



RESOLUTION PROGRAMMING \$4,308,164 IN PROP AA VEHICLE REGISTRATION FEE FUNDS TO THREE PROJECTS AND AMENDING THE 2017 PROP AA STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the San Francisco County Transportation Authority (Transportation Authority) to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan at 50%, 25% and 25%, respectively; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included policies for the administration of the program; screening and prioritization criteria; and a 5YPP for each programmatic category covering Fiscal Years 2017/18 to 2021/22, programming \$26.9 million in Prop AA funds to 17 projects; and

WHEREAS, The Transportation Authority Board subsequently amended the 2017 Prop AA Strategic Plan through adoption of Resolutions 19-48, 19-63, and 20-62; and

WHEREAS, Consistent with Prop AA's focus on quickly delivering tangible benefits to neighborhoods citywide, the Strategic Plan policies allow for periodic calls for projects to reprogram cost savings and other available funds; and

WHEREAS, In June 2020, Transportation Authority staff released a call for projects to program an estimated \$4.24 million in Prop AA funds available from canceled projects, projects completed under budget, higher than anticipated



revenues, and interest earnings; and

WHEREAS, By the July 31, 2020 deadline, staff had received four candidate projects requesting over \$6.3 million in Prop AA funds as shown in Attachment 1; and

WHEREAS, Transportation Authority staff evaluated the projects using the Board-adopted screening and prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed; and

WHEREAS, Attachment 2 contains our programming recommendations for the \$4,308,164 available for projects, which includes \$63,280 recently de-obligated from the SFMTA's Webster Street Pedestrian Countdown Signals project which was completed under budget; and

WHEREAS, The staff recommendation is to fully fund two projects and partially fund one project as summarized in Attachment 2 and detailed in the enclosed Project Information Forms, and to amend the three projects into the Prop AA Strategic Plan; and

WHEREAS, Attachment 3 shows what the amended 2017 Prop AA Strategic Plan Programming and Allocations would look like if the proposed recommendations are approved; and

WHEREAS, At its September 2, 2020 meeting, the Citizens Advisory Committee was briefed on the proposed programming of Prop AA funds and the associated Prop AA Strategic Plan amendment and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$4,308,164 in Prop AA Vehicle Registration Fee Funds to three projects as described in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Strategic Plan to add the three aforementioned projects.



Attachments:

1. Summary of Applications Received
2. Draft Recommendations
3. Proposed 2017 Prop AA Strategic Plan Amendment

Enclosure:

Project Information Forms (3)

Attachment 1.
Prop AA 2020 Summary of Applications Received¹

Pedestrian Safety Category

#	Project Name	Brief Project Description	District(s)	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Planned Allocation Fiscal Year(s)
1	Page Street Neighborway (Webster to Market)	Prop AA funds would be used to implement pedestrian, school zone, and traffic safety improvements. Scope includes six sidewalk bulbouts along Page Street at Gough, Laguna, and Buchanan streets to shorten crossing distances, slow turning vehicle traffic, and improve overall pedestrian safety and comfort. At the Page and Buchanan intersection (within the John Muir Elementary school zone), the project would construct the city's first raised intersection, with vertical deflection for vehicles, special paving to enhance pedestrian priority, and seating opportunities for rest/ social gathering.	5	SFMTA	Construction	\$ 1,849,000	\$ 262,636	20/21
2	Joice Alley Lighting Improvements	This project will install four new pedestrian-scale street lights on Joice Alley, between Clay and Sacramento streets, making the path safer and more inviting for pedestrians. This alley is situated directly across from Gordon J. Lau Elementary. It is also located one block away from the Powell cable car line, one block away from the 30 Stockton line, and 2 blocks away from the new Chinatown subway station.	3	SFPW	Design, Construction	\$ 500,000	\$ 500,000	20/21, 21/22
Pedestrian Safety Category Subtotal						\$ 2,349,000	\$ 762,636	

Transit Reliability and Mobility Improvements Category

#	Project Name	Brief Project Description	District(s)	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Planned Allocation Fiscal Year(s)
3	New Generation Pneumatic Barrier Style Accessible Fare Gates	BART seeks Prop AA funds to design, construct, install, and deploy 20 New Generation Pneumatic Barrier Style Accessible Fare Gates (AFGs) at the eight San Francisco BART stations and at the Daly City BART station. The New Generation Pneumatic Swing Style Barrier AFGs will benefit anyone who needs additional space and time to tag their Clipper card and pass through. These benefits are particularly important for people with disabilities and seniors. The new AFGs will be safer and provide a better customer experience. The customer experience will be improved as the advance sensor technology will recognize movements, including from animate objects like guide dogs, and provide adequate time to transition through the gate.	3,6,8,9,11	BART	Design, Construction	\$ 2,600,000	\$ 1,950,000	20/21, 21/22
4	L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Replace light rail track and overhead contact system components along the L-Taraval light rail line, between West Portal and Sunset Boulevard. This project is part of a larger set of transit and street improvements including transit stop placement optimization, new sewer and water systems, construction of bus bulbs and boarding islands, pedestrian improvements, street resurfacing, installation of traffic signals, and traffic and turn lane modifications to improve safety, reduce travel time, and improve reliability on the L-Taraval corridor. SFMTA is requesting Prop AA funds in lieu of Regional Measure 3 funds originally planned to help fully fund the project.	4,7	SFMTA	Construction	\$ 71,209,060	\$ 3,664,159	20/21
Transit Reliability and Mobility Improvements Category Subtotal						\$ 73,809,060	\$ 5,614,159	

¹ Projects are not listed in priority order. Projects are sorted by category, then fiscal year in which Prop AA funds are needed, then by Sponsor, then by Project Name.

² Sponsor abbreviations include: the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

	Total Project Cost	Total Prop AA Requested
TOTAL	\$ 76,158,060	\$ 6,376,795

Attachment 2.
2020 Prop AA Call for Projects
Draft Programming Recommendations¹

Street Repair and Reconstruction Category

Evaluation Score	Project Name	Sponsor ¹	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
			Subtotal	\$ -	\$ -	\$ -	No applications were submitted
			<i>Street Repair and Reconstruction Category Amount Available</i>			\$318,089	

Pedestrian Safety Category

Evaluation Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
15	Page Street Neighborway (Webster to Market)	SFMTA	Construction	\$ 1,849,000	\$ 262,636	\$ 144,005	In order to fully fund both Pedestrian Safety projects, our staff recommendation is to partially fund the Page Street Neighborway project with Prop AA funds (\$144,005) with the remaining funding (\$118,631) coming from the Prop K Bicycle Circulation and Safety category. There is \$360,000 in Prop K funds programmed to Page Street Neighborway Phase 2 (Webster to Stanyan), which has not yet started, that is available for allocation in FY 20/21 and another \$1.2 million programmed in FY 21/22. SFMTA has no objection to this recommendation.
12	Joice Alley Lighting Improvements	SFPW	Design, Construction	\$ 500,000	\$ 500,000	\$ 500,000	Recommend full funding from Prop AA due to the lack of other options for funding pedestrian-scale lighting.
			Subtotal	\$ 2,349,000	\$ 762,636	\$ 644,005	
			<i>Pedestrian Safety Category Amount Available</i>			\$325,916	

Transit Reliability and Mobility Improvements Category

Attachment 2.
2020 Prop AA Call for Projects
Draft Programming Recommendations¹

Evaluation Score	Project Name	Sponsor ²	Phase(s)	Total Project Cost	Prop AA Requested	Recommended Prop AA Programming	Notes
14	L Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	SFMTA	Construction	\$ 71,209,060	\$ 3,664,159	\$ 3,664,159	Recommend full funding.
7	New Generation Pneumatic Barrier Style Accessible Fare Gates	BART	Design, Construction	\$ 2,600,000	\$ 1,950,000	\$ -	Staff will work with BART to identify funds for this project from other sources, including the regional transit operator's share of the Transportation Sustainability Fee and Prop K.
Subtotal				\$ 71,209,060	\$ 3,664,159	\$ 3,664,159	
<i>Transit Reliability and Mobility Improvements Category Amount Available</i>						<i>\$3,664,159</i>	

	Total Project Cost	Total Prop AA Requested	Recommended Prop AA Programming
TOTAL	\$ 73,558,060	\$ 4,426,795	\$ 4,308,164
<i>TOTAL Available</i>			<i>\$4,308,164</i>

¹ Projects are sorted by evaluation score from highest ranked to lowest. Total possible score varies by category.

² Sponsor abbreviations include the San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

Attachment 3
2017 Prop AA Strategic Plan
Programming and Allocations
Pending September 2020 Board

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			\$ 2,264,097	\$ 3,980,066	\$ 2,290,392	\$ 2,205,817	\$ 2,175,836	\$ 12,916,208
Geary Boulevard Pavement Renovation ^{1,2}	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation ²	Construction	SFPW				\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction	SFPW				\$ 2,397,129		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction	SFPW					\$ 2,397,129	\$ 2,397,129
Subtotal Programmed to Category (% all time) 49.4%			\$ -	\$ -	\$ 5,783,861	\$ 4,417,129	\$ 2,397,129	\$ 12,598,119
Cumulative Remaining Capacity			\$ 2,264,097	\$ 6,244,163	\$ 2,750,695	\$ 539,383	\$ 318,089	\$ 318,089

Pedestrian Safety								
Target Funds Available in Category			\$ 1,010,858	\$ 1,776,991	\$ 1,022,598	\$ 984,837	\$ 971,451	\$ 5,766,735
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2}	Design	SFPW			\$ 80,000			\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2,3}	Construction	SFPW				\$ 220,000		\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ^{1,2}	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements ^{2,3}	Construction	SFMTA				\$ 378,372		\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G ²	Construction	SFMTA			\$ 368,519			\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹	Design	SFPW			\$ 60,000			\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ^{1,3}	Construction	SFPW				\$ 926,928		\$ 926,928
Page Street Neighborway (Webster to Market)	Construction	SFMTA				\$ 144,005		\$ 144,005
Joice Alley Lighting Improvements	Design, Construction	SFPW				\$ 500,000		\$ 500,000
Subtotal Programmed to Category (% all time) 25.6%			\$ 2,052,000	\$ 655,000	\$ 1,208,519	\$ 2,169,305	\$ -	\$ 6,084,824
Cumulative Remaining Capacity			\$ (1,041,142)	\$ 80,849	\$ (105,073)	\$ (1,289,540)	\$ (318,089)	\$ (318,089)

Transit Reliability and Mobility Improvements								
Target Funds Available in Category			\$ 1,503,678	\$ 2,643,321	\$ 1,521,141	\$ 1,464,971	\$ 1,445,059	\$ 8,578,170
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Third Street Transit and Safety Improvements ²	Construction	SFMTA			\$ 383,776			\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction	SFMTA				\$ 1,043,898		\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2	Design, Construction	SFMTA				\$ 1,021,021		\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction	SFMTA				\$3,664,159		\$ 3,664,159
Subtotal Programmed to Category (% all time) 25.0%			\$ 2,465,316	\$ -	\$ 383,776	\$ 5,729,078	\$ -	\$ 8,578,170
Cumulative Remaining Capacity			\$ (961,638)	\$ 1,681,682	\$ 2,819,047	\$ (1,445,059)	\$ 0	\$ 0

Total Available Funds			\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,655,626	\$ 4,592,346	\$ 27,261,113
Total Programmed			\$ 4,517,316	\$ 655,000	\$ 7,376,156	\$ 12,315,512	\$ 2,397,129	\$ 27,261,113
Cumulative Remaining Capacity			\$ 261,317	\$ 8,006,694	\$ 5,464,669	\$ (2,195,217)	\$ 0	

Allocated



Pending Action



Notes

¹ Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).

² Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).

³ Comprehensive 2017 Strategic Plan Amendment (Res 20-62, approved 06/23/2020).

Attachment 3
2017 Prop AA Strategic Plan
Cash Flow
Pending September 2020 Board

Project Name	Phase	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	Fiscal Year 2023/24	Total
Street Repair and Reconstruction									
Target Funds Available in Category		\$ 2,264,097	\$ 3,980,066	\$ 2,290,392	\$ 2,205,817	\$ 2,175,836			\$ 12,916,208
Geary Boulevard Pavement Renovation1, 2	Construction			\$ 846,683	\$ 1,246,683	\$ 1,293,366			\$ 3,386,732
Richmond Residential Streets Pavement Renovation2	Construction					\$ 2,020,000			\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation1	Construction			\$ 750,000	\$ 1,647,129				\$ 2,397,129
Mission Street Transit and Pavement Improvement	Construction					\$ 1,198,565	\$ 1,198,564		\$ 2,397,129
Fillmore Street Pavement Renovation	Construction					\$ 480,000	\$ 1,437,129	\$ 480,000	\$ 2,397,129
Cash Flow Subtotal		\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,991,931	\$ 2,635,693	\$ 480,000	\$ 12,598,119
Cumulative Remaining Capacity		\$ 2,264,097	\$ 6,244,163	\$ 6,937,873	\$ 6,249,878	\$ 3,433,782	\$ 798,089	\$ 318,089	\$ 318,089
Pedestrian Safety									
Target Funds Available in Category		\$ 1,010,858	\$ 1,776,991	\$ 1,022,598	\$ 984,837	\$ 971,451			\$ 5,766,735
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2	Design				\$ 80,000				\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2, 3	Construction					\$ 220,000			\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2	Construction			\$ 400,000	\$ 300,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000						\$ 655,000
5th Street Quick Build Improvements2, 3	Construction				\$ 378,372				\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2	Construction			\$ 368,519					\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1	Design			\$ 15,000	\$ 45,000				\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1, 3	Construction			\$ -	\$ 926,928				\$ 926,928
Page Street Neighborway (Webster to Market)	Construction				\$ 144,005				
Joice Alley Lighting Improvements	Design, Construction				\$ 87,000	\$ 413,000			\$ 500,000
Cash Flow Subtotal		\$ 500,000	\$ 1,705,000	\$ 1,285,519	\$ 1,961,305	\$ 633,000	\$ -	\$ -	\$ 6,084,824
Cumulative Remaining Capacity		\$ 510,858	\$ 582,849	\$ 319,927	\$ (656,540)	\$ (318,089)	\$ (318,089)	\$ (318,089)	\$ (318,089)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		\$ 1,503,678	\$ 2,643,321	\$ 1,521,141	\$ 1,464,971	\$ 1,445,059			\$ 8,578,170
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658						\$ 2,465,316
Third Street Transit and Safety Improvements2	Construction				\$ 383,776				\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction				\$ 521,949	\$ 521,949			\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2	Design, Construction				\$ 168,051	\$ 128,051	\$ 624,919	\$ 100,000	\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction				\$ 1,832,080	\$ 1,832,079			\$ 3,664,159
Cash Flow Subtotal		\$ 1,232,658	\$ 1,232,658	\$ -	\$ 2,905,856	\$ 2,482,079	\$ 624,919	\$ 100,000	\$ 8,578,170
Cumulative Remaining Capacity		\$ 271,020	\$ 1,681,682	\$ 3,202,823	\$ 1,761,939	\$ 724,919	\$ 100,000	\$ 0	\$ 0
Total Available Funds		\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,655,626	\$ 4,592,346			\$ 27,261,113
Total Cashflow		\$ 1,732,658	\$ 2,937,658	\$ 2,882,202	\$ 7,760,973	\$ 8,107,010	\$ 3,260,612	\$ 580,000	\$ 27,261,113
Cumulative Remaining Capacity		\$ 3,045,975	\$ 8,508,694	\$ 10,460,623	\$ 7,355,276	\$ 3,840,612	\$ 580,000	\$ 0	



Memorandum

AGENDA ITEM 7

DATE: September 3, 2020
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 9/22/2020 Board Meeting: Program \$4,308,164 in Prop AA Vehicle Registration Fee Funds to Three Projects and Amend the 2017 Prop AA Strategic Plan

RECOMMENDATION ☐ Information ☒ Action

Program \$4,308,164 in Prop AA Vehicle Registration Fee Funds to Three Projects:

- San Francisco Municipal Transportation Agency's (SFMTA's) Page Street Neighborway (Webster to Market) (\$262,636)
- SFMTA's L Taraval Improvement Project (Segment B - Sunset Boulevard to West Portal) (\$3,664,159)
- San Francisco Public Works' (SFPW's) Joyce Alley Lighting Improvements (\$500,000)

Amend the 2017 Prop AA Strategic Plan.

SUMMARY

On June 26, 2020, we released a call for projects for an estimated \$4.24 million in Prop AA funds available. By the July 31, 2020 deadline we received four requests totaling \$6,376,795. Attachment 1 lists the requests, including a brief description and supervisorial district(s) for each project. Attachment 2 contains our programming recommendations for the \$4,308,164 available for projects, which includes additional funds recently de-obligated from a project completed under budget. We are recommending full funding for SFPW's Joyce Alley Lighting Improvements which has limited funding options and SFMTA's L Taraval Improvement projects which was the highest scoring project in the Transit Reliability and Mobility Improvements category. We recommend partial funding from Prop AA for the Page Street Neighborway which can be fully funded with available Prop K funds. We are not recommending funding for BART's New Generation Pneumatic Barrier Style Accessible Fare Gates project in order to fund higher scoring projects. The proposed 2017 Strategic Plan amendment would incorporate the recommended projects into the relevant Prop AA 5-Year prioritized program of projects (5YPP) as shown in Attachment 3.

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



BACKGROUND

In November 2010, San Francisco voters approved Prop AA, authorizing the Transportation Authority to collect an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco to fund transportation improvements in the following three categories, with revenues split as indicated by the percentages: Street Repair and Reconstruction – 50%, Pedestrian Safety – 25%, and Transit Reliability and Mobility Improvements – 25%. Given its small size – less than \$5 million in annual revenues, one of Prop AA’s guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds. Correspondingly, Prop AA Strategic Plan policies allow for periodic calls for projects to reprogram cost savings or funds from programmed projects that failed to request funds in a timely manner.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a 5YPP for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding.

DISCUSSION

Call for Projects and Funds Available. In June 2020 we provided an update to the Board on available Prop AA funds, primarily due to the SFMTA ‘cancelling’ Phase 2 of the Muni Metro Station Enhancements project, freeing up \$3,503,099 in Prop AA funds from the Transit Reliability and Mobility Improvement for other eligible projects. Phase 1 of this project, also funded with Prop AA funds, is experiencing significant delays due to difficulties coordinating with active rail operations at the platforms, inadequate documentation of existing “as-built” station conditions, and a slower than anticipated process for obtaining permits from BART to conduct the work. SFMTA has put Phase 2 on hold to make Prop AA transit funds available for higher priority projects that are ready-to-go during the current 2017 Prop AA Strategic Plan period.

Additional available funds consist of de-obligated funds from projects completed under budget, higher than anticipated revenues, and interest earnings.

The Board approved an amendment to the 2017 Prop AA Strategic Plan to update the fiscal year of programming for several delayed projects, however, the Board did not approve an amendment for SFMTA’s Bulb-outs at WalkFirst Locations project due to concerns over ongoing project delivery delays, resulting in \$500,000 in funds in the Pedestrian Safety category being made available for reprogramming.

As noted above, in June we issued a call for projects for approximately \$4.24 million in Prop AA funds and by the July 31, 2020 deadline we had received four applications requesting \$6,376,795 in Prop AA funds. Attachment 1 summarizes the applications received with additional detail in the enclosed (for projects recommended to receive funds) and attached (for project not recommended to receive funds) Project Information Forms.



Subsequently, we were able to supplement the funds available with \$63,280 de-obligated from SFMTA's Webster Street Pedestrian Countdown Signals project, which was completed under budget. Table 1 below summarizes Prop AA funds available for this call for projects.

Table 1. Prop AA Funds Available for Projects	
Initial Funds Available (from Canceled Projects, Projects Unable to Meet Timely Use of Funds Requirements, Projects Completed Under Budget, and Interest Earnings)	\$4,244,884
Additional Funds De-obligated from Project Completed Under Budget	\$63,280
Total Available for Projects	\$4,308,164

Project Evaluation Process. We developed the draft programming recommendation based upon project information submitted in response to the Prop AA call for projects, application of the Board-adopted prioritization criteria, and follow-up communications with sponsors to clarify and seek additional project information as needed. We first screened project submissions for eligibility and determined that all four projects were eligible for Prop AA funding. We then evaluated the projects using program-wide prioritization criteria such as project readiness, community support, and construction coordination opportunities, and category specific criteria such as whether projects seeking funds from the Pedestrian Safety category are located on the High Injury Network or directly improve access to transit, schools, and/or Communities of Concern.

Draft Recommendations. Our recommendation is to fully fund two projects and partially fund one project, as summarized in Attachment 2. We are not recommending Prop AA funds for BART's New Generation Pneumatic Barrier Style Accessible Fare Gates, which was the lowest scoring application in the Transit Reliability and Mobility Improvement category. The main factors contributing to the lower score as compared to the higher scoring L Taraval project, is it would not improve the speed or reliability of transit service, was not being actively coordinated with other construction projects, and would not address a documented safety issue. Also, the L Taraval project is ready to advertise in Fall 2020, while the BART Fare Gate project will not be ready to go to construction until late in FY 21/22.

Prop AA Strategic Plan Amendment. The proposed Strategic Plan amendment would add the three projects recommended for funding to the 2017 Strategic Plan. Attachment 4 shows what the amended 2017 Prop AA Strategic Plan Programming and Allocations would look like if the proposed recommendations are approved.

Pending Allocation Request for L Taraval Project. Given the urgency of the construction schedule for the L Taraval project, SFMTA has requested that the Transportation Authority consider allocating the recommended Prop AA funds to the L Taraval project at the same meeting as the Board approves the programming. SFMTA's allocation request for Prop AA funds and additional Prop K funds programmed to the project is included as a separate agenda item at the September 15 Transportation Authority Board meeting. The staff recommendation is conditioned upon Board approval of the subject Prop AA programming.



FINANCIAL IMPACT

There are no impacts to the Transportation Authority's proposed Fiscal Year 2020/21 budget associated with the recommended action. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The Citizens Advisory Committee considered this item at its September 2, 2020 meeting and unanimously adopted a motion of support for adoption of the final report.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Applications Received
- Attachment 2 - Draft Recommendations
- Attachment 3 - Proposed 2017 Prop AA Strategic Plan Amendment
- Attachment 4 - Project Information Form: BART's New Generation Pneumatic Barrier Style Accessible Fare Gates
- Enclosure - Project Information Forms (3)

Attachment 4
Prop AA Vehicle Registration Fee
Project Information Form

Project Name:	New Generation Pneumatic Barrier Style Accessible Fare Gates (Transit Reliability and Mobility Improvement)
Implementing Agency:	San Francisco Bay Area Rapid Transit District (BART)
Project Location:	Stations: Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, Glen Park, Balboa Park, Daly City Number of Stations: 9 Number of Accessible Fare Gates: 20
Supervisory District(s):	3, 6, 8, 9, 11
Project Manager (name, phone, email)	Debanjan Chakraborty, 510-464-6844, dchakra@bart.gov
Brief Project Description for MyStreetSF (50 words max):	BART seeks Prop AA funds to design, construct, install, and deploy New Generation Pneumatic Barrier Style Accessible Fare Gates (AFGs). The project will retrofit 20 AFGs located at San Francisco stations and the Daly City station. The new AFGs will increase access and connectivity for community members living, working, and/or visiting San Francisco. The project is part of BART's Station Accessibility Improvement Program, listed in FY 2019 Short Range Transit Plan/Capital Improvement Program.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attachment A.
Describe Benefits to Communities of Concern and Disadvantaged Populations	The project is expected to increase transit accessibility and connectivity for community members who live in a Community of Concern. Multiple BART stations, located in the City and County of San Francisco and in Daly City, are within the Community of Concern areas (per SFCTA's 2017 Supplemental Communities of Concern/ MTC's 2017 Communities of Concern Map). The project will also directly benefit disadvantaged populations and provides a fair geographic distribution of services. The New Generation Pneumatic Swing Style Barrier Accessible Fare Gates will benefit anyone who needs additional space and time to tag their Clipper card and pass through. These benefits are particularly important for people with disabilities and seniors. The Civic Center and Powell Street stations, for example, serve an area with 23% to 42% of people with disabilities. The new AFGs will be safer and provide a better customer experience. The customer experience will be improved as the advance sensor technology will recognize movements, including from animate objects like guide dogs, and provide adequate time to transition through the gate.
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Please see Attachment A, pg. 5.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	BART anticipates coordination efforts with the San Francisco Municipal Transportation Agency. These efforts will be based on the condition of each site and if any infrastructure changes are needed.
Type of Environmental Clearance:	Categorically exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete as of 7/1/20	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	80%	Both	Apr-Jun	2020	Jan-Mar	2021
Environmental Studies (PA&ED)	N/A					
Design Engineering (PS&E)	0%	Both	Apr-Jun	2021	Oct-Dec	2021
Right-of-Way	N/A					
Advertise Construction	0%	N/A	Jan-Mar	2022	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Both	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A		N/A	Jan-Mar	2024

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



The San Francisco Bay Area Rapid Transit District (BART) seeks Prop AA funds for New Generation Pneumatic Swing Style Barrier Accessible Fare Gates. This is a small but high impact project that will provide immediate tangible benefits to the public. The overall project scope is described below:

Scope of Work

The scope of work includes designing, constructing, and installing New Generation Pneumatic Swing Style Barrier Accessible Fare Gates (AFGs). These AFGs will be based on a design approved by the BART Board of Directors in September 2019. The new design, developed by BART engineers, removes dependency on a single vendor which offers BART more control over the installation schedule.

The project will retrofit all existing AFGs located at BART stations in the City and County of San Francisco (CCSF) and at the Daly City Station, a total of 9 stations and 20 AFGs. The new AFGs will incorporate advanced sensor technology that will be operated by air pressure, utilizing fewer moving parts than the current motorized fare gate system.

Project Location

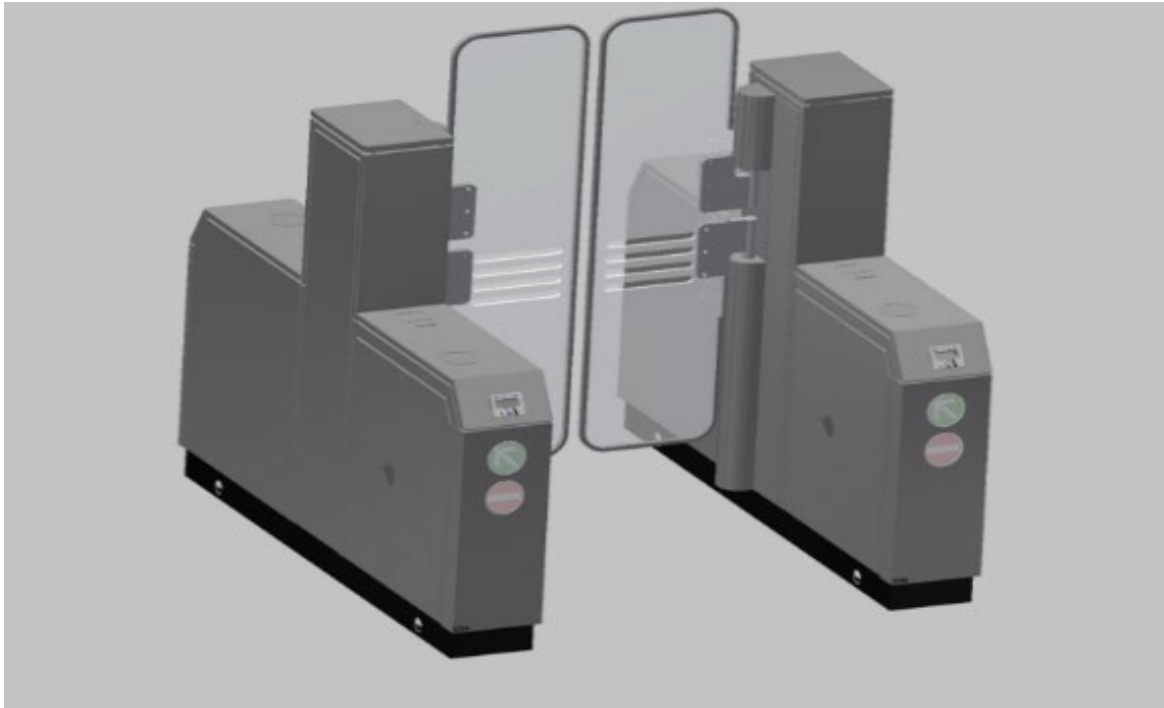
Station	# of AFGs	Station ID
Embarcadero	3	M16
Montgomery Street	4	M20
Powell Street	3	M30
UN Plaza/Civic Center	2	M40
16th Street Mission	1	M50
24th Street Mission	2	M60
Glen Park	1	M70
Balboa Park	3	M80
Daly City	1	M90
Total	20	

Project Design

The design of current and new AFGs is shown below. The new AFGs will provide customers additional space and time to tag their Clipper card and pass through. This new technology will improve accessibility and connectivity for people who live, work and/or visit San Francisco.



Current AFG located at Montgomery Station, ID M20, Elevator Platform



Design of New Generation Accessible Swing Style Fare Gate



New AFG Installed at BART's Richmond Station

Impact

The New AFGs in San Francisco and at the Daly City Station are expected to have significant impact, especially for community members with disabilities and those who need additional space when going through the gates, e.g., people traveling with strollers, walkers, pets, or luggage. These stations serve millions of community members from the region as they are located in a key regional area of employment. In 2019 alone, AFGs at the nine stations recorded 2,300,000 entries and 2,340,000 exits (based on annual ridership data). Given that San Francisco is a popular tourist location, many people using the stations are also tourists. Based on daily ridership data from FY18-19 and FY19-20, the average overall exit count, for all faregates, at the nine stations was as follows:

Station	FY18	FY19
Embarcadero	47,887	48,569
Montgomery Street	45,541	45,842
Powell Street	26,629	25,980
UN Plaza/Civic Center	22,812	22,700
16th Street Mission	12,196	12,411
24th Street Mission	11,983	11,922
Glen Park	7,111	7,123
Balboa Park	9880	10,101
Daly City	9197	9,299

Prioritization

In September 2019, the BART Board of Directors voted unanimously to adopt the New Pneumatic Swing Style Barrier fare gate design as the new standard for new fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness against fare evasion, appearance, and ability to easily integrate with Clipper.

This project is under BART's Station Accessibility Improvement Program and it is listed in BART's Fiscal Year 2019 Short Range Transit Plan/Capital Improvement Program (SRTP/CIP). The SRTP/CIP summarizes BART's operating financial plan for the period FY19-FY28 and capital financial plan for the period FY19-FY33. BART's operating and capital plans are driven by the BART Strategic Plan Framework.

The Station Accessibility Improvement Program invests in projects to bring original BART facilities into compliance with current accessibility rules and to implement a program of investments to improve accessibility above what the Americans with Disabilities Act requires. Projects include *installation of new accessible faregates*, improved accessible signage, and improved navigation systems for people who have vision impairments.

Community Engagement and Support.

On July 23, 2020, the Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding the AFG deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new AFG. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet." A copy of the presentation, and a copy of a test performed by Mr. Roland, are attached, see Attachment C and video file.

Maintenance Commitment

Fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensure AFGs are in optimum condition with its preventive maintenance practices. The AFGs undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when AFGs are underperforming. Currently, BART receives an average of 2,000 annual requests/tickets to address AFG performance. BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity. In order to minimize corrective maintenance, BART has been dedicating \$120,000 to preventive maintenance tasks. The BART Maintenance and Engineering Department is committed to ensuring that the New Generation Accessible Swing Style Fare Gates perform at their optimum level. A Maintenance Assurance Commitment Letter is attached, See Attachment B.

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



**San Francisco
County Transportation
Authority**

Project Name: n Pneumatic Barrier Style Accessible Fare Gates (Transit Reliability and Mobility)

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$200,000	N/A		\$200,000	FY 19 FTA
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$600,000	\$450,000		\$150,000	FY 19 FTA
Right-of-Way	\$0	N/A			
Construction	\$1,800,000	\$1,500,000		\$300,000	FY 19 FTA
TOTAL PROJECT COST	\$2,600,000	\$1,950,000	\$0	\$650,000	
Percent of Total		75%	0%	25%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	20/21	21/22	22/23	23/24	24/25	Total
Design Engineering (PS&E)	\$250,000	\$200,000				\$450,000
Construction		\$400,000	\$700,000	\$400,000		\$1,500,000
TOTAL BY FISCAL YEAR	\$250,000	\$600,000	\$700,000	\$400,000	\$0	\$1,950,000

*This call for project will program funds in FYs 2020/21 and 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR ALL PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$1,950,000			\$1,950,000
FTA	\$0	\$0	\$650,000	\$650,000
<i>Source 2</i>				\$0
TOTAL	\$1,950,000	\$0	\$650,000	\$2,600,000

**Desired Prop AA
Programming Year**

Fiscal Year 2021/22

Comments/Concerns



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
 300 Lakeside Drive, P.O. Box 12688
 Oakland, CA 94604-2688
 (510) 464-6000

2020

Lateefah Simon
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Lateefah Simon
 7TH DISTRICT

Janice Li
 8TH DISTRICT

Bevan Dufty
 9TH DISTRICT

Maintenance Assurance Commitment Letter

July 30, 2020

San Francisco County Transportation Authority
 1455 Market Street, 22nd Floor
 San Francisco, CA 94103

Dear Review Committee,

This is to confirm that the San Francisco Bay Area Rapid Transit District (BART) is committed to perform the necessary maintenance for the entire useful life of the New Swing Style Accessible Fare Gates in San Francisco and the Daly City Station. The BART Annual Operating Budget provides funding which will allow maintenance to occur, as needed, to ensure the new fare gates remain operational.

Department responsible for the maintenance: BART's Maintenance and Engineering

Maintenance task(s): on-going preventative maintenance and as needed corrective maintenance

Maintenance schedule: preventive maintenance is performed every ten weeks

Cost of maintenance: \$120,000 annually

Estimated useful life: 15 years

Please contact Debanjan Chakraborty, Project Manager, at (510) 464-6844, if you have any questions.

Sincerely,

G. J. Lombardi

Greg Lombardi
 Assistant Chief Maintenance & Engineering Officer

Richmond Accessible Fare Gate



- ✓ **Engineering Started:** November 2019
- ✓ **Pilot Installed in Richmond:** May 2020
- ✓ **Features of the Gate:**
 - Swing Gate
 - Clear doors
 - Light Sensors
 - Air pressure instead of electric motor

Deployment Schedule New Accessible Gates



- Coliseum - 1 gate at the elevator – Sept 2020
- Montgomery - 1 gate at the elevator – Oct 2020
- Concord - 2 gates – Dec 2020



Under Evaluation - New Sensors



Types of Sensors

- Ultrasonic



- Infrared



- Thermal



Benefits

- Increased range
 - Up to 5 feet range approaching gate
- Better characterization
 - Wheelchair, dogs, people
- Better detection
 - Gates less likely to close on patrons and their belongings