



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, July 14, 2020; 10:00 a.m.

Location: Watch SF Cable Channel 26
Watch www.sfgovtv.org
Watch <https://bit.ly/2Oh0VMh>

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

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

Acting Clerk: Angela Tsao

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, July 14, or call (415) 522-4800.

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| | 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) | |
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Other Items

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

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

12. Public Comment

13. Adjournment

*Additional Materials

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

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The nearest accessible BART station is Civic Center (Market/Grove/Hyde Streets). Accessible MUNI Metro lines are the F, J, K, L, M, N, T (exit at Civic Center or Van Ness Stations). MUNI bus lines also serving the area are the 5, 6, 7, 9, 19, 21, 47, and 49. For more information about MUNI accessible services, call (415) 701-4485. There is accessible parking in the vicinity of City Hall at Civic Center Plaza and adjacent to Davies Hall and the War Memorial Complex. Accessible curbside parking is available on Dr. Carlton B. Goodlett Place and Grove Street.

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San Francisco
County Transportation
Authority



DRAFT MINUTES

Citizens Advisory Committee

Wednesday, June 24, 2020

1. Committee Meeting Call to Order

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

CAC members present: Ranyee Chiang, Robert Gower, John Larson, Jerry Levine, Stephanie Liu, Peter Tannen, Danielle Thoe, Sophia Tupuola, and Rachel Zack (9)

CAC Members Absent: David Klein (entered during Item 2), Kevin Ortiz (2)

Transportation Authority staff members present were Tilly Chang, Michelle Beaulieu, Cynthia Fong, Rachel Hiatt, Anna LaForte, Maria Lombardo, Yvette Lopez-Jessop, Mike Pickford, and Eric Young.

2. Chair's Report - INFORMATION

Chair Larson reported on the previous day's Transportation Authority Board Meeting and the racial injustice statement posted on the agency website, and acknowledged receipt of written public comments for Items 8 (Geneva Avenue/San Jose Avenue Intersection NTIP report) and 11 (SFMTA Transportation Recovery Plan presentation). He provided a few updates on the ConnectSF program giving some highlights of input received from outreach activities and noting that the project team was focusing on advancing the Streets and Freeways" and Transit Corridor modal studies. He expressed anticipation for a follow-up presentation at a future CAC meeting.

Finally, Chair Larson announced it was Member Ranyee Chiang's last CAC meeting as she was stepping down, and he thanked her for her service and contributions to the CAC. On behalf of staff, Maria Lombardo, Chief Deputy Director, presented a certificate and thanked Ms. Chiang for her participation in and value added to the CAC. Ms. Chiang expressed appreciation for her time on the CAC and everyone's work on equity matters.

There was no public comment.

Consent Agenda

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

4. Citizens Advisory Committee Appointment - INFORMATION

5. Adopt the Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program - INFORMATION*

Member Peter Tannen asked about how the COVID pandemic affected the reprioritization of budgeted funds to projects. Cynthia Fong, Deputy Director for Finance & Administration, answered that staff have been considering the issue and would bring a full budget report to the September CAC. Tilly Chang, Executive Director, added that staff did report to the Board in the Executive Director's Report about paused



efforts on projects like U.S. 101/I-280 Express Lanes and Bus Project, new mobility policy and pilot framework, and some internal model development and database work, as well as reprioritizing staff time towards supporting projects like the Department of the Environment's Emergency Ride Home program expansion and SFMTA's Transportation Recovery Plan.

There was no public comment on the minutes.

Ranyee Chiang moved to approve the Consent Agenda, seconded by Jerry Levine.

The Consent Agenda was approved by the following vote:

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

Absent: Ortiz (1)

End of Consent Agenda

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*

Anna Laforte, Deputy Director for Policy & Programming, presented the item.

Mr. Tannen asked why the mask requirement on transit vehicles was not enforced and why passengers without masks were allowed to board. Jonathan Cheng, Paratransit Planner at SFMTA, answered that riders were required by state and local ordinance to wear masks, but riders with medical exemption from wearing masks would be allowed to board if they would be the only passenger. He said operators were trained to contact a manager to get in touch with any such rider to offer to send a mask if needed, but said the majority of riders did abide by state and local requirements.

Member Stephanie Liu asked what the persons under investigation description in the medical use bullet point referred to. Jonathan Cheng, Paratransit Planner at SFMTA, answered that SFMTA was using separate paratransit vehicles to transport unhoused persons who were at risk of coronavirus infection to coronavirus test centers. Ms. Laforte added that Prop K funds would not be used for the pandemic-related emergency services, but for regular paratransit services.

Member Rachel Zack asked if there was location flexibility in the plan for the distribution of signs for transit stops. Ms. Laforte answered in the affirmative, that locations would be prioritized based on route-by-route evaluations. Tori Winters, Transportation Planner at the San Francisco Municipal Transportation Authority (SFMTA), added that staff set metrics and prioritized routes based on those metrics.

Mr. Tannen asked what a Muni service equity line was. Ms. Winters answered that these were transit lines that ran through the City's communities of concern or, based on ridership surveys, served low-income and minority passengers.

Mr. Tannen asked if the solar powered lanterns were related to lights above the signs. Ms. Winters answered that the lanterns were devices that helped riders communicate with operators to signal that they were awaiting pick-up. She added that due to the cost of installation, the lanterns would be prioritized for rail, rapid bus network, and frequent service local lines, then expanded to other lines with visibility concerns.

Mr. Tannen asked why the F and E lines were labeled as Bayshore Express, since they



had long been historic streetcar lines. Ms. Winters answered that the text in the example was just a placeholder to mock up what the signs would look like.

Mr. Tannen commented that the font SFMTA used on its transit stop signs made "8x" look very similar to a "B" and requested staff consider a different font. Ms. Winters responded that staff could look into another way to display letters and numbers consistent with the agency's style standards.

Member Danielle Thoe echoed Mr. Tannen's concerns about font legibility and also asked if there was flexibility in the use of the funds to re-prioritize signs for alternative routes if the planned routes were under construction. Ms. Laforte answered in the affirmative and said sign locations would be subject to SFMTA's site selection and prioritization process.

There was no public comment.

Robert Gower moved to approve the item, seconded by Sophia Tupuola.

The item was approved by the following vote:

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

Absent: Ortiz (1)

7. Adopt a Motion of Support for the Adoption of the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning] - ACTION*

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Member Jerry Levine asked if the area around Columbus/Stockton/Green streets would be repaved again for the project noting the area had recently been dug up and repaved. Mr. White answered that the project required new curb ramps and a minor trench for a conduit installation on the north side of the intersection but no substantial demolition or excavation of the street.

Ms. Zack expressed support for the project and thanked staff.

Mr. Tannen said he supported the project and asked if SFMTA had discussed the bus stop consolidation with the community and if there was much opposition anticipated to that plan. Mr. White answered that outreach was conducted through the Chinatown Transportation Research and Improvement Project community based organization in coordination with Supervisor Peskin's office but had yet to go door-to-door to businesses regarding placement of bus shelters, which could affect the placement locations.

Ms. Liu asked for clarification about amount of funds being allocated to the crosswalk renovation. Mr. White answered that it was a lot of money compared to a typical pedestrian scramble but the project was more of a signal upgrade with the installation of new conduits and signal poles, which he said have increased in cost substantially in recent years.

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, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe,



Tupuola, and Zack (10)

Absent: Ortiz (1)

8. Adopt a Motion of Support for the Adoption of the Geneva Avenue/San Jose Avenue Intersection Study Final Report [NTIP Planning] - ACTION*

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Member Robert Gower asked for clarification on the long-range plan for the proposed BART pedestrian plaza, how likely the plans would move forward, and if there was consideration for a single terminus of all Muni lines.

Mr. White answered that at this time it was not possible to physically bring the M line closer to the Balboa Park station area due to the limited capacity of the rail yard.

Mr. Gower commented that it seemed that the projects at this location were taken on individually rather than as part of a greater single project, lacking connection to long-range planning between projects, and requested staff to consider future projects in connection with one another.

Chair Larson noted there was a public comment email submitted by Aaron Goodman, a former Chair of Balboa Park Station CAC, who had similar comments to Mr. Gower's about integrating projects into a longer-term vision. Chair Larson added that having also experienced the strange M line terminus in the middle of the street, it was important to address the current situation with more thought as there could be more trouble in the future.

Mr. Gower said that he agreed with the Chair's remarks and said that the planned Balboa Park Station plaza would be a huge improvement for pedestrian safety.

There was no public comment.

Robert Gower moved to approve the item, seconded by Stephani Liu.

The item was approved by the following vote:

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

Absent: Ortiz and Thoe (2)

9. Adopt a Motion of Support for the Approval of the Fiscal Year 2020/21 Transportation Fund for Clean Air Program of Projects - ACTION*

This item was continued to the next CAC meeting due to time constraints.

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*

This item was continued to the next CAC meeting due to time constraints.

11. Presentation on the San Francisco Municipal Transportation Agency's Transportation Recovery Plan - INFORMATION

SFMTA Director Jeffrey Tumlin Dan Howard, Manager of Transit, Program Delivery & Support, and Transit Technology, presented the item.

Jerry Levine asked if Director Tumlin could address how he was going to deliver capital



projects like Van Ness Bus Rapid Transit (BRT) and Central Subway on-time and on-budget during the pandemic. He also asked how Muni was going to be able to deliver transit service given the challenges with hiring drivers. Director Tumlin responded that major capital projects delivery was unrelated to recovery, and that Van Ness BRT and Central Subway have been moving forward during shelter-in-place. Central Subway will achieve substantial completion by end of the calendar year, and after a year of testing will begin revenue service end of 2021. Van Ness BRT had delays because of underground utility work, which is nearing completion. He said the BRT construction work should move forward quickly. Director Tumlin stated that regarding driver shortages, the Muni Reliability Working Group made good recommendations for how the city could hire significant new operators to deal with shortages. However, Director Tumlin said that the SFMTA was facing a very difficult budget situation where they do not have a financial path to restore the 30% of service they've had to cut. The fact that the agency isn't fully staffed with operators, and that many operators are close to retirement, will help the agency get to 2022 when the agency would seek a new revenue ballot measure. Director Tumlin stated that when he started in the position in January, the agency had a \$50 million annual structural deficit, which widens every year.

Sofia Tupuola commented that under lens of equity, black and indigenous residents of District 10 have become more vulnerable under the current crisis. She stated that the uprising of the people has inadvertently allowed more people to act violently toward these populations. She stated that the district needs more culturally appropriate outreach, and more presence of transportation.

Director Tumlin agreed, and noted that District 10 received the fewest transit service cuts and saw service returned the quickest of all the districts. He noted that due to historic disinvestment and a dearth of local services in the district, residents need to go farthest for basic services. He stated that he has been working closely with Supervisor Walton's office, who is making similar requests. Director Tumlin said that the SFMTA outreach team has moved a lot of engagement online, but that they know this should not be the primary approach for certain communities. Director Tumlin noted that he was on foot in District 10 over the weekend and heard from many residents, and that they are trying not to leave anyone behind.

Robert Gower asked what SFMTA's communications campaign looks like for these many street changes, which might be controversial. Director Tumlin stated that they have no budget for a campaign, and that they would like to be able to campaign before making changes but that the agency needs to move too fast for that. He noted that groups like this CAC can help get the word out through existing networks. Director Tumlin said that they are sparking conversations by building temporary projects that get attention, and posting changeable message signs with phone numbers to call for feedback. He said that the agency is making difficult choices with limited resources, but they are being clear that the status quo would be a disaster for the city's most vulnerable residents. Director Tumlin said that it was important to him to not sugar coat the reality of when these test projects fail, because some slow streets are not working, and the agency plans to move them around as needed. He said that San Francisco was the most conservative city he'd ever worked in, because it was least ready to try new things.

Danielle Thoe stated her appreciation for Director Tumlin's equity and service comments. She stated that she has had experiences waiting for the 38 bus when three buses in a row skipped a stop due to crowding, and that she had heard similar concerns about the 22 bus, which is a concern for people living in the middle of routes.



Dan Howard responded that the SFMTA needs to increase allowable capacity of buses. He said that those operators are passing passengers when they reach capacity, the definition of which is dictated by the public health department. He noted that they are working to put mitigations in place so buses can carry more people, such as the network of transit only lanes which allows more buses on the streets. He stated that in August when the agency restores rail service, they will be able to repurpose buses across the city to provide more service.

Director Tumlin noted that they have good data on passenger loading, which has been driving their service allocations. He noted that neighborhoods in the core such as Western Addition, Japantown and the Tenderloin are where people are more likely to see full buses, as compared to other equity neighborhoods at the edges of the city. Director Tumlin noted that the agency needs to balance turning buses on short routes to serve the core neighborhoods, with the desire of neighborhoods like Bayview, where short routes require transfers. He noted they are using available data to inform these decisions, but that they really need to find better ways to mitigate virus transmission to allow more people on Muni buses.

Ranyee Chiang noted that recently several articles have expressed concern about slow streets and active transportation projects because they are centered on the needs of white, and wealthy communities at the expense of transportation or communities of color. She noted that these articles are written in a compelling way, but she does not fully understand the details of the tradeoffs. She asked Director Tumlin to speak to the tradeoffs between slow streets, active transportation, and racial equity and how SFMTA is addressing this issue.

Director Tumlin noted that this is a very hot topic in their planning circles right now and that it is something they are paying close attention to. Director Tumlin answered by referring to the maps in Dan Howard's presentation that show what they are doing by mode. He noted that the maps show what they are doing for slow streets, what they are doing for their MUNI investments, and in a forthcoming map, what they are doing for shared spaces. He noted that they are trying to respond to specific needs based upon feedback voiced in different communities. In District 10 and particularly in Bayview, Hunter's Point, and Visitacion Valley, they've heard very clearly from the community and the Board of Supervisors that focusing on transit is what the community members most want and need. Slow streets and bikeways would be great, but they are not the first priority for those communities. Director Tumlin further stated that in some parts of district, they have heard very strongly that the community wants businesses to return and they want to put tables out in the street. District 4 lost the most transit service in the cuts back in April. He noted that slow streets were introduced in that neighborhood to provide better alternatives for folks to access local services or be able to walk or bike longer distances to get to MUNI. Director Tumlin stated that they were a little surprised by the success of the slow streets and open streets (like Great Highway) in District 4. He stated that according to their observations, users of the slow streets matched demographics of the neighborhood, more so than any other transportation project, but this was only true in some neighborhoods. He said that by SFMTA's observations, this was true in the Sunset and Richmond and somewhat less true in other neighborhoods. Lastly, Director Tumlin noted that this is an evolving space and they need to do a better job of quantifying demographics of who is actually using these projects and why so they can better inform their work and direct resources to what specific communities actually need.

Rachel Zack mentioned the map on pages 131-133 showing time savings during



shelter-in-place and proposing initial locations for recovery projects. She noted that in the tradeoffs section there is a picture of California Street, near the YMCA. Dan Howard noted that the photo is of Sacramento Street. Rachel Zack asked if there is an initial plan and then a second phase in place to implement transit-only lanes on Sacramento Street.

Director Tumlin stated that they are taking a steady, stepwise approach for rolling out their transit only lanes, starting with the locations where they know congestion is going to happen first. He noted that the first projects will therefore occur where projects are needed most and will hopefully have the least negative impacts on the community. He stated that this approach will allow them to learn quickly, conduct genuine engagement with the community, and understand how effective these tools are in this time period.

Director Tumlin stated that the legislation going to the SFMTA board next week gives the SFMTA traffic engineer the authority to build out the rest of the network. For example, on Sacramento and Clay, the change will simply extend the hours when parking at the curb is prohibited. He noted that they can make this change in real-time by adjusting chunks of hours rather than doing something all day that is 24/7. For Sacramento and Clay, they are employing a phase-it-in approach that depends on how quickly congestion returns. Director Tumlin noted that for other corridors, they are in communication with the district supervisors. For instance, on Fulton or in the Outer Mission, they want to see pedestrian safety improvements before they implement all the transit-only lanes. He also noted that they have capacity constraints because they only have so much white paint and painters. Implementation will be phased based on crew availability, expected return of congestion, and, especially in District 10, the essentialness of upfront engagement in order to help build community trust.

Peter Tannen asked how the pandemic has impacted Muni operator recruitment, training and retention. Director Tumlin said that the pandemic has not hurt recruitment, but that the pandemic has halted training since most training requires close interactions between people. Additionally, Director Tumlin noted that their budget is going to hamper the agency's ability to hire anyone new in next two years. He said that the SFMTA will survive the catastrophe by not refilling vacancies, and by planning for people to retire. He said that the agency cannot increase service until they get more funding, such as from a 2022 ballot measure.

Stephanie Liu asked if the SFMTA was learning from other cities' experiences and thinking how those strategies could be implemented in San Francisco. Director Tumlin said that they were working with operators across the world. He said that the agency was interested in the Taipei model initially, but that cultural differences make many of their strategies a poor fit. He noted that in Taipei, the culture is such that everyone wears a mask, and people comply to the government's rigorous contact tracing. Director Tumlin said that the SFMTA is now looking to western European countries with low government trust like France and Italy, where they have similar challenges as to how to enforce mask requirements like in the United States. Director Tumlin also stated that the agency is now more closely tied to other Bay Area transit operators with the General Managers talking at least once a week. He noted that they are discussing how to mitigate COVID, and how to advocate for more resources, to help each other. He noted the example of Golden Gate Transit, which is picking up and dropping off passengers in San Francisco for first time ever. Director Tumlin said that the agency is looking at potential partnership programs with other agencies too.

Chair Larson stated that many neighborhoods west of Twin Peaks and in the hills rely on local neighborhood-focused buses. He assumed that those will be last to come back,



which could cause congestion because many of the older residents will just switch to driving. Director Tumlin noted that this was an example of the agency's equity focus, because they had to adjust resources away from affluent, low density areas, and toward less affluent, denser areas. He said that this is not likely to change soon, and that this is one of the hardest things about the situation. Director Tumlin noted that the SFMTA has eliminated 50 routes which were essential for the people who rode them, primarily in those hills in Districts 4, 7 and 8, and in parts of the west side. He noted that part of the agency's response to those service cuts was to create the Essential Trip Card for seniors and people with disabilities, and by continuing to invest in paratransit. He asked the CAC to help market these services, and that the Essential Trip Card was a discount intended to get people to the trunk transit lines. Director Tumlin said they are also trying to expand microtransit to expand access to transit. He noted that in the early 20th century the transit system was structured to give a one-seat ride to everyone living in San Francisco, connecting them to the financial district. He noted that the financial district has been decreasing in importance as a primary destination even before the pandemic, and that the future of the system will be a different structure. Director Tumlin said it would likely look like a core grid of routes, with micromobility access to those routes.

Chair Larson voiced his support for investments in micromobility with electric assist to make it more available to more people, and asked that the SFMTA send information to the CAC with ways that the members can help get information to their different districts. Director Tumlin thanked the CAC for their comments and support, and Chair Larson invited Director Tumlin back to foster a longer-term dialogue.

There was no public comment.

Other Items

12. Introduction of New Business - INFORMATION

No new items were introduced.

13. Public Comment

There was no general public comment.

14. Adjournment

The meeting was adjourned at 8:20 p.m.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, June 23, 2020

1. Roll Call

Chair Peskin called the meeting to order at 10:03 a.m.

Present at Roll Call: Commissioners Fewer, Haney, Mandelman, Mar, Peskin, Preston, Ronen, Stefani, Walton, and Yee (10)

Absent at Roll Call: Safai (entered during Item 3) (1)

2. Chair's Report - INFORMATION

Chair Peskin reported that democratic leadership of the house transportation and infrastructure committee released a proposal to reauthorize the current federal transportation bill to expire in September, which proposed \$494 billion in transportation funding over the next five years - a 46% increase over current spending levels would deliver significant new revenues for many of the agency's priorities, including transit capital grants, active transportation, congestion management, and climate protection. He further discussed the first year would also provide much needed COVID-19 relief funds for transit agencies and local governments that have been suffering during the pandemic, building upon the federal Health and Economic Recovery Omnibus Emergency Solutions Act to preserve jobs while stimulating the economy; he thanked House Speaker Nancy Pelosi and House members for passing the bills, awaiting next steps on the senate side this summer.

Chair Peskin also reported on new grant funding received locally, thanking the California Department of Transportation for awarding planning grants to the San Francisco Municipal Transportation Agency (SFMTA) for a Visitacion Valley transportation plan, to the Transportation Authority to study school transportation access improvements - an initiative led by Commissioner Mar, and to the Metropolitan Transportation Commission to study rail program development and governance. Chair Peskin noted that the latter study will hopefully build upon the Transportation Authority's recent Downtown Extension work to identify collaborative models for program delivery.

Finally, the Chair thanked SFMTA Director Tumlin and his team for presenting on the SFMTA's Transportation Recovery Plan. He also announced that earlier in the month Director Tumlin and himself had convened the Transportation Working Group comprised of representatives from a broad cross section of city and regional agencies and that this group will be consulted as we re-open the economy during a time of limited Muni and other transit services, and as traffic is returning on local streets, regional bridges and highways.

There was no public comment.

3. Executive Director's Report - INFORMATION



Tilly Chang, Executive Director, presented the item.

There was no public comment.

Consent Agenda

4. **Approve the Minutes of the June 9, 2020 Meeting - ACTION***
5. **[Final Approval] Appoint Rachel Zack to the Citizens Advisory Committee - ACTION***
6. **[Final Approval] 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***
7. **[Final Approval] Adopt the Proposed Provisional Three-Month Fiscal Year 2020/21 Budget and Work Program - ACTION***
8. **[Final Approval] Allocate \$566,800, With Conditions, and Appropriate \$100,000 in Prop K Sales Tax Funds for Three Requests - ACTION***
9. **[Final Approval] Amend the 2017 Prop AA Strategic Plan - ACTION***
10. **[Final Approval] 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***

There was no public comment on the minutes.

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

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

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

Absent: none

End of Consent Agenda

11. **Adopt the District 3 Pedestrian Safety Improvements Final Report [NTIP Planning] - ACTION***

Dustin White, Senior Transportation Planner at SFMTA, presented the item.

Chair Peskin thanked SFMTA, Transportation Authority, and Sunny Angulo on his staff for completing the NTIP project, and thanked Chinatown Transportation Research and Improvement Project, the Telegraph Hill Dwellers, and North Beach neighbors for their input on the five-way intersection at Stockton, Green, and Columbus streets. He expressed excitement about the implementation of the midpoint crosswalk as the right solution and immediately necessary, particularly around the 500 block of Green Street, which was helping to spark economic recovery in the North Beach neighborhood through reduced parking spaces and more parklets in front of businesses. Chair Peskin encouraged people to visit the area, noting Jeffrey Tumlin, Director of Transportation at SFMTA, and former Board Members Katy Tang and Jane



Kim also visited as well.

During public comment, Francisco Da Costa asked if transit operators and seniors were consulted on the project. Chair Peskin answered in the affirmative.

Aleta Dupree expressed support for the item and concern about Muni delays, suggesting that quick builds be employed to speed up project completion.

Commissioner Peskin moved to approve the item, seconded by Commissioner Yee.

The item was approved without objection by the following vote:

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

Absent: none

12. Presentation on the San Francisco Municipal Transportation Agency's Transportation Recovery Plan- INFORMATION

Jeffrey Tumlin, Director of Transportation; Dan Howard, Manager of Transit, Program Delivery & Support, and Transit Technology; Joel Ramos, Local Government Affairs Manager; Julie Kirschbaum, Director of Transit; and Jamie Parks, Livable Streets Director at SFMTA, presented the item.

Commissioner Preston spoke in support of dedicated transit lanes for Muni and taxis, but expressed concern over opening the lanes to every private bus and shuttle company. He said he had talked to the City Attorney and understood that SFMTA had some discretion in this area and asked whether SFMTA would support a policy restricting those lanes to Muni, taxis, and hospital shuttles. Director Tumlin answered that the agency's policy is to move the most people by prioritizing the people that have the fewest travel choices and modes that best help to achieve equity objectives, that allowing hospital shuttles but not other private entities would complicate the decision-making process. He recommended continuing the conversation both within the City and County of San Francisco and with the California Public Utilities Commission at the state level.

Commissioner Preston responded that from his understanding from the City Attorney was that no state reform would be necessary if there was a legitimate government purpose for the policy to include a certain category of vehicles, especially on an emergency and temporary basis. He further commented that hospital shuttles and shuttling around health care workers during a pandemic were for the public good versus giving private companies whose entire business model was to try to seize the public right-of-way for private use. Director Tumlin acknowledged these concerns and stated it was a topic of extraordinary complexity, which was the enemy of speed. Commissioner Preston observed that it was easier to phase in dedicated usage for buses, taxis, and hospital shuttle on a limited basis and then have a policy discussion as to whether other private entities should have use of the dedicated lanes as well rather than the reverse approach.

Chair Peskin noted that one of the slides showed the initial locations for transit only lanes and asked Director Tumlin and Ms. Kirschbaum to elaborate on the larger list of locations that the SFMTA Board is being asked to legislate.

Director Tumlin explained that the conversation about engagement, which is hard to



do doing a pandemic, and evaluation was important to the agency. Thus, the agency's proposed approach is to test some locations and do public engagement through implementation, experimenting first on streets downtown and then going to other locations with input from Commissioners. Director Tumlin said they were using temporary materials like paint on curb lanes, which is fast to deploy. He further stated that the SFMTA was talking with Caltrans about the possibility of High Occupancy Vehicle lanes on state highways like 19th Avenue and Lombard in the City, and was engaging in substantive conversations with local businesses and community-based organizations and pedestrian safety improvements. He said the agency would start in the locations high congestion and likely to have more program success, learning and adapting for future locations.

Commissioner Walton expressed the need to have real data to inform measures to combat increasing congestion on roads and ensure safety on public transportation to support crisis mitigation. Director Tumlin responded that the next item about the Transportation Authority's COVID congestion tracking tool would provide more confidence that measures are rooted in real data. He added if actions taken were proved incorrect, the temporary changes could be reversed.

Commissioner Yee asked how Slow Streets were evaluated for usefulness and effectiveness. Director Tumlin answered that the original purpose of the Slow Streets program was two-fold: to allow people to exercise safely outdoors and to help people get safely to their destination on transit. He acknowledged that in some cases Slow Streets produced results there were not originally anticipated and said that SFMTA would be looking at several factors: community feedback, unintended negative consequences like overflow traffic to parallel streets, how people utilize slow streets, and commuting habits. Director Tumlin said that the agency is observing to gauge effectiveness in achieving goals and the amount of community support, while evaluating for safety at individual sites.

Commissioner Ronen appreciated the presentation and asked if there was data on how many jobs might permanently stay remote, since it was also a major factor in how bad congestion would be. Director Tumlin answered that the COVID pandemic had revealed the geography of the essential workers, with travel patterns oriented more around the neighborhood commercial districts and less around the financial district, with expectancy of conventional office jobs to come back eventually. He further said that SFMTA was continuing to partner with Transportation Authority's modeling staff on the data.

Commissioner Mandelman expressed gratitude for the Sanchez Slow Street. He strongly support the idea of quick, bold experimentation to address a potential congestion apocalypse and provide safer transportation modes for people to travel, while seeking feedback along the way, and that SFMTA needed be nimble in responding to changes on the streets.

Commissioner Preston echoed the comments on being both flexible and bold at the same time. He asked if SFMTA had a system for keeping up with Slow Streets signage and if improvements could be made to signage, so that vehicles don't accidentally turn onto one of those streets, which could lead to a potentially fatal incident. Director Tumlin and Jamie Parks responded that staff was spending a lot of time moving signs and barricades around to different locations, and the agency did not want to use staff time long term on this task. He said was looking into longer term semi-permanent



infrastructure that is more difficult to move but could still be easily removed later by crews if proven unsuccessful, as well as saving costs during shelter-in-place at locations requiring frequent maintenance by installing plastic posts. Commissioner Preston noted that members of the public would likely be willing to serve as eyes on the streets and he encouraged regular check-in with community members to eliminate gaps in signage.

Commissioner Yee expressed concern and asked about the inequitable methods of providing programs to those who most need services and have little resources. He cited a lack of public transportation particularly on the west side for workers to commute or for seniors or others who need to head downtown for a medical appointment where one taxi ride to the doctor could use up the essential trip card allotment for the month.

Director Tumlin answered that the economic and direct health devastation of the COVID pandemic has resulted in 30% city-wide cuts in transportation services, and due to social distancing requirements, resources are directed to the lines that have the highest ridership and neighborhoods where people have the fewest choices, concentrating service in equity neighborhoods, leaving areas like the west side behind. He further commented that this issue was part of the reason why the agency was trying to develop a multimodal transportation system, providing more opportunities to access transit through bikes, scooters, a subsidized taxi program, and the essential trip card, to allow people transfer to a Muni line to get to their destination rather than take a taxi for the entire trip. Director Tumlin said the agency was trying serve all San Franciscans with significantly reduced resources while also making sure that resources are shifting toward ways that are socially equitable, which unfortunately meant tradeoffs in terms of geographic equity.

Commissioner Yee responded that though there were limited resources, he was trying to address the needs of his district by pointing out the lack of services on the westside and that there needed to be better solutions than cutting 60% of the lines, many of which are in his district.

Chair Peskin echoed Commissioner Yee's concerns and asked what steps are being undertaken to educate the users and modify behaviors on proper parking when access ramps and other areas are blocked by Bay Wheels and other micromobility devices.

Mr. Parks answered that the biggest thing would be to restart enforcement efforts over the summer, including fines for misparked bicycles and scooters, which was paused during shelter-in-place. He further commented that through directly ticketing the micromobility operators, that created a mechanism by which the operator could find out about specific misparked vehicles and use their own fine structures to pass fines and educational information directly to their users.

Chair Peskin asked if Mr. Parks thought that those fines were robust enough to change behavior, both by the companies and the individual users of those devices. Mr. Parks answered in the affirmative noting that micromobility companies seemed affected by the fines based on the amount of complaints received about how substantial the fines were, with issuances of over \$15,000 in fines in a single month. He further commented the agency was hopeful in seeing improved behavior, citing that he had received a lot of the same emails that were received by the Chair and how it was



disturbing to see the behavior currently exhibited on the streets.

Commissioner Haney asked about timelines for completion of construction of larger transit infrastructure projects like Van Ness Bus Rapid Transit and Central Subway. Director Tumlin answered that both Van Ness and Geary Bus Rapid Transit projects were given the green light to proceed through shelter-in-place, with most of the disruptive underground work on Van Ness mostly done and starting to transition to the street work. He also discussed Central Subway construction projected to be done at the end of the calendar year, followed by a year of testing and opening up for revenue service at the end of 2021. Joel Ramos commented that staff was re-evaluating the timeframe for Central Subway based in part on delays they were experiencing with Public Works. Director Tumlin commented that many smaller projects were not allowed to proceed during shelter-in-place to date as they were deemed non-essential.

Commissioner Safai asked about what adjustments and commitments SFMTA would make with the additional funding aid like the federal Coronavirus Aid, Relief, and Economic Security Act (CARES Act), specifically regarding workplace injury prevention programs, social distancing with rear boarding of buses, ensuring the safety of bus operators, protection and the conditions of the workforce, and increasing ridership and service. He further commented that he was working aggressively With Public Works and other agencies to get traffic calming measures put in place.

Director Tumlin answered that the funding from the federal stimulus package was already distributed to the regions, which allows SFMTA to close out the fiscal year without layoffs and make it through the next fiscal year. He explained that for services like traffic calming, Public Works crews were starting to become available but were still limited due to adjustments for emergency duties related to COVID pandemic response, projecting possibly the end of the summer for the situation to stabilize and projects to proceed.

Commissioner Safai also asked about enforcement of issues like parking during street cleaning. Director Tumlin answered that SFMTA sent out warnings for street sweeping enforcement on June 13, with actual ticketing starting in late June; parking meter enforcement in coming weeks, and Muni fare enforcement projected with the re-start of rail around the second week in August.

Chair Peskin thanked Director Tumlin and staff for their presentation, and for engaging the Board in a meaningful and real way.

Commissioner Yee asked about the restrictions on the Shared Spaces program, specifically alleyways that involved residents, when the space seemed wide enough for residents to get in and out of their garages. Dan Howard answered that street closure applications needed to be supported by all affected in the community, by supervisorial offices, and including a site plan showing a clear path of travel so that staff could work together with the supervisorial office to find a solution that would work.

During public comment, Brian Hobson, Walk SF Vision Zero organizer, thanked SFMTA for their efforts and spoke in support of the transportation recovery plan, particularly the transit-only lanes and Slow Streets program, requesting a focus on safety improvements on the high injury network.



Aleta Dupree expressed concern about pass-ups at bus stops and suggested an all-electric fleet of micro mobility devices for those with disabilities to complement transit.

Stanley Chin, resident of District 7 and member of SF Transit Riders, supported the transportation recovery plan but expressed concern about the decrease of bus service and of commuters traveling on buses due to the pandemic and that transit-only lanes were key to bringing back ridership.

Zack Deutsch-Gross, member of SF Transit Riders, reiterated support for transit-only lanes in providing safer and more efficient travel for bus riders, especially for communities that do not have other options.

Siyan Amaganali, resident of District 8, requested the permanent expansion of transit-only lanes and Slow Streets program, and also commented that transit-only lanes should be used by public transportation vehicles only.

John Winston, resident of District 7 and Chair of Balboa Reservoir Citizens Advisory Committee (CAC), supported the Shared Spaces program particularly on Ocean Avenue and requested quick build of transit-only lanes on Geneva, Ocean, and Frida Kahlo avenues around City College area, and making these changes permanent.

Milo Trauss, member of SF Transit Riders, supported the recovery plan, especially the quick build transit-only lane and requested Sage and Sanchez streets remain permanent. He also supported e-bike expansion throughout the City.

Christopher Peterson, resident of District 7 and member of SF Transit Riders, supported the emergency transit-only lanes but said the plan doesn't expand far enough and requested support for Muni to do more quick build and creative improvements throughout the City.

Peter Strauss, member of SF Transit Riders, commended SFMTA for proposals to apply quick build transit-only lanes and requested quick build improvements for the T-Third line, especially at the shared lanes in Bayview and approach from the south at the 4th Street bridge.

Mishon Peterpol, resident of District 9 and member of SF Transit Riders and San Francisco Bicycle Coalition (SFBC), echoed comments about improving the T-Third line and requested Slow Streets in the Tenderloin and Marina areas, as well making permanent Slow Streets program and transit-only lanes expansion particularly in the Glen Park area of Mission Street. He also supported the bike share expansion program.

Dan Cuttermann, resident of District 5 and member of SF Transit Riders, supported transit-only lanes throughout the City and requested making them permanent after the COVID pandemic has receded.

Wesley Smith, member of SF Transit Riders, supported transit-only lanes expansion particularly the protected bike lanes. He also requested increase in bus frequency and bike safety including fully connected system of bike lanes and he supported the Slow Streets program expansion.

Ilias Zamoria, resident of District 5 and member of SF Transit Riders and SFBC, supported transit-only lanes expansion and requested that 7th and 8th streets on which the 19 bus line runs, be included in the plan. He also requested that Slow Streets be



made permanent and asked why the Scott slow street was reversed.

Amy O'Hare, member of Balboa Reservoir CAC, requested transit-only lanes for Frida Kahlo Way adjacent to the Balboa Reservoir and for the 43 Masonic line and other lines that feed into the Balboa BART station.

Shahin Saneinejad, resident of District 7, requested support for transit-only lanes, especially shortening time of bus travel for essential workers' health and safety.

Olivia Gamboa, resident of District 1 and a physician, supported transit-only lanes, especially for the health and safety of vulnerable populations and essential workers. She also supported Slow Streets and shared outdoor spaces, and requested they be made permanent.

13. COVID-Era Congestion Tracker - INFORMATION*

The item was continued due to time constraints.

There was no public comment on this item.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

There was no general public comment.

16. Adjournment

The meeting was adjourned at 12:32 p.m.



RESOLUTION ADOPTING DISTRICT 3 PEDESTRIAN SAFETY IMPROVEMENTS FINAL
REPORT [NTIP PLANNING]

WHEREAS, In July 2019, at Chair Peskin's request, the Transportation Authority amended the scope of work for the San Francisco Municipal Transportation Agency's (SFMTA's) District 3 Pedestrian Safety Improvements [NTIP Planning] project [Project] to focus on specific intersections on the Kearny corridor; and

WHEREAS, 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; analyzed options for improving pedestrian safety by removing dual-turn lanes at intersections along Kearny Street between Post and Pine streets; and developed recommendations for Muni bus stop consolidation to support improved transit speed and reliability along Kearny Street between Market Street and Columbus Avenue; and

WHEREAS, The 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; and

WHEREAS, Over the course of the project, SFMTA staff met with and sought input from the Chinatown Transportation Research and Improvement Project (TRIP), representatives of the North Beach Neighbors, Telegraph Hill Dwellers, the Transportation Authority's Citizens Advisory Committee, and the Pedestrian Safety Advisory Committee; and

WHEREAS, The Project's findings and recommendations are summarized in the attached final report and include recommendations for pedestrian scrambles at Kearny/Washington and Kearny/Jackson, a new crosswalk between the northeast



and southwest corners of the Columbus/Green/Stockton intersection, bus stop consolidation on Kearny between Market and Columbus, and removal of dual-turn lanes at the intersections of Kearny and Post, Sutter, and Pine; and

WHEREAS 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; and

WHEREAS, 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; and

WHEREAS, The CAC was briefed on the final report at its June 24 meeting and unanimously adopted a motion of support for its adoption; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed District 3 Pedestrian Safety Improvements Final Report [NTIP Planning].

Enclosure:

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



Memorandum

AGENDA ITEM 4

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] - ACTION

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

The CAC considered this item at its June 24, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

SUPPLEMENTAL MATERIALS

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

San Francisco County Transportation Authority

State Legislation - July 2020

(Updated July 7, 2020)

To view documents associated with the bill, click the bill number link.

The State Legislature is nearing the end of the current session, and only a small number of priority bills are advancing due to the COVID-19 pandemic. Upcoming key dates this legislative session include:

- June 22 – July 12: Assembly summer recess
- July 2 – July 12: Senate summer recess
- August 31: last day for each house to pass bills
- September 30: last day for the Governor to sign or veto bills

Staff is recommending a new watch position on Senate Bill (SB) 288 (Wiener), as show in **Table 1**.

Table 2 shows the status of active bills on which the Board has already taken a position.

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Watch	SB 288 Wiener D	<p>California Environmental Quality Act: exemptions.</p> <p>This bill would amend the California Environmental Quality Act's (CEQA's) existing provisions to allow new statutory exemptions for sustainable transportation projects such as rapid transit service implementation on existing public rights of way, new and modernized train stations, bicycle lanes, complete streets projects, pedestrian facilities, and publicly accessible zero-emission fueling stations and chargers in an urbanized area. The bill requires public engagement and projects must reduce greenhouse gas emissions and be located within an urbanized area. To be exempt, the project also must not increase automobile capacity. The author has framed the bill as necessary to allow transportation agencies flexibility to quickly build sustainable transportation projects as a means of economic recovery but also as a way to counteract the potential surge in driving as the state reopens.</p> <p>We understand the San Francisco Municipal Transportation Agency (SFMTA) is recommending the Mayor's Office adopt a support position on the bill, as it would allow them to expedite projects such as transit-only lanes and parking-protected bike lanes. These are key elements of SFMTA's near-term COVID recovery strategy, but currently can take years to environmentally clear under CEQA. Metropolitan Transportation Commission staff is also recommending its Commission adopt a support position this month. We anticipate amendments will be introduced soon to strengthen the public engagement requirements and make some modifications to the eligibility framework, such as clarifying that zero-emission vehicle charging infrastructure must be fully accessible to members of the public and not limited to customers or visitors at the charging site.</p> <p>We are recommending a watch position while seeking further clarity on what the associated tradeoffs would be (e.g. such as reduced public input) and where other stakeholders such as the environmental community stand on the bill.</p>

San Francisco County Transportation Authority

Table 2. Bill Status for Active Positions Taken in the 2019-2020 Session

Most bills introduced this year will not be moving forward due to the COVID-19 crisis' impact on the legislative session.

Updates to bills since the Board last reviewed this table are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 7/1/2020)
Support	AB 40 Ting D	Air Quality Improvement Program: Clean Vehicle Rebate Project.	Dead
	AB 659 Mullin D	Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.	Dead
	AB 1286 Muratsuchi D	Shared mobility devices: agreements.	Senate Judiciary Committee
	AB 2828 Friedman D	Traffic Safety.	Dead
	SB 1291 Senate Committee on Transportation	Federal Statewide Transportation Improvement Program: submissions	<i>Assembly Transportation</i>
Conditional Support with Amendments	AB 2824 Bonta D	Bay Bridge Fast Forward Program.	Dead
Oppose Unless Amended	AB 326 Muratsuchi D	Vehicles: motorized carrying devices.	<i>Senate Transportation</i>
	AB 1112 Friedman D	Shared mobility devices: local regulation.	Senate Transportation
	AB 1964 Frazier D	Autonomous vehicles.	Dead
	SB 50 Wiener D	Planning and zoning: housing development: streamlined approval: incentives.	Dead
Oppose	AB 553 Melendez R	High-speed rail bonds: housing.	Dead
	AB 1167 Mathis R	Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.	Dead
	AB 1848 Lackey R	High-speed rail: Metrolink commuter rail system.	<i>Dead</i>

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2019. Bill status at a House's "Desk" means it is pending referral to a Committee.



RESOLUTION ALLOCATING \$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, WITH CONDITIONS

WHEREAS, The Transportation Authority received three requests for a total of \$11,230,724 in Prop K local transportation sales tax funds and \$1,043,898 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Paratransit and Pedestrian & Bicycle Facility Maintenance categories of the Prop K Expenditure Plan, and the Transit Reliability and Mobility Improvements category of the Prop AA Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K or Prop AA 5-Year Prioritization Program (5YPP) for the Prop K Pedestrian & Bicycle Facility Maintenance and Prop AA Transit Reliability and Mobility Improvements programmatic categories; and

WHEREAS, The adopted Prop K Strategic Plan has funds programmed to the named projects such as Paratransit, which have no 5YPP requirement; and

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

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$11,230,724 in Prop K funds, with conditions and \$1,043,898 in Prop AA funds, with conditions, for three projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There will be sufficient funds in the Capital Expenditures line item



of the Transportation Authority's planned Fiscal Year 2020/21 annual budget to cover the proposed actions; and

WHEREAS, At its June 24, 2020 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, let it be

RESOLVED, That the Transportation Authority hereby allocates \$11,230,724 in Prop K funds, with conditions and \$1,043,898 in Prop AA funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the



project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2020/21
5. Prop K/Prop AA Allocation Request Forms (3)

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		District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	
Prop K	23	SFMTA	Paratransit, Shop-a-Round/Van Gogh Shuttles, Ramp Taxi Incentives	\$ 10,930,724		\$ 31,382,436	27%	65%	Citywide
Prop K	37	SFMTA	Bicycle Facility Maintenance	\$ 300,000		\$ 300,000	48%	0%	Citywide
Prop AA	Transit	SFMTA	Transit Stop Signage Enhancement Program - Phase 1		\$ 1,043,897	\$ 1,091,898	NA	4%	Citywide
TOTAL						\$ 11,230,724	\$ 1,043,897	\$ 32,774,334	63%

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.

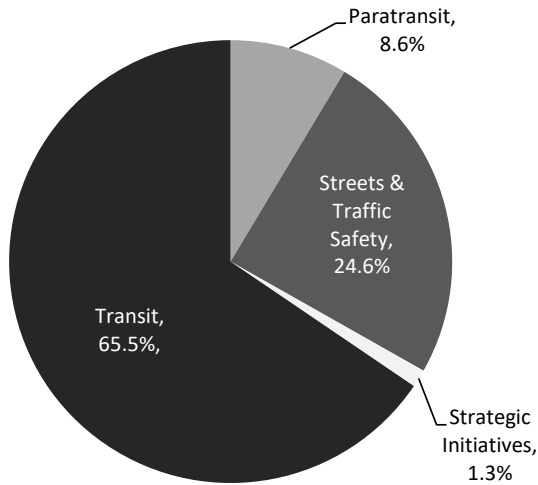
Attachment 4.
Prop K Allocation Summary - FY2020/21
Prop AA Allocation Summary - FY 2019/20

PROP K SALES TAX

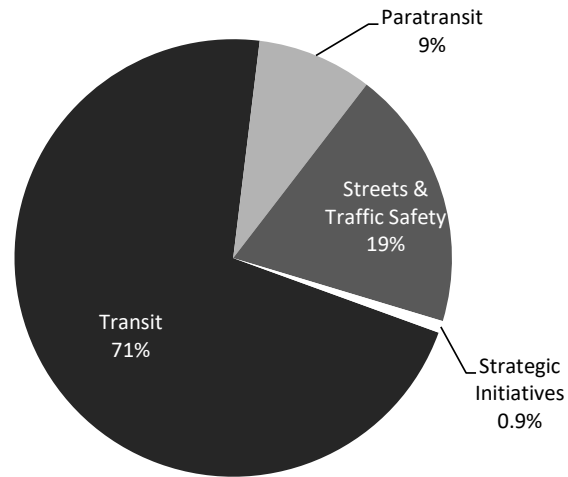
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 3,923,955	\$ 3,488,273	\$ 435,682	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 11,230,724	\$ 8,273,043	\$ 2,882,681	\$ 75,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 15,154,679	\$ 11,761,316	\$ 3,318,363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

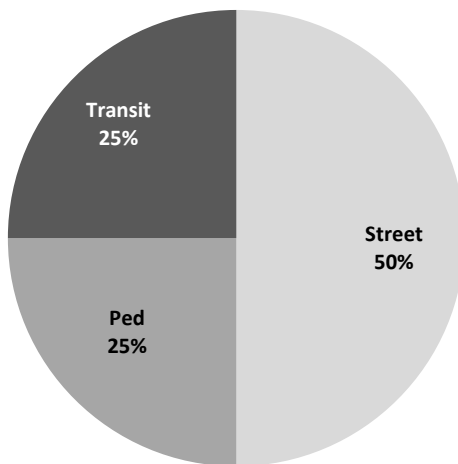


PROP AA VEHICLE REGISTRATION FEE

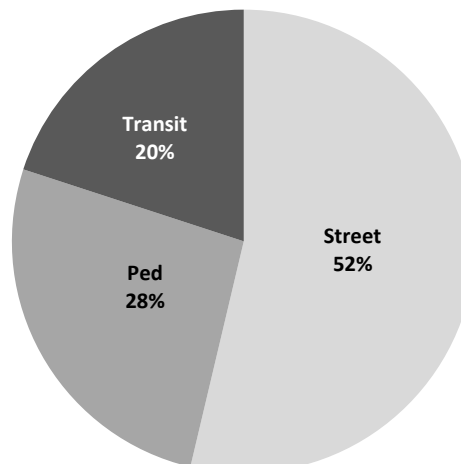
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -
New Total Allocations	\$ 1,043,897	\$ 521,949	\$ 521,948	\$ -	\$ -	\$ -

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						
<u>Paratransit</u>						
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	
<u>Apportionment</u>					
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
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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

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	Total Cost
City Post with No Curb	2000	\$ 20	\$ 40,000
City Post with Curb	500	\$ 80	\$ 40,000
Green Epoxy Paint	8000	\$ 2.50	\$ 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
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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 unnavigable 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
SFMTA OPERATING FUNDS	\$0	\$0	\$48,000	\$48,000
Phases in Current Request Total:	\$0	\$1,043,898	\$48,000	\$1,091,898

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$2,064,919	\$0	\$2,064,919
SFMTA OPERATING FUNDS	\$0	\$0	\$168,000	\$168,000
DEVELOPER FUNDS	\$0	\$0	\$202,000	\$202,000
Funding Plan for Entire Project Total:	\$0	\$2,064,919	\$370,000	\$2,434,919

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)	\$2,195,125	\$1,025,000	Based on previous similar work
Operations	\$0	\$0	
Total:	\$2,434,919	\$1,043,898	

% Complete of Design:	0.0%
As of Date:	06/12/2020

Expected Useful Life:	20 Years
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San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

Transit Stop Signage Enhancements - Phases 1 and 2 *

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item		Total
SFMTA - Phase 1	\$	18,898
SFMTA - Phase 2	\$	18,896
TOTAL DESIGN - PHASES 1 and 2	\$	37,794

TOTAL COST BY AGENCY - All Phases		
	Phase 1	Phase 2
SFMTA	\$ 890,795	\$ 939,918
Vendor	\$ 201,103	\$ 201,103
Total	\$ 1,091,898	\$ 1,141,021

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK) - CONSTRUCTION

Budget Line Item	% of budget by phase	Total
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Phase 1

Vendor - Sign Construction	19%	\$ 201,103
SFMTA Sign Shop	77%	\$ 823,897
SFMTA Construction Management	4%	\$ 48,000
TOTAL CONSTRUCTION - PHASE 1	100%	\$ 1,073,000

Phase 2

Vendor - Sign Construction	18%	\$ 201,103
SFMTA Sign Shop	71%	\$ 801,022
SFMTA Construction Management	11%	\$ 120,000
TOTAL CONSTRUCTION - PHASE 2	100%	\$ 1,122,125
TOTAL CONSTRUCTION - PHASES 1 and 2		\$ 2,195,125

* Requested Prop K funds are for Phase 1 only

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.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	No Prop K	4.4%
Actual Leveraging - This Project	No Prop K	15.2%

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
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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
- 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

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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 / বাংলা / العربية





F

BAYSHORE EXPRESS

To Financial Dist & Fisherman's Wharf

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

E

BAYSHORE EXPRESSTo Kearny & Pacific
via Financial District

M-F Approx 6:30AM-9AM

88

BART SHUTTLE

To Mission & Sickles

M-F Approx 4PM-6:30PM

54

FELTONTo 3rd St. & Hudson
Bayview District

Daily Approx 5:30AM-Midnight

54

FELTONTo 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 / ภาษาไทย / اللغة العربية

RAPID

71


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


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 / বাংলা / العربية



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

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

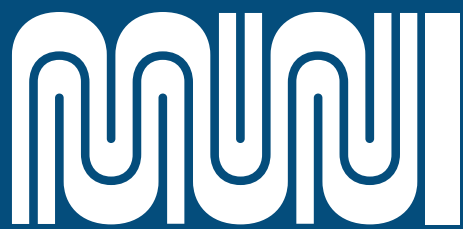
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29

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

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Memorandum

AGENDA ITEM 6

DATE: June 25, 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>
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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 provisional three-month Fiscal Year 2020/21 budget 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 considered this item at its June 24, 2020 meeting and unanimously adopted a motion of support for the recommended action.

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)



RESOLUTION ADOPTING THE GENEVA AVENUE/SAN JOSE AVENUE
INTERSECTION STUDY FINAL REPORT [NTIP PLANNING]

WHEREAS, 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; and

WHEREAS, 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; and

WHEREAS, In fall 2015, the Balboa Park Station Community Advisory Committee passed a resolution requesting a Geneva/San Jose intersection specific plan including urban design guidelines and a community design charrette; and

WHEREAS, 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; and

WHEREAS, Throughout the Study process, the SFMTA engaged with community members, including 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; and

WHEREAS, The Project's findings and recommendations are summarized in the attached final report and include the primary recommendation of relocating the



M Line terminal stop to San Jose Avenue and Niagara Avenue with large transit bulbouts with accessible boarding ramps in both directions to directly connect the train and the sidewalk, eliminating conflicts between boarding /disembarking transit riders and mixed vehicle traffic on both inbound and outbound stops; and

WHEREAS, The study completed conceptual feasibility analysis of the recommendations, but additional engineering design is required prior to implementation, including formal review by other agencies such as the San Francisco Fire Department and the California Public Utilities Commission, as well as environmental impact assessment; and

WHEREAS, The SFMTA has consulted with Commissioner Safai's office which is supportive of the study's recommendations; and

WHEREAS, The CAC was briefed on the final report at its June 24 meeting and unanimously adopted a motion of support for its adoption; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed Geneva-San Jose Intersection Study Final Report [NTIP Planning].

Enclosure:

- Geneva-San Jose Intersection Study Final Report [NTIP Planning]



Memorandum

AGENDA ITEM 7

DATE: June 25, 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 July 14 Board 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 considered this item at its June 24, 2020 meeting and unanimously approved a motion of support for its adoption.

SUPPLEMENTAL MATERIALS

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

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San Francisco
County Transportation
Authority



RESOLUTION APPROVING THE FISCAL YEAR 2020/21 TRANSPORTATION FUND FOR CLEAN AIR PROGRAM OF PROJECTS PROGRAMMING \$811,962 TO THREE PROJECTS, WITH CONDITIONS, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO ENTER INTO AGREEMENTS WITH APPLICABLE PUBLIC AGENCIES, ESTABLISHING CONDITIONS FOR THE USE OF THESE FUNDS

WHEREAS, On June 15, 1992, the Board of Supervisors of the City and County of San Francisco designated the San Francisco County Transportation Authority (Transportation Authority) as the Program Manager of the local guaranteed portion of the Transportation Fund for Clean Air (TFCA) funds; and

WHEREAS, As County Program Manager, the Transportation Authority is required to file an expenditure plan application with the Bay Area Air Quality Management District (Air District) for the upcoming fiscal year's funding cycle, which was submitted to the Air District on March 3, 2020; and

WHEREAS, After netting out 6.25% (\$47,155) for administrative expenses, as allowed by Air District guidelines, and including new revenues and deobligated funds from prior projects completed under budget, the Transportation Authority has \$811,962 in Fiscal Year (FY) 2020/21 TFCA funds to program to eligible projects; and

WHEREAS, On March 6, 2020, the Transportation Authority solicited applications for projects for FY 2020/21 TFCA San Francisco County Program Manager funds and, by the May 4, 2020 deadline, received six project applications requesting \$1,688,801 in TFCA funds; and

WHEREAS, Transportation Authority staff, working in consultation with project sponsors, reviewed and prioritized the applications for funding based on Air District TFCA guidelines and the Transportation Authority's adopted Local Expenditure Criteria (Attachment 1); and

WHEREAS, The Transportation Authority's adopted Local Expenditure Criteria



include review of eligibility per the Air District's guidelines, calculation of the cost effectiveness ratio for each project, and other factors; and

WHEREAS, Transportation Authority staff recommended programming \$811,962 to fully fund two projects and partially fund two projects as shown in Attachment 2, Table A, as well as including additional funding for the two partially-funded projects on a contingency list as shown in Attachment 2, Table B; and

WHEREAS, The Family E-Bike Ownership Program project, recommended for \$275,000, requires a policy waiver from the Air District to allow funds to be used to purchase electric bicycles; and

WHEREAS, The Citizens Advisory Committee will be briefed on the FY 2020/21 TFCA call for projects at its July 22, 2020 meeting; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves programming of \$811,962 in FY 2020/21 TFCA funds to four projects as shown in Attachment 2, Table A and approves a project contingency list as shown in Attachment 2, Table B; and be it further

RESOLVED, That the Executive Director is authorized to execute any agreements with the Air District necessary to secure \$811,962 for projects and \$47,155 for administrative expenses for a total of \$859,117 in FY 2020/21 TFCA funds; and be it further

RESOLVED, That the Executive Director is authorized to execute funding agreements with each implementing agency to pass-through these funds for implementation of projects, establishing such terms and conditions governing cash drawdowns, financial and program audits, and reporting as necessary to comply with the requirements imposed by the Air District for the use of the funds and as required by the Transportation Authority in order to optimize the use of these of funds.



Attachments:

- Attachment 1 - FY 2020/21 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2020/21 TFCA Program of Projects - Detailed Staff Recommendation

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

TABLE A. 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	\$ 16,797	3,210	\$ 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	\$ 111,232	1,289	\$ 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 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	Additional CO2 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	\$ 144,998	193	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									\$ 200,000	\$ -

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 worksheet because the FY 2020/2021 Heavy-Duty Vehicles worksheet does not calculate tons of CO₂ reduced.



Memorandum

AGENDA ITEM 9

DATE: July 6, 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

RECOMMENDATION ☐ Information ☒ Action

Approve the Fiscal Year (FY) 2020/21 Transportation Fund for Clean Air (TFCA) Program of Projects.

SUMMARY

Program \$811,962 in TFCA County Program Manager funds for four projects:

- 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)

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.

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



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) (see next section for required policy waiver). 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.

Air District staff have conducted an initial review of the project and have said that they do not find the project to be eligible under the Alternative Fuel Light-Duty Vehicles TFCA project category (under which we have previously awarded SFMTA grants to subsidize the purchase of taxicabs) because bicycles are not vehicles per the California Vehicle Code. In addition, Air District staff expressed concerns that e-bikes would not cost-effectively displace motor vehicle-based emissions. We have asked Air District staff to reconsider the eligibility of the project under the Bicycle Projects category (which is how we had categorized the project when we submitted it to the Air District) and have provided them references to recent research findings on the efficacy of electric bicycles in reducing motor vehicle emissions.

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 as soon as 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 provisional three-month Fiscal Year 2020/21 budget 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 CAC will consider this item at its July 22, 2020 meeting. The CAC continued the item from the June 24, 2020 meeting due to time constraints.



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)



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 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, MTC staff also asked the eight agencies collaborating on the Regional Express Lanes project, which includes the US-101/I-280 Express Lanes and Bus Project, to approve a joint letter making commitments to improve the project's greenhouse gas emission, cost effectiveness, and equity performance (Attachment 3); and

WHEREAS, At its July 22, 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 certain San Francisco projects proposed for inclusion in PBA 2050 as described in Attachments 2 and 3; now; therefore, be it



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 certain San Francisco projects proposed for inclusion in PBA 2050 as described in Attachments 2 and 3; 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 3 – Joint Letter of Project Performance Commitments for the Regional Express Lanes Project

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	<p>Projects need to be included in PBA 2050 if they:</p> <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
Downtown Caltrain Extension (DTX)	Low benefit/ cost score	California High Speed Rail (HSR) interregional benefits not included in scoring	Continue working with regional and state partners on HSR	<ul style="list-style-type: none"> • Make strategic modernization & expansion investments in public transit • Extend the regional rail network • Build a new Transbay rail crossing
		Caltrain's Enhanced Service Growth plan provides more service to support the DTX and reduces crowding	Support Caltrain's Enhanced Growth plan in PBA 2050 along with the DTX	
		Connection to a potential second transbay tube improves score	Support regional planning for a second transbay tube	
	Equity challenge	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.	All of the DTX MOU have committed to continue to support improvements to improve project benefits and reduce cost.	
Treasure Island Tolling and Mobility Program	Increases travel costs for lower income residents	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)	Support the Regional Pilot and the advancement of other recommendations from Caltrain's Equity Analysis	<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
		In December 2019, the TIMMA Board approved a toll exemption for disproportionately low-income current Treasure Island residents	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.	
		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	SFMTA's transit fare programs are in the agency's adopted budgets	

**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 and Advance Equity	Cost Effectiveness	Next Steps	Supports Regional Strategies
Downtown Congestion Pricing Program	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
	Increases travel costs for lower income residents	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.		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.	<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 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 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.		SFMTA's transit fare programs are in the agency's adopted budgets 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
Regional Express Lanes and Bus Program, SF Link <i>See Attachment 3 for Joint Letter of Project Performance Commitments for the Regional Express Lanes Project which will include the San Francisco Link.</i>	Low benefit/cost score	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.	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.	<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
	Increases travel costs for lower income residents	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.	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	
		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.	SFMTA’s transit fare programs are in the agency’s adopted budgets.	

**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
Geary Boulevard Transportation Improvements	Equity challenge	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.	Support the SFMTA's Muni Service Equity Strategy, an ongoing effort to improve service performance in eight Equity Strategy neighborhoods.	<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
		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	SFMTA's transit fare programs are in the agency's adopted budgets	
Better Market Street	Project not assessed but flagged for high cost	<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

August 1, 2020

Therese W. McMillan
Executive Director
Metropolitan Transportation Commission
375 Beale Street Suite 700
San Francisco, CA 94105

RE: Bay Area Express Lanes Project Performance in Plan Bay Area 2050

Dear Ms. McMillan:

This letter is in response to the Plan Bay Area 2050 Project Performance Assessment (PPA) findings for the Regional Express Lanes Network. The PPA indicated a few performance shortcomings for the Regional Express Lanes Network, including underperforming benefit-cost ratios, equity and GHG scores. We are writing to convey the regional plan to address these underperformance issues.

For the last year, a working group consisting of Bay Area Express Lanes partners has met to develop an Express Lanes Strategic Plan. This group is collaborating to shape the future of the Express Lanes Network, consistent with the vision and goals of Plan Bay Area 2050. We believe it shows promising benefits if integrated cost-effectively with transit, affordability, and other Plan Bay Area programs. The working group recently developed network scenarios that integrate Plan Bay Area goals and presented them to the MTC Operations Committee in May for Commissioner feedback. Having implemented the recommended changes and presented to the MTC Operations Committee in June, the working group will soon submit a revised Regional Express Lane Network for inclusion into Plan Bay Area 2050.

This letter demonstrates the working group's commitment to improving the network's cost effectiveness, equity and GHG reduction performance while meeting Federal and State operational requirements by: prioritizing segments that support transit/carpooling and provide seamless travel, incorporating projects that utilize conversion of existing right of way over expansion where possible, committing to a means-based toll discount pilot, and implementing public engagement best practices. In addition to revising the Network for Plan Bay Area 2050, the group plans to develop a series of white papers over the summer of 2020 to inform policies and future project development. The outcomes of these white papers along with the revised Regional Express Lanes Network will be documented in a final Regional Express Lanes Strategic Plan at the end of 2020. Some highlights of work to date and upcoming work include:

Increasing Benefits; Decreasing Costs

The working group is revising the Regional Express Lanes Network to reflect:

- Segments that can more realistically be built in the next 15 years as well as the next 30 years based on available funds, including local funding commitments to project development and construction, and financing. For example, the costly 580/680 and 680/80 direct connectors most likely will not fit within the funding envelope for this period.
- Segments that support existing and potential future public transit services that advance the equity and GHG goals outlined in the Strategic Plan.

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

- Prioritization of HOV lane and general-purpose lane conversions (pending changes in legislation and traffic impact analysis) over construction of new lanes to reduce per-mile capital cost and the risk of induced demand/GHG. For example, Ala-580, SF-101/280, SCL 680/280 and SM-101 will evaluate take-a-lane and/or shoulder lane strategies as potential alternatives during the environmental process to evaluate impacts on GHG emissions and operations. Where new lanes are added, it may be possible to use paved right of way to reduce costs.

Local Funding

Express lanes bring considerable resources to the table to fund their construction, operations and maintenance. This sets them apart from other transportation management strategies.

- The express lanes operating and maintenance costs are covered by express lanes toll revenue and require no regional funds to keep the express lanes in a state of good repair.
- There is \$300 million in capital funding set aside for the express lanes network in Regional Measure 3. MTC is proposing a framework for local RM3 express lane funding to leverage state and federal funding to the greatest extent possible.
- The county transportation agencies plan to leverage over \$80 million in local funds to build the Regional Express Lanes Network.
- Express lane toll revenue can be used to finance the buildout of the network. The financial analysis used in Plan Bay Area 2040 demonstrated the ability to finance up to 60% of the total capital cost. In addition, several projects already in operation and under construction have financed a share of their capital costs with future toll revenue.

Green House Gas

To decrease GHG emissions, the working group is focusing on projects and programs that increase mode shift and average vehicle occupancy, including:

- Focusing on early delivery of projects with a high potential for express bus ridership and identifying policies that support future express bus service.
- Exploring the use of express lane revenues to support investments in express buses, mobility hubs and other investments to increase bus ridership and carpooling.
- Prioritizing projects that convert existing travel lanes (general-purpose and HOV lanes) to mitigate induced vehicles miles traveled and achieve GHG reduction goals. A white paper will be developed that looks in more detail on the impacts of interregional express lanes segments and dual express lane segments on VMT/GHG.

Equity

The working group recognizes that equity is a key objective for the Express Lanes Network and is supportive of means-based tolling as one of various strategies in Plan Bay Area 2050 that could address equity. In the near-term, the working group supports a BAIFA-led pilot of means-based tolling on BAIFA's express lanes. At the same time, San Mateo and SFCTA are undertaking studies to better understand and advance equity. These studies may result in additional pilots that complement BAIFA's pilot.

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

Plan Bay Area Concepts

In addition, the express lane partner agencies support high-performing policies and projects in the Plan Bay Area 2050 Draft Blueprint:

- Eventual transition to congestion pricing on all freeway lanes in corridors with robust transit options. Express lanes can be a stepping stone to more extensive congestion pricing strategies. Prior to such implementation, further investigation is needed to better understand how congestion pricing on freeways may be implemented and the potential impacts on express lane operations as well as local roadways and transit.
- Lowering the speed limit to 55 miles per hour on freeways to improve safety. During congested periods the general-purpose lanes typically flow well below that speed, and so the express lanes could still offer a travel time and reliability advantage.
- Expansion of local bus services and non-motorized modes that serve shorter trips of all types and thus complement express lanes and express bus service, which tend to serve longer, largely commute trips.
- Integrated transit fares and payment platforms, which can help implement affordability policies and provide incentives for using transit, ridesharing and first and last mile services.

As a region, we are committed to implementing an Express Lane Network that serves the community and the surrounding environment equitably, cost-effectively and sustainably in order to advance the goals of Plan Bay Area 2050. We look forward to hearing your thoughts and discussing this further. If you have any questions about this format, please contact Jim Macrae at jmacrae@bayareametro.gov.

Sincerely,

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

BAY AREA INFRASTRUCTURE FINANCE AUTHORITY

Tess Lengyel, Executive Director

Andrew B. Fremier, Deputy Executive Director,
Operations

Date:

Date:

Attachment 3 - Joint Letter of Project Performance
Commitments for the Regional Express Lanes Project

SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO CITY/COUNTY ASSOCIATION OF
GOVERNMENTS (C/CAG)

Tilly Chang, Executive Director

Sandy Wong, Executive Director

Date:

Date:

SAN MATEO COUNTY TRANSPORTATION
AUTHORITY

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

Jim Hartnett, Executive Director

Jim Hartnett, Executive Council

Date:

Date:

SAN MATEO COUNTY EXPRESS LANES JOINT
POWERS AUTHORITY (SMCEL-JPA)

SANTA CLARA VALLEY TRANSPORTATION
AUTHORITY (VTA)

Sandy Wong, Executive Council

Deborah Dagang, Director of Planning and
Programming

Date:

Date:



Memorandum

AGENDA ITEM 8

DATE: July 9, 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. Attachments 2 and 3 to the resolution document 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 CMAs' 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, not taking into account San Francisco's higher rent burden in conjunction with higher average income, and not considering the benefits of improved transit reliability. Other limitations of the analysis methodology are noted below for each project.

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. The MTC analysis of the Downtown Congestion Pricing project did not reflect the disproportionate impacts of congestion, which the project would help alleviate, on low-income, vulnerable groups in the downtown core including: a) bus rider delay, b) higher rates of severe and fatal traffic collisions, c) exposure to elevated vehicle emissions. The analysis of the



Treasure Island project did not reflect equitable pricing policies such as the existing resident exemption that the Transportation Authority acting in its capacity as the Treasure Island Mobility Management Authority adopted last December. Finally, for the Regional Express Lanes project, Commissioner Ronen has pressed for greater attention to equity impacts and mitigation policies in her capacity on the MTC, and MTC staff have strengthened equity in the project's goals framework, outreach approach and design (e.g. staff propose a means-based toll pilot program). *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. MTC's analysis did not fully capture the benefits of inter-regional High Speed Rail (though a proxy Caltrain service was assumed), nor the full network benefits of DTX with *both* a New Transbay Rail Crossing and Caltrain/High Speed Rail Enhanced Growth (which we hope will be reflected in PBA. We agree the project cost is high and warrants review per our DTX Peer Review study findings last year. Six agencies including the Transportation Authority and MTC have signed a Memorandum of Understanding (MOU) to work together to, among other objectives, improve the project's cost-effectiveness including considering cost reduction, phasing, and project delivery strategies and strengthening the funding plan. At the same time, Caltrain's board has committed to participating in the Regional Means-Based Transit Pilot Program, including funding a 50% fare discount for low income riders, and to increase midday frequencies supporting non-work travel, which help 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 recommending including this project in PBA, specifically in Period 2 (2036-2050) of the plan. We are working with the Transbay Joint Powers Authority, Caltrain, other MOU partner agencies (including MTC) and MTC to address the concerns raised, while advocating for including the project in Period 1 (2021-2035) and for a re-affirmation of the project as a regional Federal funding (New Start) priority.*
- 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. *MTC staff is recommending the project be included as a named project in PBA.*



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.

The proposed resolution also includes as an attachment, a joint letter from eight agencies collaborating on the Regional Express Lane Network with commitments in response to the project's performance shortcomings around cost-effectiveness, equity, and greenhouse gas emissions reductions. Through this letter, which will be approved by the governing boards of each signatory, the partners commit to focusing on lane conversion projects over projects that construct new lanes (which is already the case for the San Francisco link), and to prioritizing segments that accommodate express bus services. The partners will also make a commitment to supporting means-based tolling as a possible way to address equity concerns, and to supporting a near-term means-based tolling pilot.

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.

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 July 22, 2020 meeting. The CAC continued the item from the June 24, 2020 meeting due to time constraints.

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

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
1	Caltrain Enhanced Service Growth ⁴	Caltrain					X		X						X
2	BART Core Capacity ⁵	BART							X						X
3	Expand SFMTA Transit Fleet - LRV (Core Capacity Program)	SFMTA							X						X
4	Muni Train Control Upgrade (Core Capacity Program)	SFMTA	X						X						X
5	Muni Forward: Core Capacity Rail (Core Capacity Program)	SFMTA							X						X
6	Mission Bay Ferry Landing	Port of SF						X							X
7	Geary Boulevard Improvement Project	SFMTA		X	X			X							X

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9	Van Ness Avenue Bus Rapid Transit	SFMTA		X	X			X							X
10	Transit Corridors Long-Range Planning	SF							X	X	X				X
11	Transit Operations	SF	X												X
12	Transit Preservation and Rehabilitation	SF	X												X
Local Transit Priorities															
13	Muni Forward + Frequency Increase (other)	SFMTA		X	X			X							X
14	Expand SFMTA Transit Fleet - Buses	SFMTA	X					X							X
15	Expand SFMTA Transit Fleet - Facilities	SFMTA	X					X							X
16	San Francisco Late Night Transportation Improvements	SFCTA						X							X
17	Geneva-Harney Bus Rapid Transit	SFMTA		X	X			X							X

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	PBA 2050 Projects and Programs	Project Sponsor ¹													
18	Historic Streetcar Extension - Fort Mason to 4th & King	SFMTA						X							X
19	Minor Transit Improvements	SF			X			X							X
20	Transit Operations	SF	X												X
21	Transit Preservation and Rehabilitation	SF	X												X

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

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	Pricing and Community Re-Investment Programs														
27	Treasure Island Congestion Pricing	SFCTA		X	X	X	X	X				X	X		X
28	Downtown SF Congestion Pricing	SFCTA		X	X	X		X							X
29A	US-101/I-280 Express Lanes	SFCTA				X						X	X		X
29B	US-101/I-280 Regional/Local Express Bus to Support Express Lanes in SF	SFCTA						X				X	X		X
	Vision Zero and Complete Streets														
30	Better Market Street Transportation Enhancements	SFPW / SFMTA		X	X										X
31	Bicycle and Pedestrian Program	SF		X	X										X
32	Intersection Improvements	SF		X	X										X

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33	Local Road Preservation and Rehabilitation	SF	X												X
34	Management Systems	SF		X	X										X
35	Minor Roadway Expansions	SF		X	X										X
36	Multimodal Streetscape Improvements	SF		X	X										X
Transportation Investments Supporting Redevelopment and Affordable Housing															
37	Parkmerced Transportation Improvements	SFMTA		X	X			X							X
38	Hunters Pt Shipyard and Candlestick Pt Local Roads	SFPW / OCII		X	X			X							X
39	Southeast Waterfront Transportation Improvements - Phase 1	SFPW / OCII		X	X			X							X

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Programs Supporting Multiple Priorities														
40 Planning and Research	SF		X	X	X	X	X	X	X	X	X	X	X	X
41 Routine Operations & Maintenance	SF	X												X
42 Safety and Security	SF		X				X						X	X
43 Travel Demand Management and Climate Program	SF			X	X		X					X		X
44 Financing Costs	SF	X	X	X	X	X	X	X	X	X	X	X	X	X

1 Project sponsor agencies: SFCTA: San Francisco County Transportation Authority; SFMTA: San Francisco Municipal Transportation Agency; SFPW: San Francisco Public Works; OCIL: 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

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San Francisco
County Transportation
Authority



AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE MASTER AGREEMENTS, PROGRAM SUPPLEMENTAL AGREEMENTS, COOPERATIVE AGREEMENTS, FUND TRANSFER AGREEMENTS AND ANY AMENDMENTS THERETO WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR RECEIPT OF FEDERAL AND STATE FUNDS FOR THE YERBA BUENA ISLAND WESTSIDE BRIDGES SEISMIC RETROFIT PROJECT IN THE AMOUNT OF \$382,500; PLANNING, PROGRAMMING, AND MONITORING IN THE AMOUNT OF \$260,000; AND THE SAN FRANCISCO SCHOOL ACCESS PLAN IN THE AMOUNT OF \$164,500

WHEREAS, The Transportation Authority is a recipient of federal and state funds administered by the California Department of Transportation (Caltrans); and

WHEREAS, Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans or Caltrans may disencumber and/or de-obligate funds, and the guidelines also require a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant; and

WHEREAS, In Fiscal Year 2020/21, staff anticipate receiving federal and state funds from Caltrans for the Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring; and the San Francisco School Access Plan, all of which will be included in the agency's proposed Fiscal Year 2020/21 Annual Budget and Work Program; and

WHEREAS, The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures, reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure and will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay; and

WHEREAS, Caltrans has approved programming \$382,500 of federal and



state funds in the Federal Transportation Improvement Program for federal Fiscal Year 2020/21 for the right of way phase of the project, and staff anticipate that grant funds will be authorized within the next two months; and

WHEREAS, California Transportation Commission (CTC) guidelines for the State Transportation Improvement Program (STIP) allow up to 5% of county share funds to be used for Planning, Programming and Monitoring activities which the Transportation Authority captures under its Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines; and

WHEREAS, On March 25, 2020, the CTC approved the 2020 STIP, including programming of \$260,000 to the Transportation Authority for Planning, Programming and Monitoring funds in Fiscal Year 2020/21; and

WHEREAS, the CTC will consider allocating the funds on August 12, 2020 and has confirmed that these funds will be available for reimbursement of Planning, Programming and Monitoring activities retroactively to July 1, 2020; and

WHEREAS, The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth; and

WHEREAS, On June 18, 2020, the Transportation Authority received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500; and

WHEREAS, The study is scheduled to begin in October 2020 and grant funds must be spent by February 2023; and

WHEREAS, The recommended action would facilitate compliance with



Caltrans' funding agreement deadlines, avoid loss of grant revenues, and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the Yerba Buena Island Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with Caltrans for receipt of federal and state funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the amount of \$382,500; Planning, Programming, and Monitoring in the amount of \$260,000; and the San Francisco School Access Plan in the amount of \$164,500; and be it further

RESOLVED, That the Executive Director is directed to submit this resolution to Caltrans and other relevant parties.



Memorandum

AGENDA ITEM 10

DATE: July 1, 2020

TO: Transportation Authority Board

FROM: Cynthia Fong - Deputy Director for Finance & Administration

SUBJECT: 7/14/20 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of Federal and State Funds for the Yerba Buena Island Westside Bridges Seismic Retrofit Project in the Amount of \$382,500; Planning, Programming, and Monitoring in the Amount of \$260,000; and the San Francisco School Access Plan in the Amount of \$164,500

RECOMMENDATION ☐ Information ☒ Action

Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of federal and state funds for the following projects:

- Yerba Buena Island (YBI) Westside Bridges Seismic Retrofit Project in the amount of \$382,500
- Planning, Programming, and Monitoring in the amount of \$260,000
- San Francisco School Access Plan in the amount of \$164,500

SUMMARY

We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of federal and state funds for several grants that we anticipate receiving this year for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming and Monitoring; and the San Francisco School Access Plan. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors are also required to adopt a Board resolution. For instance,

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



<p>on June 18, we received an award notification from Caltrans for the San Francisco School Access Plan. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. Caltrans also requires a Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. The Board has previously adopted similar resolutions with the last one being Resolution 19-43 in February 2019. The subject funds for the YBI Westside Bridges project and Planning, Programming and Monitoring are already programmed to the Transportation Authority but are not yet encumbered.</p>	
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BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. This resolution was last updated in February 2019 through Resolution 19-43.

DISCUSSION

Brief descriptions of the three projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant federal and state grants. All three projects and associated funding will be included in the agency's proposed annual budget and work program for Fiscal Year (FY) 2020/21.

YBI Westside Bridges Seismic Retrofit Project: The YBI Westside Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and includes a column relocation. This project will be challenging to implement, given its unique location along the western edge of YBI along steep terrain on the hillside overlooking the San Francisco Bay. In addition to the challenging location, the project presents numerous complex structural (bridge/retaining wall foundations) and geotechnical challenges (unstable soils), as well as difficult construction access (very steep terrain) and environmental constraints (construction adjacent to and above the San Francisco Bay).

The project, totaling \$107.2 million, is funded with Caltrans Highway Bridge Program (HBP) funds, with matching funds provided from the state Proposition 1B and the Treasure Island Development Authority. In November 2018, Caltrans awarded \$7 million in federal HBP funds for the preliminary engineering phase of the project. Caltrans has approved programming of



federal and state funding in the Federal Transportation Improvement Program for federal FY 2020/21 for the right of way phase of work, totaling \$382,000. We anticipate award of these funds within the next two months. Construction of the project is scheduled to begin in summer 2021 and be completed by summer 2024.

Planning, Programming and Monitoring: Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines. Due to reduced funding levels in the STIP, we did not receive any Planning, Programming and Monitoring funds in FY 2018/19 and FY 2019/20. On March 25, 2020, the CTC approved the 2020 STIP, including \$260,000 in Planning, Programming and Monitoring funds for the Transportation Authority for FY 2020/21. The CTC will consider allocating these funds on August 12, 2020. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2020.

San Francisco School Access Plan: In 2016, we worked with San Francisco Supervisor Katy Tang, the Mayor's Office, and San Francisco Municipal Transportation Agency, to complete the Child Transportation Survey which documented several school-related transportation challenges. The study estimated that approximately 60,000 to 80,000 miles are driven daily in San Francisco by parents transporting K-5 children to and from school and documented parent interest in shuttle and carpool programs as opportunities to reduce their reliance on driving to school or as a way for students to access after school programs.

At the request of Commissioner Mar, we assembled a Caltrans Sustainable Planning Grant application to further develop solutions for these medium- to long-distance school trips. With San Francisco Unified School District (SFUSD) updating the elementary school student assignment policy, it is an appropriate time to evaluate the effectiveness of strategies to connect students to schools.

The San Francisco School Access Plan will develop near- and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans (IEP), students experiencing homelessness, foster youth, and low-income youth. The study will focus on providing sustainable transportation solutions for students traveling from areas of the City with significant school capacity deficits (Bayview, Visitacion Valley, Outer Mission, Ingleside, and the Tenderloin). Many students currently attend schools on the other side of the city, causing them to undertake lengthy Muni public transit trips or to rely on expensive driving modes to commute in rush hour traffic to drop their students off and then continue to work. While every middle and high school is served by at least one Muni route, including school trippers service, fewer K-5 schools are well-served by transit, and parents are



less likely to send their elementary students alone on public buses. SFUSD currently operates a limited number of yellow school buses and has been cutting service since 2011. School buses currently are for students in special education programs receiving transportation services through their IEP and for a limited number of general education students who submit a transportation request and are approved.

As noted in the memo summary, on June 18, 2020, we received a grant award notification from Caltrans for the San Francisco School Access Plan in the amount of \$164,500. Caltrans requires us to adopt a resolution by August 21 to execute the grant agreement to avoid losing the funds. The study is scheduled to begin in October 2020 and grant funds must be spent by February 2023.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of federal and/or state grant funds administered by Caltrans for the YBI Westside Bridges Seismic Retrofit Project; Planning, Programming, and Monitoring activities; and the San Francisco School Access Plan. We will incorporate these projects into the proposed FY 2020/21 Annual Budget and Work Program scheduled for Board adoption in September, and will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

None. We did not have time to prepare an item for consideration by the CAC at its June 24 meeting following notification of the School Access Plan grant award on June 18. The CAC will receive updates on the YBI Westside Bridges project and the School Access Plan at relevant milestones and will be asked to act on any procurements to be funded by the three subject grants.

SUPPLEMENTAL MATERIALS

None