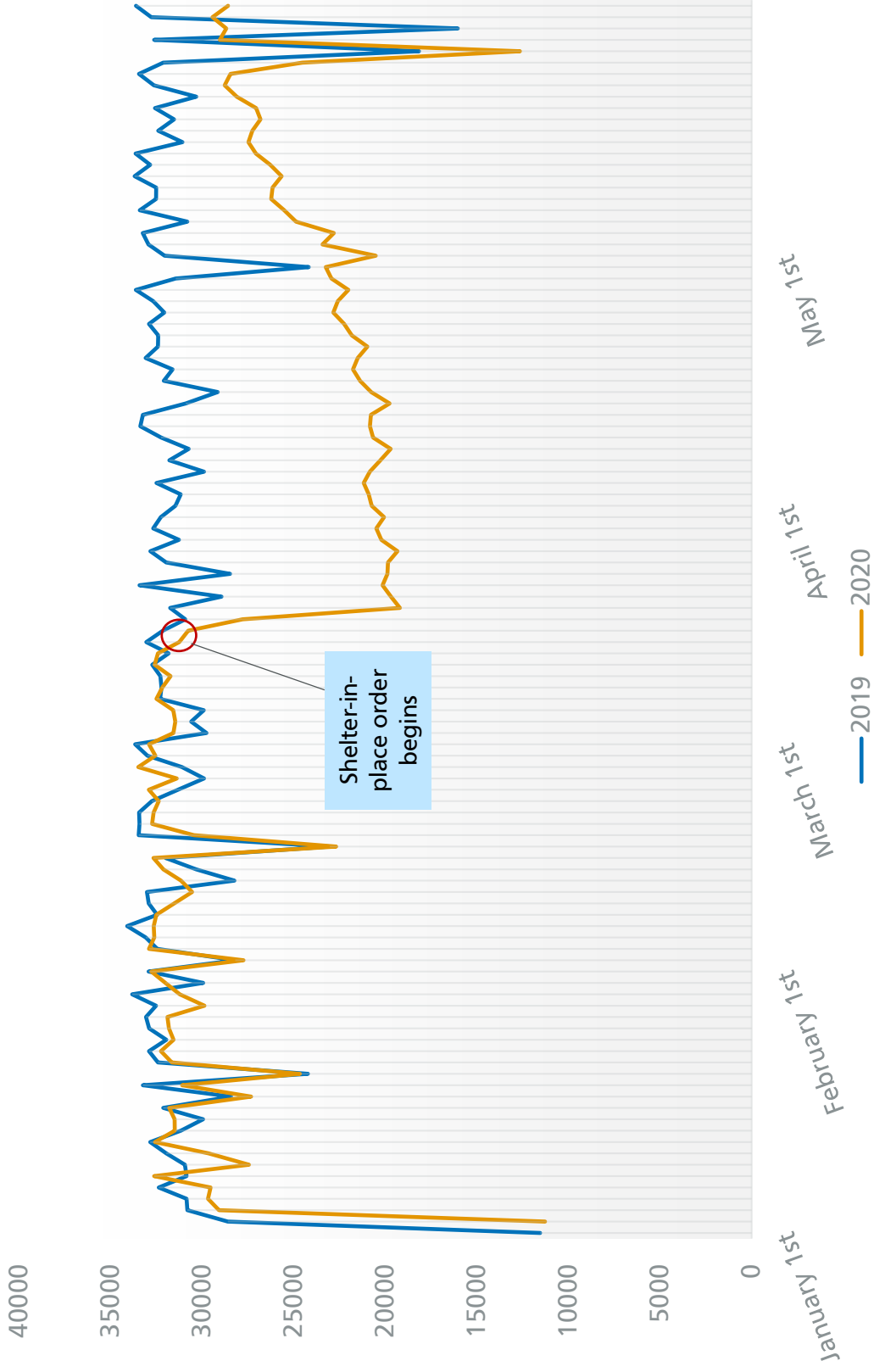
Transportation Recovery Plan

Transportation Authority Board

June 23, 2020



Bay Bridge Weekday AM Peak Toll Plaza Volumes

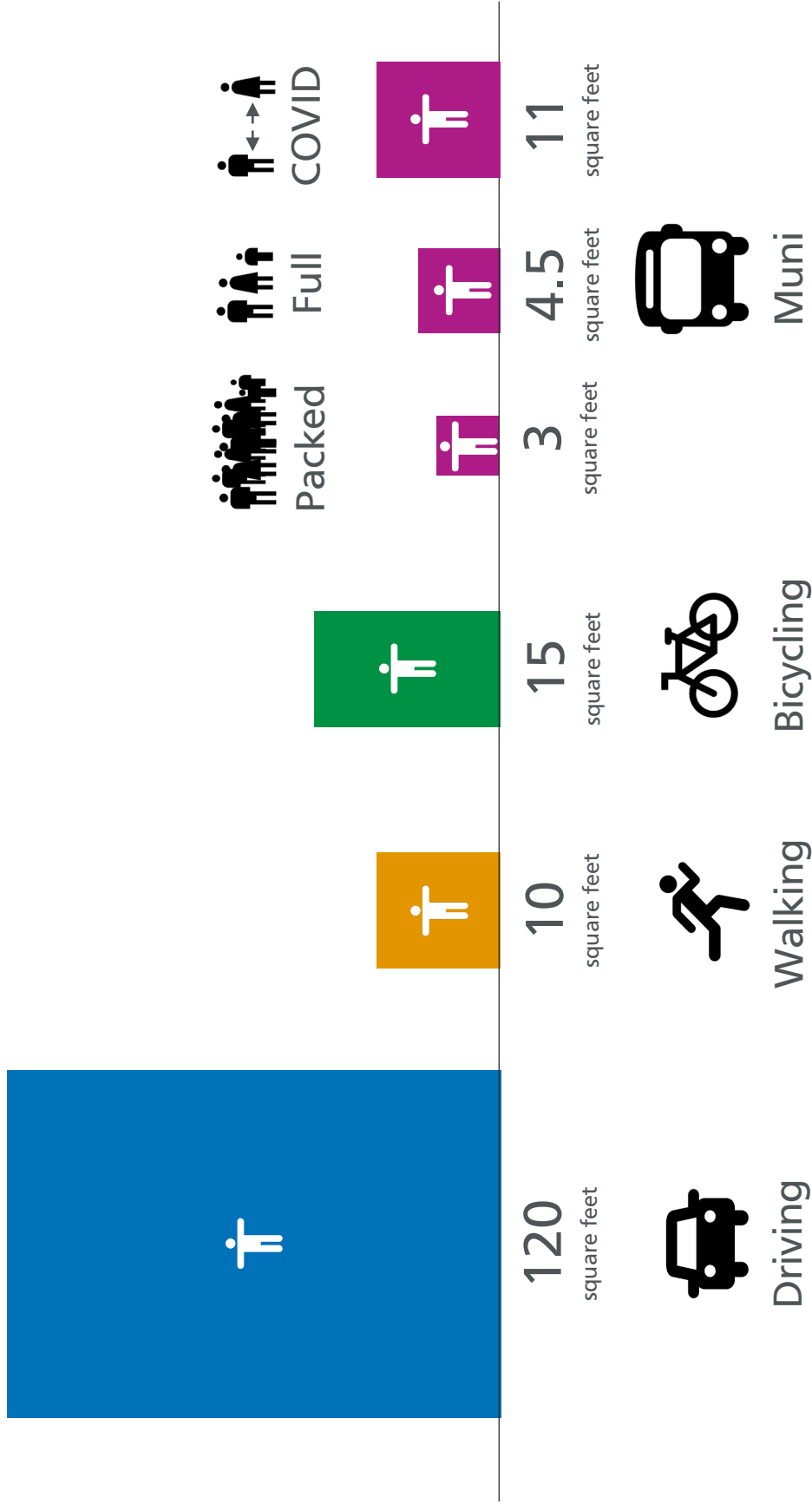


Source: BATA/MTC



SFMTA

Space required to move one person†







How does this apply to ordinary people?




Angela
Downtown Office Worker
Lives in Sunset
Normally takes Muni



Tina
Restaurant Worker in SOMA
Lives in Bayview
Drives

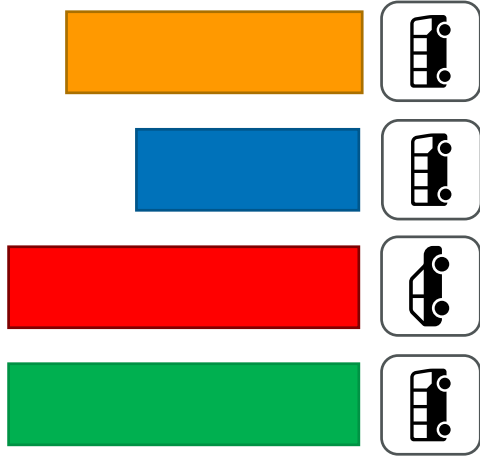



Terrance
Works at Kaiser on Geary
Lives in Castro
Normally takes Muni




Derek
Business Owner in Mission District
Lives in Oakland
Normally takes BART/Muni

Commute Times



Shelter in Place



Angela
Telecommuting



Tina
Essential Worker
Keeps Driving



Terrance
Essential Worker
Keeps riding Muni



Derek
Furloughed

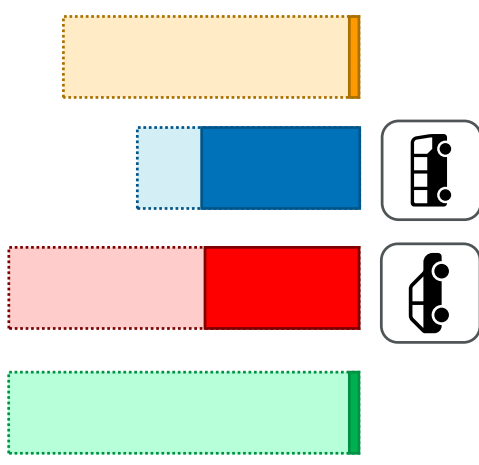
**Stay Home.
Save Lives.**

We'll get through this together by staying apart.

City & County of San Francisco
sf.gov/stayhome

For official updates, text **COVID19SF** to **888-777**

Commute Times



June



Angela
Keeps Telecommuting



Tina
Keeps Driving



Terrance
Keeps riding Muni, but
it is getting crowded

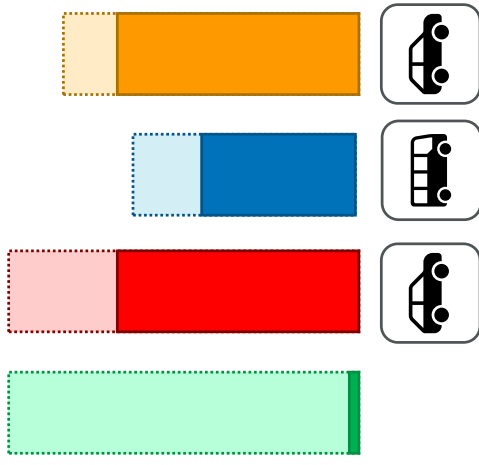


Derek
Back to work, but driving

REOPEN safely together

Abramos de nuevo juntos de una forma segura • 一起安全地重開
Sama-sama sa ligtas na muling pagbubukas

Commute Times



Future: No action



Angela

Back to work and driving, but it is taking longer than her Muni commute did



Tina

Driving, and notices traffic is worse than in January



Terrance

Keeps riding Muni, but it has become slow and crowded

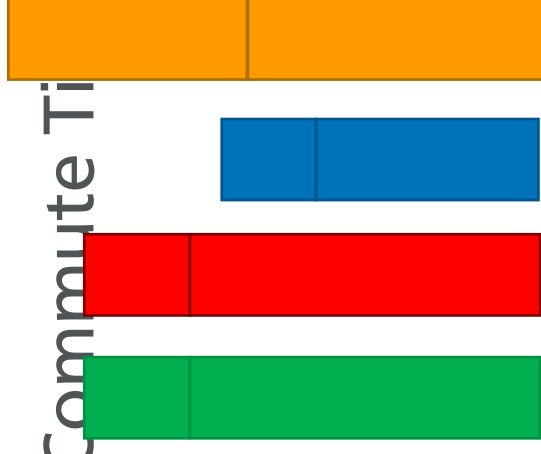


Derek

Driving, and Bay Bridge traffic is really terrible



Commute Times



Future: TRP



Angela

Biking to work using the Slow Streets and bikeways



Tina

Driving, but the commute is a little worse than before



Terrance

Still riding Muni which is less crowded and faster because it is protected from congestion

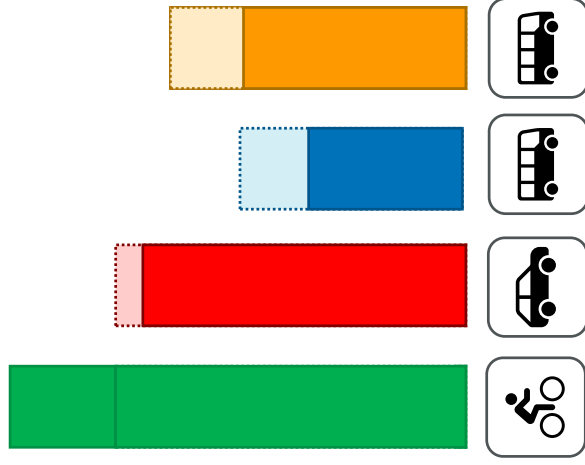


Derek

Riding Muni and BART is still faster than driving



Commute Times





Transportation Recovery Plan Overview

Anticipated Transportation Demand Drivers	Shelter-in-place Essential trips only	Increase in trips for outdoor recreation and to neighborhood commercial (pickup/delivery)	Expansion of trips to neighborhood commercial corridors and to large institutional employers	Increased trips to neighborhood commercial corridors	School trips Trips to commercial corridors stabilize Start of increased trips downtown	Trips to downtown increase until transit and roadway capacity is exceeded	Relaxation of distancing requirements permits transit to carry more people per vehicle, allowing trips downtown to increase	Health orders lifted permitting return of travel behaviors to 'new normal'
Muni Service	Core Service	Increased frequency on Core Service routes	Core Service + two additional routes, and capacity increases	No change	Rail service resumes, expansion of coverage and frequencies	No change	Final expansion of service coverage and frequencies	Resume special Muni service plans for historic vehicles and special events
Transit Lanes	Existing network	No change	Begin installation of temporary treatments in critical locations	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Continuing targeted temporary treatments installation	Wrap up installation of temporary treatment, install permanently legislated lanes	Resume regular Muni Forward program
Bicycle Network	Existing network	No change	Begin installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Continue installation of previously approved bike lanes	Potential expansion of bicycle network	Resume bike network expansion program
Slow Streets	5 corridors	Citywide expansion of Slow Streets program	Continued expansion of Slow Streets locations	Continued expansion of Slow Streets locations	Program includes permanent Quick Build features	No change	Slow Streets becomes ongoing tool for short term street closures	No change
Sustainable Streets Operations	Emergency and essential repairs only	Field staff return to work; prioritize 311 calls & deferred maintenance	Bikeshare / scootershare resume full-service. Implement transit/bike lanes	No change	Resume work on capital projects. Crossing Guards back on duty	No change	Implement/refine projects in response to emerging demands	No change
Parking Enforcement	Ticketing suspended for most violations except color curb. Meter time limits waived	No change	Enforcement for street sweeping will resume; review of meter policies to support businesses	Possible changes in meter policy to support businesses	Parking enforcement resumes for all violations. Customer Service Center reopens	No change	No change	No change
Parking & Curb Management	Some city-owned garages closed. Additi curb space given to COVID testing, grocery stores, Muni stops, curbside pickup	Provide temporary loading zones to support delivery/pickup	Parking garages reopen. Support Shared Spaces program	Support Shared Spaces program	Review/repurpose curb space to support economic recovery	Review of temporary expansion of sidewalks to support increased capacity while distancing	Begin transition to post-crisis curb management strategy	Transition to long-term curb management strategy
Taxi, Paratransit & Accessibility	ETC card established to provide assistance to people too far from core Muni service	Taxis install new plastic barriers	Taxi customer service window reopens	No change	Discount ID center reopens	No change	Continuation of ETC program after emergency ends	No change

Note: Subject to Change



A New Way to Engage People

- Adapting outreach techniques to COVID-19 era
- On-the-ground, real-time monitoring and outreach to evaluate the temporary treatments
- Actively solicit feedback from marginalized communities
- Unless there is a public process to legislate, temporary treatments will automatically sunset



Evaluation Process

- Community input will shape the evaluation framework, tools and monitoring, with a focus on equity, health and economic recovery
- Public engagement and evaluation will guide whether and what longer-term improvements are pursued



Today's Session

Transit



Bikeways
& Slow Streets



Neighborhood Business
Corridors



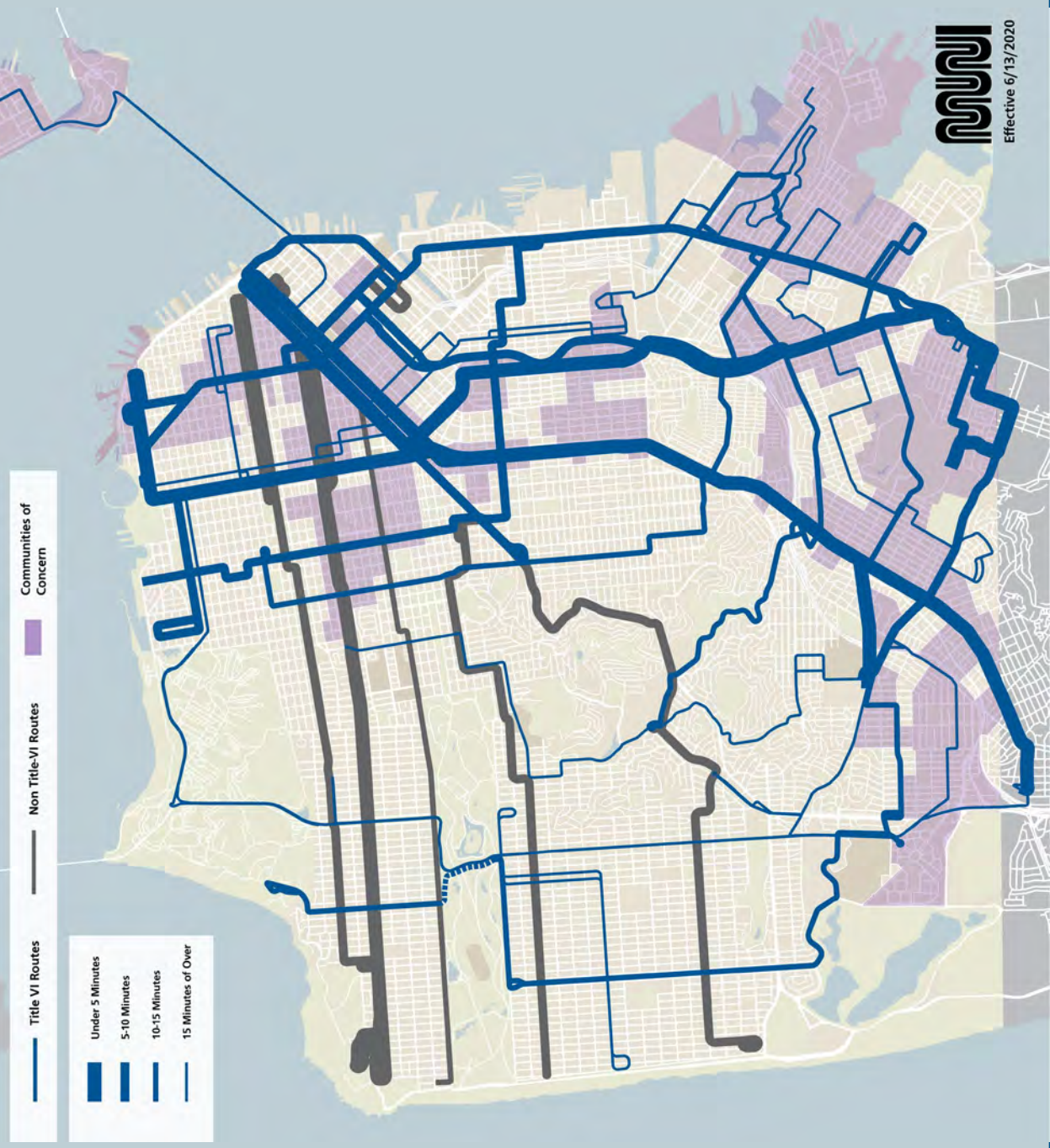
Managing Congestion
& Travel Demand



Who's Riding Muni Today

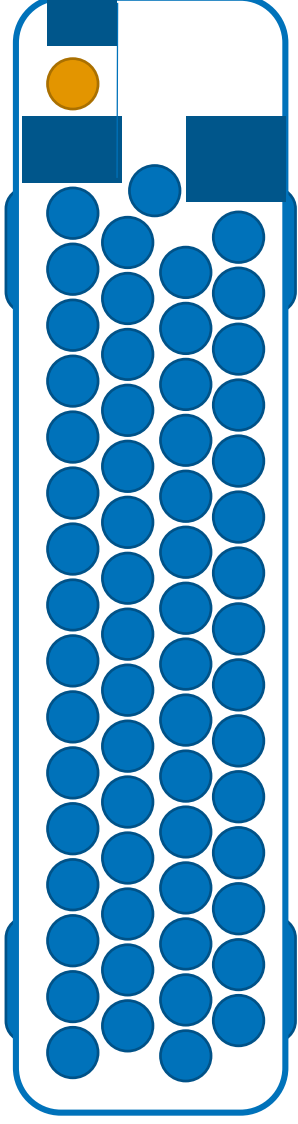


Muni serves those who need it most

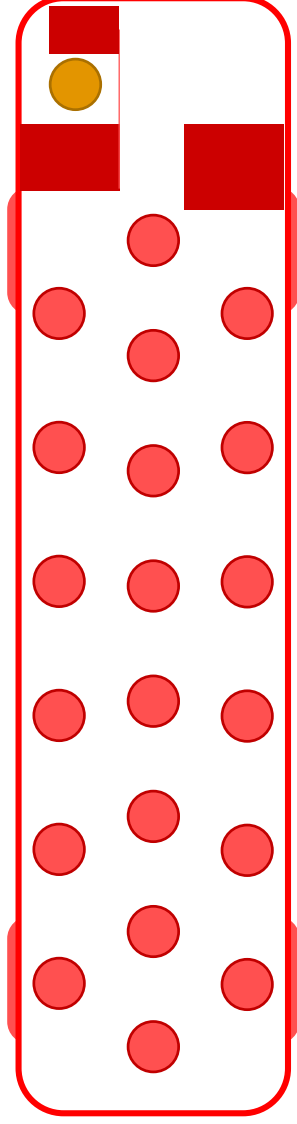


MUNI
Effective 6/13/2020

Distancing requirements cut our capacity by two-thirds

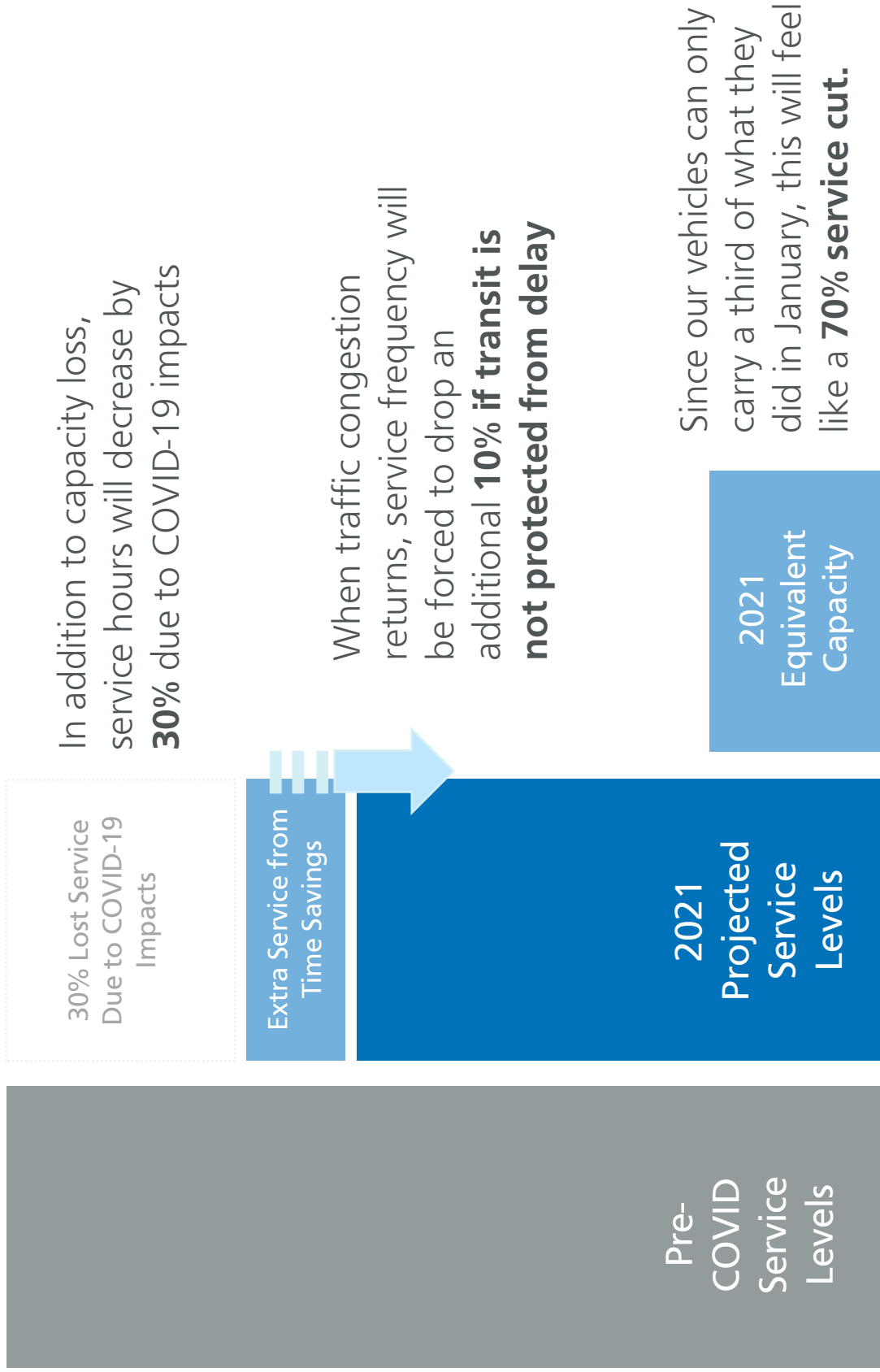


**Before
COVID crisis**



Today

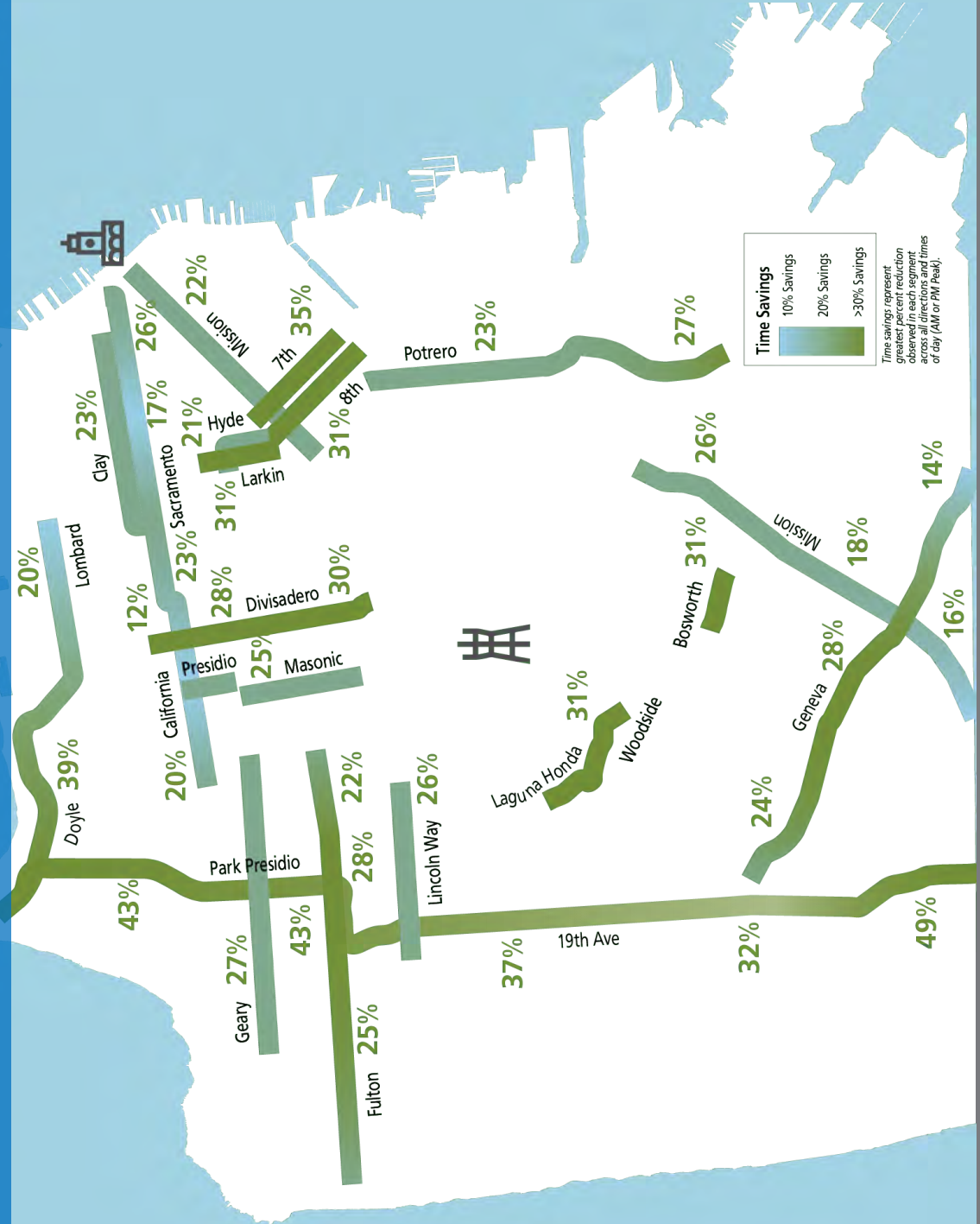
Muni Faces Major Service Reductions



Transit: Solutions



Time Savings During Shelter in Place



Transit Lane Process

Start Conversation with Community

Install Temporary Lanes

Temporary transit lanes
sunset 120 days after
end of the state of
emergency

Gather Community
Feedback

AND

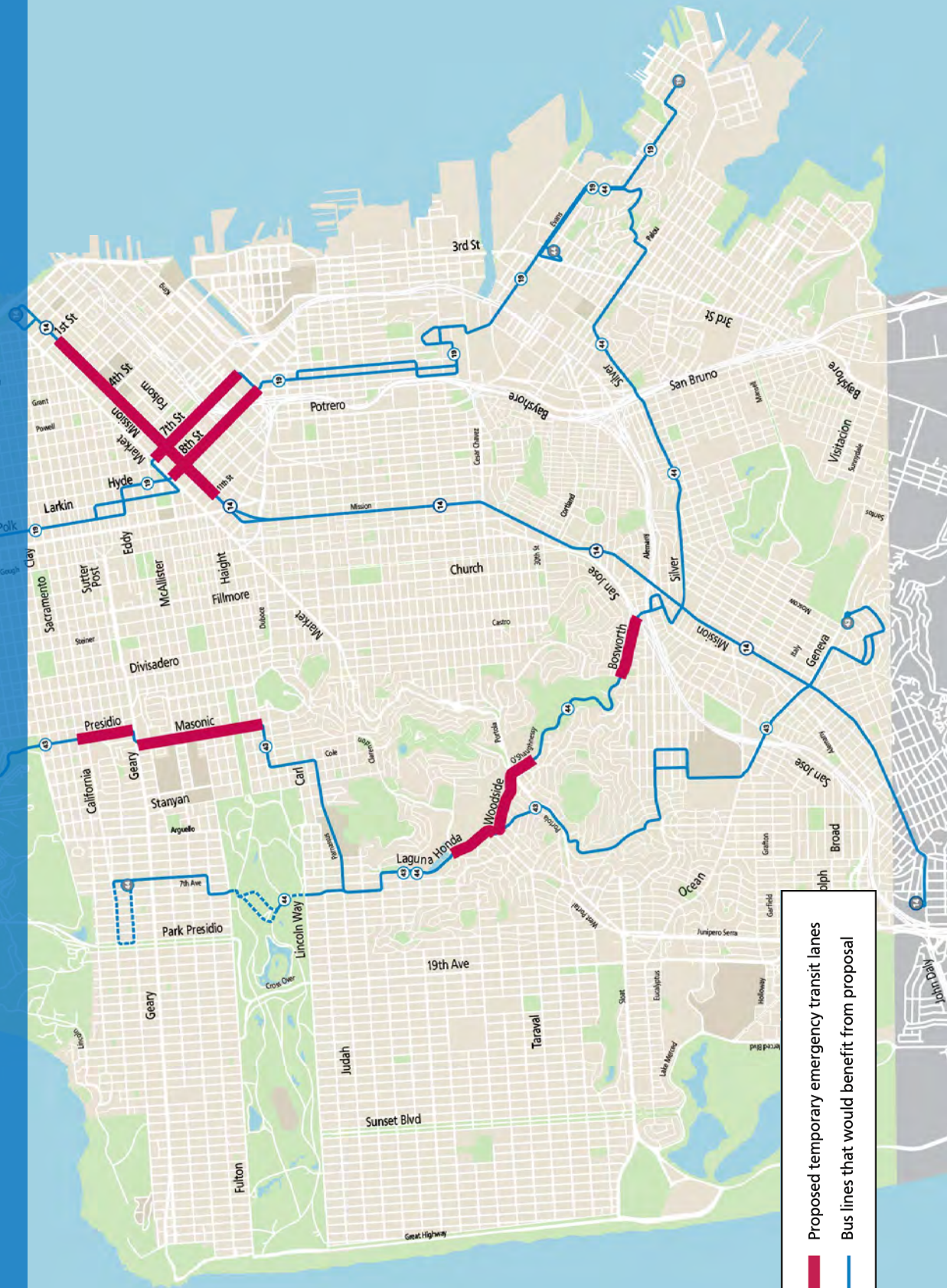
Collect Data & Evaluate

Pursue Permanent
Legislation

OR

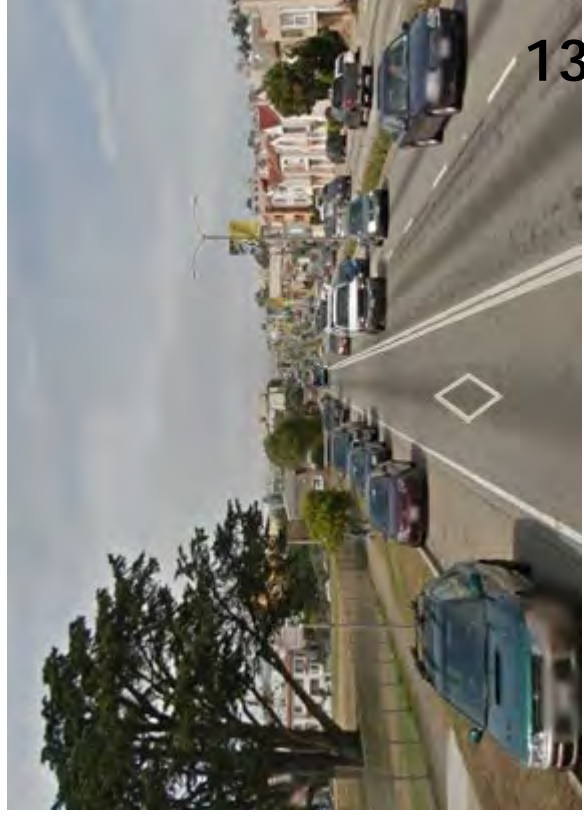
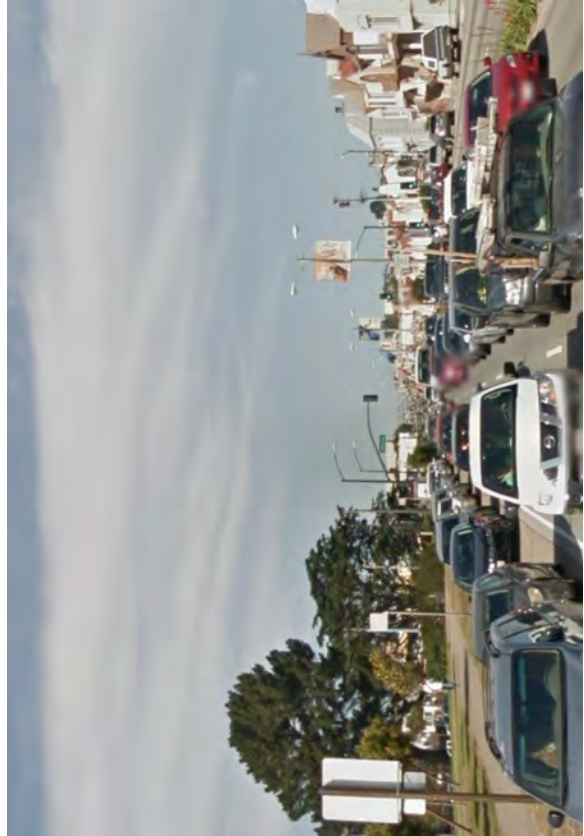
Remove Lanes

Proposed Initial Locations



- Proposed temporary emergency transit lanes
- Bus lines that would benefit from proposal

Transit: Tradeoffs



Bikeways & Slow Streets



Existing Network

**SFMTA Transportation Recovery Plan
Potential Bikeway Network Expansion**

Existing

- Separated bikeways & paths
- Other existing bike lanes and routes



Design In-Process



Slow Streets



Micro-Mobility and Recovery

- Reduced Muni service creates essential need for bikeshare and scooters
 - Open
 - Distanced
 - Individual
 - Active



Free Bay Wheels memberships for Healthcare Workers

Actions to date

- Free memberships (Bay Wheels) and free rides (Spin) for healthcare workers
- Expanded bikeshare service area
- Continued bike rack installation

Micro-Mobility: Next Steps

- Build system capacity
 - Up to 85 new bikeshare stations
 - >100 new bike racks/month
 - Consider role of scooters
- Engagement and promotion
 - Work with private operators
 - Engage communities on what they need for bikeshare to be a real option
 - Reduce barriers to access



Bike Network: Tradeoffs



Neighborhood Commercial Corridors



Curbside Pick-up and Queuing Space

Using valuable curb space for:

- Curbside pick-ups
- Social distancing space



Shared Spaces Program



Parking meters and enforcement



Managing Congestion & Travel Demand



How bold do you want us to be?

- In repurposing our street space in response to the needs of this recovery?
- In making changes to the street while talking with the community?
- In taking actions which have tradeoffs – many people will benefit, but some will not

