



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, January 12, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

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PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 146 337 8784 # #

To make public comment on an item, when the item is called, dial '*3' to be added to the queue to speak. When your line is unmuted, the operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

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

Clerk: Britney Milton

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, January 12, or call (415) 522-4800.

Page

1. Roll Call
2. Approve the Minutes of the December 15, 2020 Meeting - **ACTION***
3. Election of Chair and Vice Chair for 2021 - **ACTION**

3



4. Allocate \$16,546,728 in Prop K Sales Tax Funds, with Conditions, for Two Requests - **ACTION***

9

Projects: (SFMTA) Replace 30 30-foot Hybrid Motor Coaches (\$16,195,602), Mission Street Excelsior Safety - Additional Funds (\$351,126)

Other Items

5. 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.

6. Public Comment

7. Adjournment

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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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.

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 15, 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, Preston, Peskin, Ronen, Stefani, Walton, and Yee (10)

Absent at Roll Call: Commissioner Safai (entered during item 4) (1)

2. Chair's Report - INFORMATION

Chair Peskin expressed appreciation for the two departing Commissioners Norman Yee and Sandra Fewer. He said that they both provided true leadership on transportation safety and equitable access for the City and their districts while on the Transportation Authority Board. He highlighted Commissioner Yee's accomplishments during his term which commenced in 2013. Chair Peskin shared that Commissioner Yee helped create the Vision Zero Committee, serving as Vice Chair for two years and then leading as Chair for the next five.

He shared that during that time, Commissioner Yee passed numerous pieces of legislation and led myriad traffic safety policy initiatives including requiring telematics in city vehicles, calling for the prioritization of safety measures over traffic and parking, and expanding daylighting citywide. He said that he championed funding and accountability for Quick Builds, traffic calming, red light enforcement, and other actions to protect seniors and all road users. Chair Peskin shared that Commissioner Yee advocated alongside WalkSF and Bay Area Families for Safe Streets, both locally in Sacramento and nationally in Washington DC at the capitol. He thanked Chair Yee for his accomplishments and for leading efforts like the M-Line undergrounding study, and bike/ped path study around Lake Merced, among other District 7 efforts.

Chair Peskin highlighted Commissioner Fewer's accomplishments during her term which commenced in 2017, and said that though her time was short, she led many initiatives around traffic safety and access in District 1, including on Fulton and California streets, after devastating crashes. He shared that she sponsored the Golden Gate Park edges study and the recently started Golden Gate Park Access Study of JFK Drive. He said that she led the call to bring rail to the west side of San Francisco and met with the Bay Area Rapid Transit (BART) District General Manager and Executive Director, Tilly Chang to lay the foundation for those plans. He added that as Chair of the Board's Budget Committee, Commissioner Fewer ensured transportation funds for major infrastructure projects, and supported key smaller efforts in each district. Chair Peskin shared that in 2019, along with Supervisor Vallie Brown, she created the Office of Racial Equity, resulting in the Transportation Authority being among the first to submit a racial equity plan in response.



Commissioner Yee thanked Chair Peskin for his kind remarks and thanked the Board and agencies for supporting every project he brought forward. He also shared two other projects he started around pedestrian safety during his term which included bringing back student crossing guards and also creating their own version of Ed's Neighborhood. He encouraged the Board to keep these programs on their radar as they helped emphasize the importance of pedestrian safety for kindergarteners and first graders.

Commissioner Fewer thanked Chair Peskin for his remarks and Commissioner Yee for his leadership around transit. She said her term was short with a steep learning curve, and thanked her aide Angelina Yu, who assisted with educating her on transportation, and getting in touch with her constituents about plans in the neighborhood on how to slow traffic down, making it safer for everyone. She shared that both herself and Commissioner Yee have been hit by vehicles in intersections and know firsthand how dangerous crossing the streets can be. She thanked the Transportation Authority for their efforts in steering them in the right direction for transportation safety as well as their collaboration with San Francisco Municipal Transportation Agency (SFMTA) on the traffic calming in her district. Commissioner Fewer commended her colleagues for being advocates for their neighborhoods, and knowing their streets and intersections really well, being able to guide the work of the Transportation Authority and SFMTA around what is needed in their neighborhoods to better serve their constituents. She said it has been an honor to serve with the Board and thanked the public servants for their hard work in delivering a good and safe transportation system for all of San Francisco.

Commissioner Yee thanked Executive Director Chang and staff for being such great partners with the Board.

During public comment Jodie Medeiros, Executive Director with Walk San Francisco thanked both Commissioners Fewer and Yee for their dedication to safe streets. She said there is a long list of Commissioner Yee's championship in legislation and resolutions and shared that one of the most significant measures was supporting Walk SF in establishing the San Francisco Bay Area Families for Safe Streets. She appreciated his leadership on the Vision Zero Committee and said that she hopes the attention continues as they quickly approach the city's goals of achieving Vision Zero in 2024. She also thanked Commissioner Fewer and recognized her efforts advocating for safe streets, and said they are grateful for her leadership towards improved safety in her district.

Alyson Geller, Engagement Manager with Walk SF echoed her colleague's remarks, and congratulated Commissioner Yee on his milestone, thanking him for making San Francisco Bay Area Families for Safe Streets possible. She thanked him for laying the foundation for Vision Zero and assisting with establishing the Transportation Authority's Vision Zero Committee and pushing initiatives like daylighting throughout San Francisco. She said they are inspired and encouraged by his leadership.

Jamie Parks, Livable Streets Director with SFMTA, said that achieving the culture change, which is at the heart of Vision Zero efforts, requires strong leadership and bold policy, both of which Commissioner Yee has provided. He continued by highlighting his accomplishments and said that he has been the forefront of pushing



the city government to do more. Mr. Parks also expressed his pleasure working alongside Commissioner Fewer on safety projects within the Richmond area. He commended her leadership in continuing to push the SFMTA to answer the tough questions.

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 December 8, 2020 Meeting - ACTION

5. [Final Approval] Adopt the 15 Third Bus Study Final Report [NTIP Planning]- ACTION

6. [Final Approval] Allocate \$682,600 in Prop K Sales Tax Funds and \$234,005 in Prop AA Vehicle Registration Fee Funds, with Conditions, for Four Requests - ACTION

7. [Final Approval] Approve \$1 million in Former Central Freeway Parcel Revenues for the Page Street Neighborway Project - ACTION

8. [Final Approval] Appropriate \$550,000 in Prop K Funds for the Downtown San Francisco Congestion Pricing Study - ACTION

There was no public comment.

Commissioner Fewer moved to approve the consent agenda, seconded by Commissioner Mandelman.

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

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

Absent: (0)

End of Consent

9. Allocate up to \$5,773,403 and Appropriate \$150,000 in Prop K Sales Tax Funds, with Conditions, for Potrero Yard Modernization - ACTION

Commissioner Walton proposed that action on the item be continued to the call of the Chair. He said clarification was needed on major issues, including SFMTA's commitment to affordable housing and the fact that the staff recommendation included retroactive eligibility for portions of the requested allocation. He said the brief project description in the agenda packet mentioned housing as one of the proposed uses but did not mention the word "affordable." He expressed concern that the SFMTA would advance the project without a sufficient commitment to the housing affordability goals outlined in the Request for Qualifications (RFQ) of up to 100% below-market-rate and no less than 50%.



Anna LaForte, Deputy Director for Policy and Programming, Licia Iberri, Campus Planning Manager with the San Francisco Municipal Transportation Agency (SFMTA), and Ignacio Barandiaran, Principal at ARUP, and presented the item.

Commissioner Walton expressed appreciation for SFMTA's presentation but reiterated that he would like to the item continued until the District 9 and 10 commissioners could get sufficient clarity on the project priorities.

Chair Peskin agreed that issues such as these were best resolved up front.

Jeffrey Tumlin, Director of Transportation at the SFMTA, agreed and said SFMTA wanted to make sure that all questions were addressed, and priorities clarified before moving forward, including SFMTA's commitment to maximizing the number of affordable housing units in the project. He said it was important to the success of the project that it had the full support of the Commission and Board of Supervisors, so as to providing the strongest possible assurances to the private market. He said SFMTA would be happy to defer the item and looked forward to meeting with the district offices.

During public comment Peter Belvin with the Potrero Yard Neighborhood Working Group voiced his strong support for the project. He said the staff had done a good job of working with the neighborhood and bringing residents into various parts of the discussion. He added that investments in Muni were more important than ever and said that the proposed Potrero Yard Modernization project would bring tremendous benefits to the community. He said he was hopeful that the affordable housing issue could be worked out, because that element was an important part of the project.

Cat Carter, with San Francisco Transit Riders, expressed strong support for the Potrero Yard project. She said working conditions were unsafe and inefficient at the existing facility and that maintenance delays impacted all San Franciscans. She said the facility supported bus lines that were active throughout the pandemic and were therefore important contributors to the resilience of the City, and that delayed facility upgrades reduced the resilience of the public transit system and increased the risk of system failures.

Roland Lebrun of San Jose said the project was a small but important step toward allowing transit operations staff to overcome affordability barriers to living in the City and that it would improve safety for Muni by eliminating long commutes for workers.

Roger Marengo, President of the Transport Workers Union Local 250-A, expressed strong support for the safety and efficiency upgrades to the Potrero maintenance facility as well as strong support for the affordable housing component of the project. He advocated that the project include parking for the transit workers based at the facility. He said difficulties finding parking delayed the start of shifts for transit workers who had to commute from outside the City due to the cost of housing, noting that those delays are a health and safety issue and, in turn, caused delays to service that affected passengers throughout the system.

David Pilpel said he recognized the need for the project, but it wasn't clear to him that the timing of the project was right, given the shortage of capital resulting from the COVID pandemic. He also voiced support for inclusion of employee parking at the new facility, saying that the scope as proposed did not include parking for facility



personnel and this wasn't realistic especially considering that some start shifts very early in the morning or late at night.

A caller advocated that some of the proposed housing units be reserved for operators at the facility, and voiced support for inclusion of operator parking in the scope. He said that the facility operated 24 hours per day and that it was unrealistic to expect employees who have to live far outside the City not to drive to work. He said worker housing and worker parking should be priorities for a sustainable transit system.

Chair Peskin continued the item to the call of the Chair.

Items from the Personnel Committee

10. [CLOSED SESSION] Evaluate Public Employee Performance and Approve the Executive Director's Performance Objectives for 2021 - ACTION

11. Set the Annual Compensation for the Executive Director for 2021 - ACTION

Chair Peskin called items 10 and 11 together. He explained that the Personnel Committee met to discuss the performance evaluation and performance objectives for the coming year for Director Chang. He offered to convene in closed session if any member would like to do so. Chair Peskin reported that Director Chang's work during the 2020 year was rated by the Committee as outstanding. He shared that during closed session, the Personnel Committee evaluated salaries at other transportation agencies of similar, smaller and larger sizes and took into account that sales tax revenues are down, and that the Committee unanimously agreed on a 4% pay raise to the Executive Director's salary. He added that Director Chang has offered to return one half of a percent, resulting in a 3.5% pay increase.

Commissioner Ronen recognized and commended Director Chang's performance for the year and shared some high-level context behind the Committee's recommendation, which she acknowledged was a challenging decision considering the difficult financial times many are experiencing this year.

Executive Director Chang thanked the Commissioners and said that her review was an opportunity to proudly present the staff's accomplishments. She added that it is a pleasure to work with the Transportation Authority, supporting sister agencies, and the Board during these unprecedented times.

During public comment David Pilpel said that the Transportation Authority will possibly see a decrease in grants and other revenues in 2021, and in his opinion will have to shrink as the result. He asked if the 2021 performance objectives reflect the possible decrease and questioned if the salary increase is needed. He also proposed an edit to the Annual Compensation resolved clause in the last paragraph, to change the year "2019" to "2021". He noted that he did agree with the Committee's assessment of the Executive Director's performance.

Chair Peskin motioned to amend the resolution for item 11, to reflect the following changes: in the last resolved paragraph, change the year "2019" to "2021", and adjust the Executive Director's annual compensation raise from "4.0%" to "3.5%", seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:



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

Absent: (0)

Chair Peskin motioned to approve the item as amended, seconded by Commissioner Ronen.

The motion was approved without objection by the following vote:

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

Absent: (0)

Other Items

12. Introduction of New Items - INFORMATION

There were no new items introduced.

13. Public Comment

There was no general public comment.

14. Adjournment

The meeting was adjourned at 11:28 a.m.



RESOLUTION ALLOCATING \$16,546,728 IN PROP K SALES TAX FUNDS, WITH CONDITIONS,
FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$16,546,728 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Vehicles–Muni and Other Upgrades to Major Arterials categories of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plans, the Transportation Authority Board has adopted a Prop K 5-Year Prioritization Program (5YPP) for each of the aforementioned Expenditure Plan programmatic categories; and

WHEREAS, The San Francisco Municipal Transportation Agency's requests for the Replace 30 30-foot Hybrid Motor Coaches and Mission Street Excelsior Safety projects require 5YPP amendments as summarized in Attachment 3 and detailed in the attached allocation request forms; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$16,546,728 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2020/21 budget to cover the proposed actions; and

WHEREAS, At its December 2, 2020 meeting, the Citizens Advisory Committee (CAC) was briefed on the Replace 30 30-foot Hybrid Motor Coaches request and unanimously adopted a motion of support for the staff recommendation; and

WHEREAS, The CAC has not taken a position on the Mission Street Excelsior Safety - Additional Funds request since no CAC meeting is held at the end of December due to year-end holidays; now therefore, be it



RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles–Muni and Other Upgrades to Major Arterials 5YPPs, as detailed in the attached allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$16,546,728 in Prop K funds, with conditions, for two projects, 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 Expenditure Plan, Strategic Plan and 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 sponsor 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 sponsor 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, and the Prop K Strategic Plan are hereby amended, as appropriate.



Attachments:

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

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging			Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴			
Prop K	17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ 34,440,000	84%	53%		Construction	Citywide
Prop K	30	SFMTA	Mission Street Excelsior Safety Project - Additional Funds	\$ 351,126	\$ 3,000,000	83%	88%		Design	11
TOTAL					\$ 37,440,000	84%	56%			

Footnotes

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

² Acronyms: 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
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ -	Replacement of 30 32-foot Orion hybrid diesel motor coaches that have reached the end of their useful lives. The 32-foot motor coach is Muni's smallest fixed-route vehicle. The replacement buses will improve reliability and reduce maintenance costs on routes in the City's hardest-to-reach neighborhoods, where larger vehicles cannot climb the hills or make the tight turns. They also provide Muni flexibility in responding to variations in demand on any of its transit routes served by rubber-tire vehicles. To procure these vehicles the SFMTA will coordinate with the State of Georgia on an existing Federal Transit Administration eligible contract that includes purchase of 32-foot hybrid motor coaches. SFMTA will join with Georgia via a contract with Creative Bus Sales, Inc., headquartered in Southern California. Given the relatively small vehicle fleet, this contract approach will allow the SFMTA to cut costs on bid/award and design costs and abbreviate the production schedule. The SFMTA expects to approve the contract in early 2021 and take delivery of all vehicles by March 2022.
30	SFMTA	Mission Street Excelsior Safety Project - Additional Funds	\$ 351,126	\$ -	Requested funds are for the design of pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management. In April 2020, the Board approved \$1 million in Prop K funds for design of the subject project. At the time, the funding plan for design included \$1 million in Prop K and \$2 million in Prop B General Fund. Due to declining General Fund revenues, SFMTA is seeking \$351,126 in additional Prop K funds to fully fund the design phase. SFMTA anticipates completing design by December 2021 and having the project open for use by June 2023.
TOTAL			\$16,546,728	\$0	

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
17M	SFMTA	Replace 30 30-foot Hybrid Motor Coaches	\$ 16,195,602	\$ -	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Prop K Vehicles-Muni 5YPP to add the subject project with funds reprogrammed from projects completed under budget or with non-Prop K sources. See the attached allocation request form for details.</p> <p>The recommendation is also contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.</p>
30	SFMTA	Mission Street Excelsior Safety Project - Additional Funds	\$ 351,126	\$ -	<p>5YPP Amendment: The recommended allocation is contingent upon amendment of the Other Upgrades to Major Arterials 5YPP to add the subject project with funds reprogrammed from projects completed under budget (\$101,126) and funds from the Sloat Skyline Intersection Improvements construction phase (\$250,000), which is delayed. See the attached allocation request form for details.</p>
TOTAL			\$ 16,546,728	\$ -	

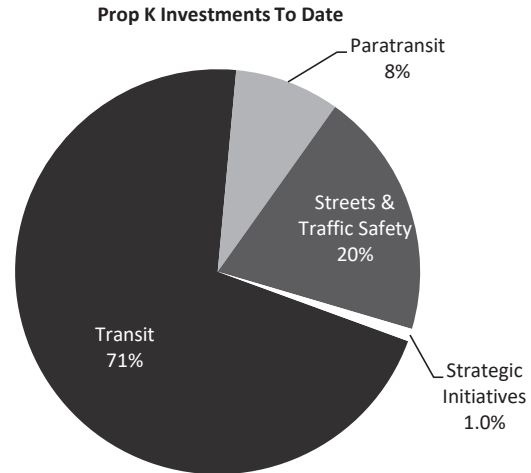
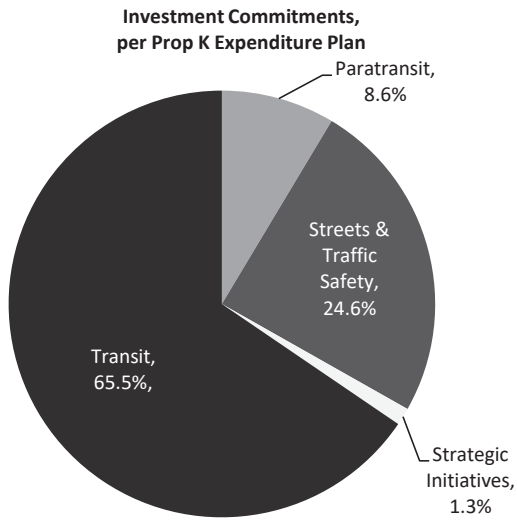
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2020/21

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	\$ 33,535,505	\$ 14,739,764	\$ 12,692,088	\$ 4,926,241	\$ 1,177,412	\$ -	\$ -
Current Request(s)	\$ 16,546,728	\$ -	\$ 8,448,927	\$ 8,097,801	\$ -	\$ -	\$ -
New Total Allocations	\$ 50,082,233	\$ 14,739,764	\$ 21,141,015	\$ 13,024,042	\$ 1,177,412	\$ -	\$ -

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).



San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Vehicles - MUNI
Current Prop K Request:	\$16,195,602
Supervisory District(s):	Citywide

REQUEST

Brief Project Description

Replace 30 32-foot hybrid diesel motor coaches that have reached the end of their useful lives. The new buses will improve reliability and reduce maintenance costs to a fleet serving community routes such as 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland.

Detailed Scope, Project Benefits and Community Outreach

As part of its regular daily passenger service, the SFMTA operates a fleet of thirty 32-foot Orion diesel hybrid coaches. These coaches serve community routes, such as the 35 Eureka, 36 Teresita, 37 Corbett, 39 Coit, and 56 Rutland. The Orion fleet went into service in 2007 and is the oldest diesel hybrid fleet in the SFMTA. This fleet is experiencing increased mechanical failures, which have led to increased maintenance costs and decreased reliability with a mean distance between failures of 4,000 miles. The replacement vehicles will improve reliability and decrease maintenance costs. According to Federal Transit Administration Circular 5010.1E, these coaches, which are considered small, heavy-duty transit buses, have a useful life of ten years or 350,000 miles. These coaches in the SFMTA's fleet surpassed their useful life near the end of 2017 but have remained in operation.

The 32-foot motor coach is Muni's smallest vehicle and with only 30 of them, these coaches are essential for providing service to our hardest-reached neighborhoods where our larger vehicles (40' and 60' variants) cannot climb the hills or make the turns. For that reason, the 32-foot coaches are deployed to community routes such as the 37 Corbett, 39 Coit & 56 Rutland, among others. And while many lines have been suspended since March due to the COVID-19 pandemic, routes such as the 67 Bernal Heights that rely on 30' coaches returned to service in August 2020 and more are expected to come back into service in the months to come.

Under this procurement, the SFMTA intends to purchase 30 32-foot hybrid motor coaches and associated spare parts, training, manuals, and special tools. These new buses will be equipped with the new radio system and farebox, new passenger seat with stroller parking, improved wheelchair securement area, and improved emission control that is more energy-efficient and environmentally friendly than the buses they will replace.

Each 32-ft replacement bus will be equipped with the latest vehicle technology which including but not limited to:

1. Improved seating layout
2. Slip-resistant flooring material
3. Better wheelchair securement system
4. Improved safety system for operators and riders
5. Latest vehicle subsystems for better security, communications, and vehicle maintenance

The vehicle production will be at the vendor's facility and it will be driven to San Francisco after initial testing and inspections by our Quality Control (QC) and Commissioning team.

For the subject procurement, the SFMTA will coordinate with the state or Georgia on an existing FTA-eligible contract that includes purchase of 32-foot hybrid motor coaches. SFMTA would join the state of Georgia in a contract with with

Creative Bus Sales, Inc. (CBS), headquartered in Southern California. SFMTA's fleet engineering team will work to finalize the design specifications to meet San Francisco's challenging operating environment. The vendor will complete detailed design prior to manufacture of the vehicles. The contract-design method available through this coordinated procurement will allow the SFMTA to cut costs on maintenance, bid/award as well as design costs, and abbreviate the production schedule.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
Justification for Necessary Amendment	
<p>This request includes a 5YPP amendment to the MUNI-Vehicles category:</p> <ul style="list-style-type: none"> > Reprogram \$6,386,693 from the Replace 85 40-Foot Trolley Coaches project, which was completed with other funds. > Program \$6,610,522 deobligated from the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches project, which was completed under budget. > Program \$3,198,387 deobligated from the Replace 100 40-ft Trolley Coaches project, which was completed under budget. > Add the Replace 30 30-foot Hybrid Motor Coaches with \$16,195,602 in FY2020/21. 	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
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)	Jul-Aug-Sep	2020	Oct-Nov-Dec	2020
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Apr-May-Jun	2021
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2022
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

The SFMTA will be responsible for detail design through 50%, including the overall vehicle designs and also other onboard electronic systems (i.e. Clipper, Surveillance, Radio System, Automated Passenger Counters, destination sign, etc.). The warranty duration for this procurement will last for 2 years.

PROJECT SCHEDULE

SFMTA Board: approval of consortium:	January 2021
SFMTA Board approval of draft contract:	January 2021
SF BOS approval of contract:	March 2021
Notice to Proceed:	March 2021
Vendor advances design to 100%:	Mar-Jun 2021
Vehicle delivery/acceptance:	FY 2021/22
Warranty:	through March 2024

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Vehicles - MUNI	\$16,195,602	\$0	\$0	\$16,195,602
BATA - 18	\$0	\$0	\$17,853,455	\$17,853,455
GENERAL FUND PROP B	\$0	\$0	\$390,943	\$390,943
Phases in Current Request Total:	\$16,195,602	\$0	\$18,244,398	\$34,440,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$16,195,602	\$0	\$0	\$16,195,602
GENERAL FUND PROP B	\$0	\$0	\$2,390,943	\$2,390,943
BATA - 18	\$0	\$0	\$17,853,455	\$17,853,455
Funding Plan for Entire Project Total:	\$16,195,602	\$0	\$20,244,398	\$36,440,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$1,085,000	\$0	engineers estimate
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$915,000	\$0	engineers estimate
Construction (CON)	\$34,440,000	\$16,195,602	engineers estimate
Operations (OP)	\$0	\$0	
Total:	\$36,440,000	\$16,195,602	

% Complete of Design:	35.0%
As of Date:	09/23/2020
Expected Useful Life:	10 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - 30 30-FOOT HYBRID MOTOR COACHES

CONSTRUCTION COST BY MAJOR LINE ITEM (by task by agency)				
Budget Line Item	Totals	% of contract	SFMTA	Contractor
1. Contract Vehicles (30)	\$ 28,693,000			\$ 28,693,000
Training, Spare Parts, Special Tools & Equip.	\$ 26,927,000			\$ 26,927,000
Sales Tax	\$ 1,530,000			\$ 1,530,000
Contract Subtotal	\$ 2,563,000			\$ 2,563,000
	\$ 29,123,395			\$ 29,123,395
2. Consultant Services	\$ 980,000	3.4%	\$ -	\$ 980,000
3. Project Management & Engineering Support	\$ 665,000	2.3%	\$ 665,000	\$ -
4. Quality Control & Commissioning	\$ 925,000	3.2%	\$ 925,000	\$ -
5. Other Direct Costs *	\$ 850,000	2.9%	\$ 850,000	\$ -
6. Contingency	\$ 1,896,605	6.5%	\$ 1,896,605	\$ -
TOTAL CONSTRUCTION PHASE	\$ 34,440,000		\$ 4,336,605	\$ 30,103,395

Vendor design fees to be embedded in unit cost through original contract certification.

Vehicle engineering support such as structural analysis, propulsion system analysis, warranty support and onsite inspections during the vehicle production phase.

Acceptance testing of vehicles by SFMTA Transit Maintenance.

* Transit Operations support, including: road tests and burn-in mileage before vehicle acceptance, City Attorney & Risk Management administrative support and SFMTA employees travel costs for on-site inspections.

UNIT COST: \$ 1,148,000

Cashflow Demand Projection (including planning and design phases)

	Other Sources	Sales Tax	Total
Q1.FY21	\$ 750,000.00	\$ -	\$ 750,000.00
Q2.FY21	\$ 750,000.00	\$ -	\$ 750,000.00
Q3.FY21	\$ 4,500,000.00	\$ -	\$ 4,500,000.00
Q4.FY21	\$ 5,000,000.00	\$ -	\$ 5,000,000.00
Q1.FY22	\$ 1,848,879.60	\$ 2,699,267.00	\$ 4,548,146.60
Q2.FY22	\$ 1,848,879.60	\$ 2,699,267.00	\$ 4,548,146.60
Q3.FY22	\$ 1,848,879.60	\$ 2,699,267.00	\$ 4,548,146.60
Q4.FY22	\$ 1,848,879.60	\$ 2,699,267.00	\$ 4,548,146.60
Q1.FY23	\$ 1,848,879.60	\$ 2,699,267.00	\$ 4,548,146.60
Q2.FY23	\$ -	\$ 1,799,511.40	\$ 1,799,511.40
Q3.FY23	\$ -	\$ 449,877.80	\$ 449,877.80
Q4.FY23	\$ -	\$ 449,877.80	\$ 449,877.80
Totals	\$ 20,244,398.00	\$ 16,195,602.00	\$ 36,440,000.00

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$16,195,602	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$16,195,602	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Replace 30 30-foot Hybrid Motor Coaches
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2023
Phase:	Construction	Fundshare:	47.03

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-117M	\$0	\$8,097,801	\$8,097,801	\$0	\$0	\$16,195,602

Deliverables

- Quarterly progress reports shall provide percent complete for the overall project scope, a count of the number of vehicles accepted for service in the previous quarter, upcoming project milestones (e.g. NTP, 100% Design), deliveries anticipated in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
- Upon placing the first vehicles from this procurement into revenue service, provide two digital photos of the accepted vehicle, with at least one showing the decal with Prop K logo affixed to a vehicle.

Special Conditions

- The recommended allocation is contingent upon amendment of the 5-Year Prioritization Program for the Prop K Vehicles-Muni Category. See attached 5YPP amendment for details.
- The recommendation is contingent upon a commitment by the SFMTA to maintain the new motor coaches in a state of good repair, including a mid-life overhaul program to allow them to meet or exceed expectations for their useful lives per FTA guidelines.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	52.97%	No Prop AA
Actual Leveraging - This Project	55.56%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Replace 30 30-foot Hybrid Motor Coaches
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$16,195,602
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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
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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Title:	Project Manager	Grants Procurement Manager
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2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending December 15, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches	CON	Programmed	\$0					\$0
SFMTA	Replace 85 40-Foot Trolley Coaches	CON	Programmed	\$0					\$0
SFMTA	Replace 28 Paratransit Vans	CON	Allocated		\$1,156,151				\$1,156,151
2019 5YPP Programming and Allocations									
SFMTA	Rehabilitation of 5 Vintage Streetcars	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder	CON	Programmed	\$0					\$0
SFMTA	Replace 30 30-foot Hybrid Motor Coaches	CON	Pending		\$16,195,602				\$16,195,602
SFMTA	New Flyer Midlife Overhaul Phase 1	CON	Allocated	\$17,937,483					\$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars	CON	Programmed		\$3,304,749				\$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles	ANY	Programmed	\$2,035,607					\$2,035,607
SFMTA	Light Rail Vehicle Procurement	CON	Allocated	\$50,089,416					\$50,089,416
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional	CON	Programmed	\$0					\$0
Total Programmed in 2019 5YPP									
				\$70,763,294	\$20,656,502	\$0	\$0	\$0	\$91,419,796
Total Allocated and Pending									
				\$68,727,687	\$17,351,753	\$0	\$0	\$0	\$86,079,440
Total Unallocated									
				\$2,035,607	\$3,304,749	\$0	\$0	\$0	\$5,340,356
Total Programmed in 2019 Strategic Plan									
				\$78,306,138	\$3,304,749	\$0	\$0	\$0	\$81,610,887
Deobligated Funds									
				\$10,043,397	\$0	\$0	\$0	\$0	\$10,043,397
Cumulative Remaining Programming Capacity									
				\$17,586,241	\$234,488	\$234,488	\$234,488	\$234,488	\$234,488
Pending Allocation/ Appropriation									
Board Approved Allocation/ Appropriation									

FOOTNOTES:

- ¹ Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.
- ² 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):
 Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.
 Rehabilitation of 5 Vintage Streetcars: Added project with \$700,788 in FY2019/20.
- ³ To accommodate allocation of \$17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):
 Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.
 Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from \$4,491,196 to \$0 in FY2019/20.
 New Flyer Midlife Overhaul Phase 1: Added project with \$17,937,483 in FY2019/20.
- ⁴ Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
 Light Rail Vehicle Procurement: Advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by \$2,035,607 from \$52,125,023 to \$50,089,416;
 Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with \$2,035,607 in FY2019/20 and cash flow in FY2023/24.
- ⁵ 5YPP amendment to accommodate allocation of \$1,156,151 for the Replace 28 Paratransit Vans project (Resolution 21-0XX, 10/27/2020).
 Replace 85 40-Foot Trolley Coaches: Reduced by \$1,156,151, from \$7,542,844 to \$6,386,693 in FY2019/20. SFMTA completed the trolley procurement with other funds.
 Replace 28 Paratransit Vans: Added project with \$1,156,151 in FY2020/21.
- ⁶ 5YPP amendment to accommodate allocation of \$16,195,602 for the Replace 30 30-foot Hybrid Motor Coaches project (Resolution 21-0XX, xx/xx/2020).
 Replace 85 40-Foot Trolley Coaches: Reduced from \$6,386,693 to \$0. SFMTA completed the trolley procurement with other funds.
 Cumulative Remaining Capacity: Reduced from \$10,043,397 to \$234,488. The funds were deobligated from two grants for motor coach procurement (a total of \$6,610,522 from SGAs 117-910067 and 117-910069) and one grant for trolley coach procurement (\$3,198,387 from SGA 117-910070). These projects were completed under budget.
 Replace 30 30-foot Hybrid Motor Coaches: Added project with \$16,195,602 in FY2020/21.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Mission Street Excelsior Safety Project - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Other Upgrades to Major Arterials
Current Prop K Request:	\$351,126
Supervisory District(s):	District 11

REQUEST

Brief Project Description

Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and Trumbull Street and on Geneva Avenue between Mission and Prague Streets. Project will 1) provide safer, more comfortable walking and biking environments on Mission and Geneva; 2) provide safer, more predictable driving environment on Mission and Geneva; and 3) improve transit reliability on Mission and Geneva. Scope includes bulb-outs, traffic signals, new pedestrian crossings, transit bulbs, transit stop improvements and changes, and loading and color curb management.

Detailed Scope, Project Benefits and Community Outreach

Mission Street and Geneva Avenue are part of San Francisco's Vision Zero High Injury Network – the 13% of city streets where 75% of the severe and fatal collisions occur. Over the last seven years, five community members were killed and at least 323 people were injured in collisions in the project area. Additionally, on some blocks of the project corridor, the eight Muni lines that serve the area have average speeds below 5 mph, pre-COVID. The project will seek to address these issues, while making loading improvements to support the over 300 existing storefronts along Mission and Geneva streets.

The project's goals are to:

- * Increase safety for all users of the corridor, especially people who walk, bike, and take transit
- * Improve transit reliability on the most used bus routes in the neighborhood
- * Enhance the business district through loading improvements

From late 2017 to 2018, the project team conducted outreach to better understand the issues and problems that the community faces when using Mission Street and Geneva Avenue, including one-on-one meetings, door-to-door loading surveys, participation in four Excelsior and Outer Mission Neighborhood Strategy meetings, and neighborhood walk-throughs. In late 2018 and early 2019, SFMTA hosted a series of workshops with project stakeholders to refine the conceptual plan to better reflect the community's needs. In April 2019, the project team hosted two open houses to present the refined designs to the wider community and collected feedback that was used to create the final proposal. The project proposal was revised and approved by the SFMTA Board of Directors in September 2019.

'Quick-build' improvements – including 'painted safety zones' to improve visibility at corners, curb management enhancements, and transit stop changes – were constructed in summer 2020.

The detailed design phase of the project funded with this allocation request is already in progress. In April 2020, the Board approved \$1 million in Prop K funds for design. At the time, the funding plan for design included \$1 million from Prop K and \$2 million from Prop B General Fund. Due to declining General Fund revenues, SFMTA is seeking \$351,126 in additional Prop K funds to fully fund the design phase. The phase includes design of civil improvements (bulb-outs and sidewalk extensions) and new/modified traffic signals.

Project scope:

- * 6 new traffic signals
- * 4 signal modifications and timing changes along corridor

- * Up to 35 corner bulb-outs, 4 transit bulbs, and 1 transit island
- * Visibility daylighting along corridor
- * 3 raised crosswalks
- * Adjusted transit stops
- * Curb management to support businesses
- * Bikeway improvements (on Geneva)

Deliverables:

1. Traffic signal designs (pole placement and signal timing)
2. Civil designs for bulb-outs, islands, raised crosswalks, etc.
3. Striping designs for lane/curb re-configurations

The project was awarded a 2020 Local Partnership Program grant of \$8.7 million for construction by the California Transportation Commission, to be equally matched with local funds.

All improvements (safety, transit, signal upgrades) are planned to be jointly delivered with a re-paving contract by Public Works starting in early 2022. It is possible that implementation of the project will include multiple construction phases. A task within the detailed design scope is cost estimates per element, which will inform what can be built with the initial project and what might need to be included later. If phased, transit improvements (e.g., bus bulbs), safety improvements at high-collision locations, and signal upgrades will be prioritized.

As compared with the previous Prop K allocation, the end of design and implementation schedules have been pushed out by about 6 months. This change is due to staffing issues within the Public Works design team related to the switch to work-from-home during the COVID-19 pandemic, as well as design complexities that arose as design advanced. Despite this, traffic safety and transit elements co-located at intersections receiving traffic signal upgrades on Geneva Avenue will be built with that project (Geneva Avenue Traffic Signals) in 2021, a year earlier than other work.

Project Location

Mission Street between Geneva Avenue and Trumbull Street; Geneva Avenue between Mission and Prague Streets

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
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:	\$351,126
Justification for Necessary Amendment	
<p>The subject request includes an amendment to the Other Upgrades to Major Arterials 5-Year Prioritization Program to add the subject project as follows:</p> <ul style="list-style-type: none"> > Reprogram \$250,000 from the Sloat Skyline Intersection Improvements project, which is delayed. > Reprogram \$101,126 in funds deobligated from projects completed under budget. 	

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Mission Street Excelsior Safety Project - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2017	Jul-Aug-Sep	2019
Environmental Studies (PA&ED)	Jan-Feb-Mar	2017	Jul-Aug-Sep	2019
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2019	Oct-Nov-Dec	2021
Advertise Construction	Jan-Feb-Mar	2022		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2023

SCHEDULE DETAILS

Community outreach during the detailed design phase will be minimal, focused on working with stakeholders (e.g., property owners/tenants) on particular considerations/issues that arise during design. This project is being coordinated with a scheduled paving project led by Public Works; it may also coordinate with utility work – the paving scope will follow the schedule of this project.

The 2020 Local Partnership Program (LPP) grant awarded for this project has timely use-of-funds requirements: allocations must be requested in the fiscal year of programming and are valid for 6 months from date of allocation; after the construction contract is awarded (or the start of construction), the project sponsor has 36 months to complete the contract. LPP grant funds are programmed for FY 2021-22 and project staff plan to request allocation of the \$8.7 million in grant funds in winter 2021 prior to expected contract advertisement in early 2022 and start of construction in spring 2022.

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Mission Street Excelsior Safety Project - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Pedestrian Circulation/Safety	\$351,126	\$0	\$1,000,000	\$1,351,126
PROP B	\$200,874	\$0	\$1,448,000	\$1,648,874
Phases in Current Request Total:	\$552,000	\$0	\$2,448,000	\$3,000,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$351,126	\$1,391,000	\$1,000,000	\$2,742,126
TBD (E.G. AHSC, PROP AA, PROP K, TNC TAX)	\$7,376,000	\$0	\$0	\$7,376,000
PROP B	\$200,874	\$0	\$1,795,000	\$1,995,874
LPP	\$0	\$8,700,000	\$0	\$8,700,000
Funding Plan for Entire Project Total:	\$7,928,000	\$10,091,000	\$2,795,000	\$20,814,000

COST SUMMARY

Phase	Total Cost	Prop K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$347,000	\$0	SFMTA - actuals
Environmental Studies (PA&ED)	\$0	\$0	
Right of Way	\$0	\$0	
Design Engineering (PS&E)	\$3,000,000	\$351,126	SFMTA - actuals + cost to complete
Construction (CON)	\$17,467,000	\$0	SFMTA - based on prior similar work
Operations (OP)	\$0	\$0	
Total:	\$20,814,000	\$351,126	

% Complete of Design:	40.0%
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As of Date:	11/03/2020
Expected Useful Life:	20 Years

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

MISSION STREET EXCELSIOR SAFETY PROJECT - ADDITIONAL FUNDS

MAJOR LINE ITEM BUDGET

FUND SOURCES	
Prop K (this request)	\$ 351,126
Prop K (allocated)	\$ 1,000,000
Prop B (other funds)	\$ 1,648,874
TOTAL PHASE	\$ 3,000,000

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 3,000,000	
2. Consultant	\$ -	
3. Other Direct Costs *		
4. Contingency		0%
TOTAL PHASE	\$ 3,000,000	

* e.g. PUC costs

TOTAL LABOR COST BY AGENCY		
SFMTA	\$	480,000
SFPW	\$	2,520,000
TOTAL	\$	3,000,000

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Mission Street Excelsior Safety Project - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total Prop K Requested:	\$351,126	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$351,126	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Mission Street Excelsior Safety Project
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022
Phase:	Design Engineering	Fundshare:	45.04

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-130	\$0	\$351,126	\$0	\$0	\$0	\$351,126

Deliverables

1. Quarterly progress reports shall provide updates on the status of the construction phase funding plan, including potential project phasing and efforts to secure discretionary (competitive) grants and local funds, as well as updates on the percent complete for the overall project, and all other requirements described in the Standard Grant Agreement (SGA).

2. Upon project completion (anticipated by December 2021), provide evidence of completion of 100% design (e.g. copy of certifications page), as well as an updated scope, schedule, budget and funding plan (which can be met with a submittal of a Prop K allocation request for construction).

Special Conditions

1. The recommended allocation is contingent upon a concurrent amendment to the Other Upgrades to Major Arterials 5YPP. See attached 5YPP amendment for details.

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	54.96%	No Prop AA
Actual Leveraging - This Project	86.83%	No Prop AA

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Mission Street Excelsior Safety Project - Additional Funds
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$351,126
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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
MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
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Title:	Planner	Grants Procurement Manager
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**2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Other Upgrades to Major Arterials (EP 30)
Programming and Allocations to Date**

Approved September 22, 2020 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Other Upgrades to Major Arterials (EP 30)									
Carry Forward From 2014 5YPP									
Any Eligible	Neighborhood Transportation Improvement Program (NTIP)	PS&E, CON	Programmed	\$817,479					\$817,479
SFMTA	Sloat Skyline Intersection Improvements ²	CON	Programmed		\$0				\$0
SFMTA	Mission Street Excelsior Safety Project - Additional Funds	PS&E	Pending		\$351,126				\$351,126
SFMTA	Fulton Street Safety [NTIP Capital]	CON	Allocated		\$236,215				\$236,215
Any Eligible	NTIP Placeholder	Any Phase	Programmed	\$13,785					\$13,785
Total Programmed in 2019 5YPP									
				\$831,264	\$587,341	\$0	\$0	\$0	\$1,418,605
Total Allocated and Pending				\$0	\$587,341	\$0	\$0	\$0	\$587,341
Total Unallocated				\$831,264	\$0	\$0	\$0	\$0	\$831,264
Total Programmed in 2019 Strategic Plan				\$1,067,479	\$250,000	\$0	\$0	\$0	\$1,317,479
Deobligated Funds				\$101,126	\$0	\$0	\$0	\$0	\$101,126
Cumulative Remaining Programming Capacity				\$337,341	\$0	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

¹ To accommodate funding of Fulton Street Safety [NTIP Capital] (Resolution 2021-009, 09/22/2020):

NTIP Placeholder: Reduced from \$250,000 in FY2019/20 to \$13,785.

Fulton Street Safety [NTIP Capital]: Added project with \$236,215 in FY2020/21.

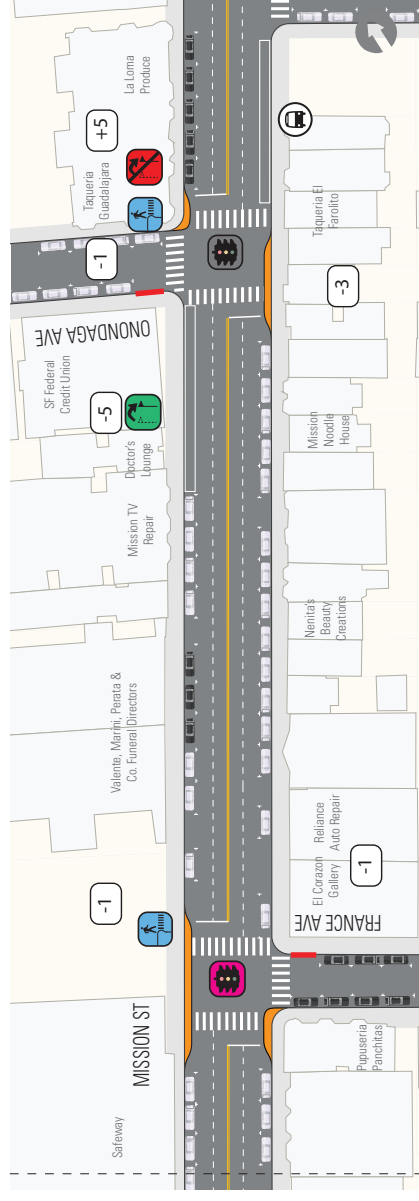
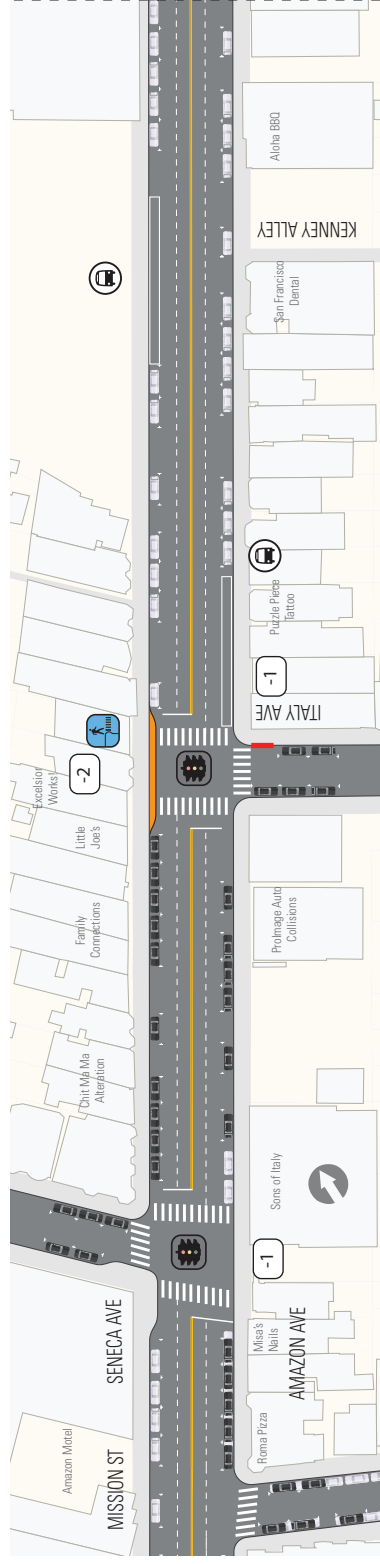
² 5YPP amendment to fund Mission Street Excelsior Safety (Resolution 2021-xxxx, 01/26/2021):

Sloat Skyline Intersection Improvements: Reduced from \$250,000 to \$0 in FY2020/21.

Deobligated Funds: Reduced from \$101,126 to \$0 in FY2019/20.

Mission Street Excelsior Safety: Added project with \$351,126 in FY2020/21 for design.

Mission Street Excelsior Safety Project: Mission, Amazon to Onondaga



 Existing Traffic Signals
at Seneca Ave, Italy Ave, and
Onondaga Ave



Existing Stop at Italy Ave and Onondaga Ave



Daylighting
at Italy Ave, France Ave and
Onondaga Ave



New Traffic Signals at France (Flashing Beacon during interim)



Relocate Stop at Onondaga Ave



New Pedestrian Bulbs

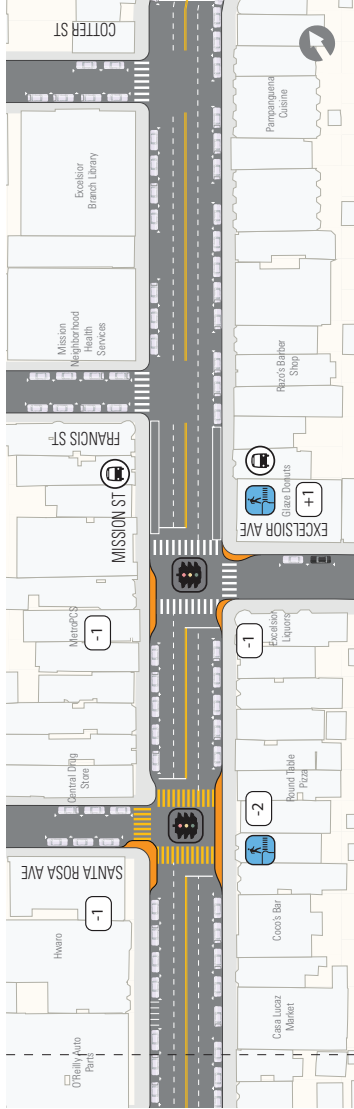
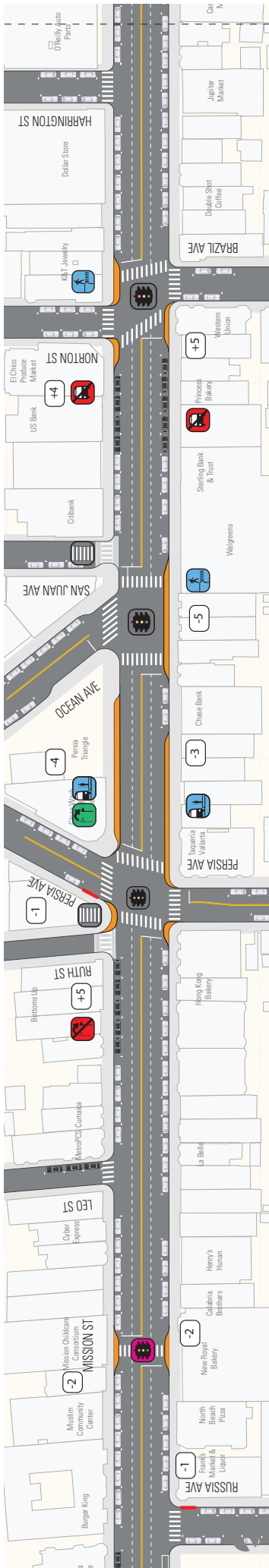












New Parking Meters

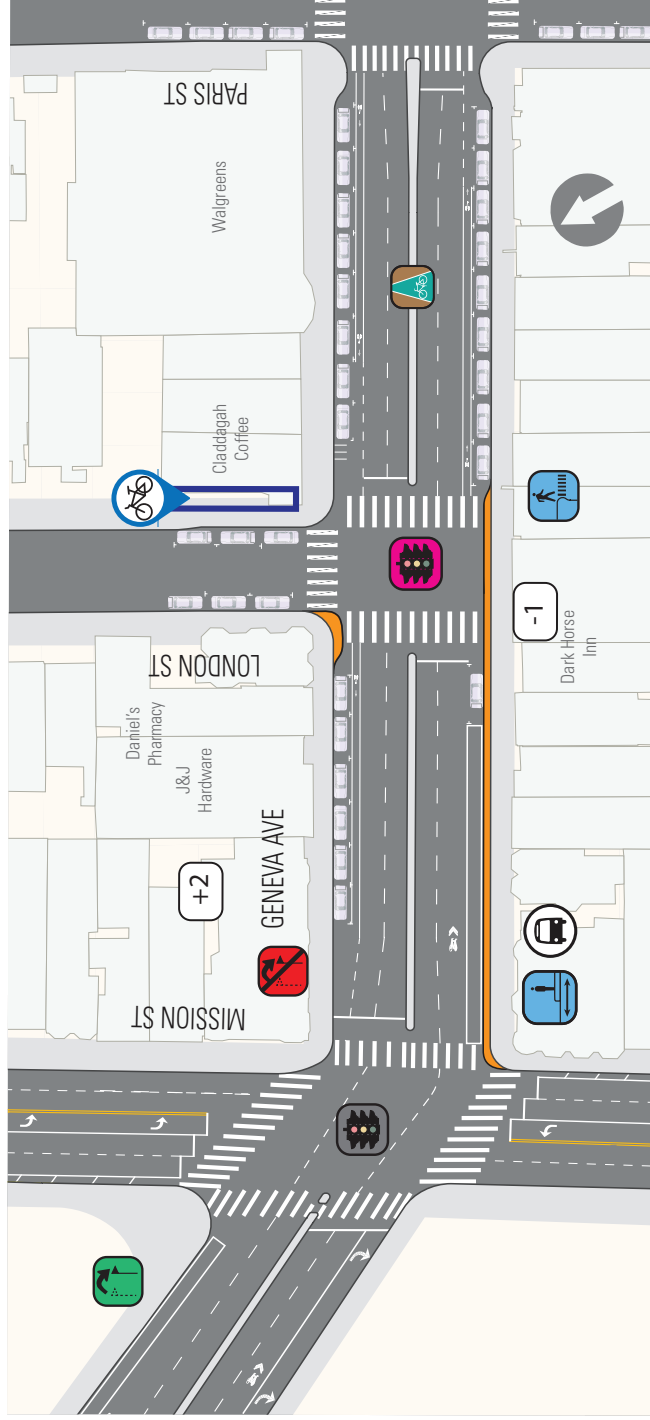


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Mission Street Excelsior Safety Project: Mission, Russia to Cotter



- | | | | | | | | |
|---|--|---|---|---|---|---|---|
|  | Existing Traffic Signals
at Persia Ave, Ocean Ave, Brazil Ave,
Santa Rosa Ave and Excelsior Ave |  | New Signalized Crossing
midblock between Russia and Leo |  | New Pedestrian Bulbs
at Persia Ave, Ocean Ave, Brazil St,
Santa Rosa Ave and Excelsior Ave |  | Daylighting
at Russia Ave and
Persia Ave |
|  | Existing Stop
at Ruth St and Francis St |  | Remove Outbound Stop
at Norton St & Brazil St (<i>Option 2</i>) |  | New Raised Crosswalk
at Ruth St and San Juan Ave | | |
|  | Relocate Stop
at Persia Ave (inbound and
outbound) |  | New Bus Bulbs
at Ocean Ave and Persia Ave |  | New Parking Meters | | |



New Left Turn Signals on north and southbound Mission St at Geneva Ave

New Bike Lanes

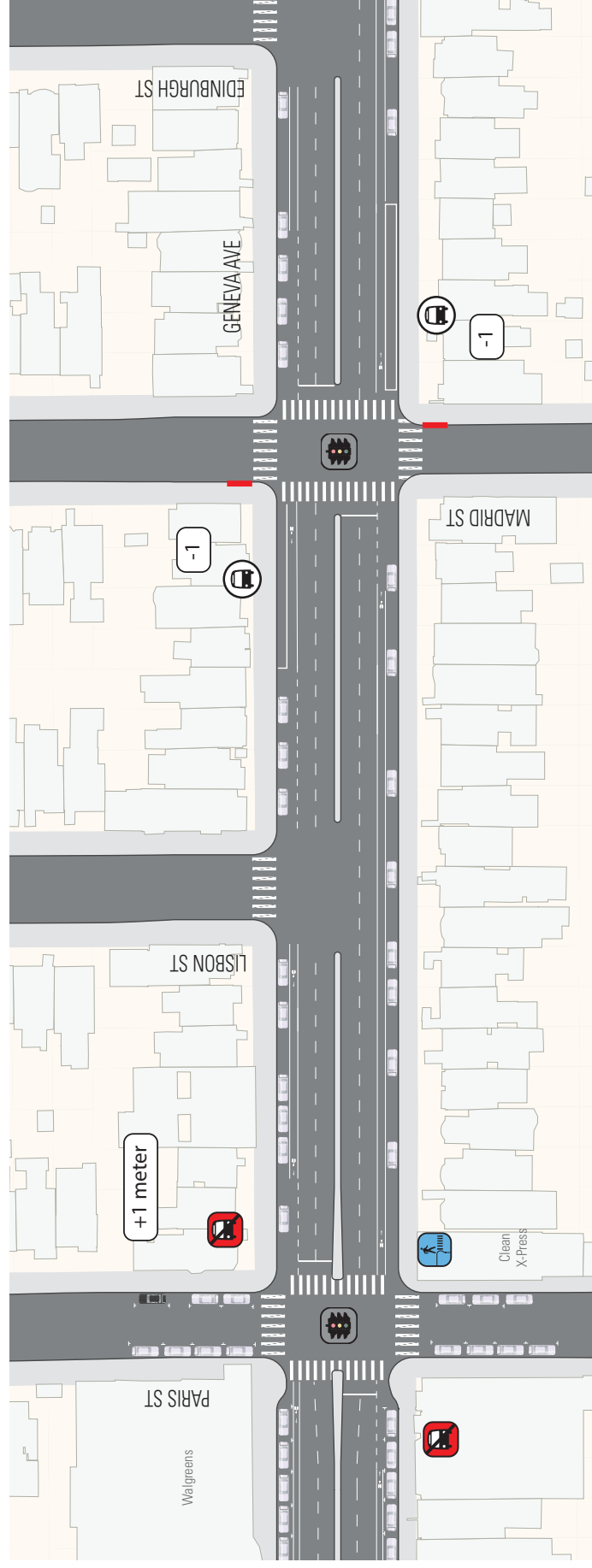
Relocate Stop at Mission Street, westbound

New Pedestrian Bulbs at London St

New Parking Meters

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Mission Street Excelsior Safety Project: Geneva, Paris to Edinburgh



Attachment 5



Existing Traffic Signals

at Paris St and Madrid St



Remove Inbound Stop at Paris St



Existing Stop at Madrid St



New Pedestrian Bulbs
at Paris St



Remove Outbound Stop at Paris St



New Parking Meters



Daylighting at Madrid St





at Athens St, Moscow St, and Prague St

on Geneva Ave from Edinburgh to Vienna St

New Raised Crosswalk at Munich St

New Median Island on South Hill Blvd at Geneva Ave



Memorandum

AGENDA ITEM 4

DATE: January 5, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 01/12/2021 Board Meeting: Allocate \$16,546,728 in Prop K Sales Tax Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$16,546,728 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Replace 30 30-foot Hybrid Motor Coaches (\$16,195,602) 2. Mission Street Excelsior Safety - Additional Funds (\$351,126) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. At the Board meeting, Julie Kirschbaum, Director of Transit, will give a presentation on the benefits of proceeding with the replacement of SFMTA's fleet of 30-foot busses now and to explain why this project is a priority at this time.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" 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.

FINANCIAL IMPACT

The recommended action would allocate \$16,546,728 in Prop K 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 and appropriations 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 adopted Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered the Replace 30 30-foot Hybrid Motor Coaches request at its December 2, 2020 meeting and unanimously adopted a motion of support for the staff recommendation. At SFMTA's request, Board action on the motor coach request was held back until the SFMTA could prepare a presentation to support the request. The Mission Street Excelsior Safety - Additional Funds request has not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

SUPPLEMENTAL MATERIALS

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



SFMTA

30ft Motor Coach Replacement

Transportation Authority Board
January 12, 2021

Fleet Management Plan

Guiding Principles

- Maintain consistent fleet average age
- Performance-based procurements
- Develop robust maintenance standards
- Align with City's sustainability goals
- Anticipate and accommodate growth
- Maintain a spare ratio of 20%



30ft Coach Replacement

- Replaces oldest vehicles in the fleet, 30 diesel hybrid motor coaches, purchased from Orion Bus Industries in 2007
- FTA Useful Life: 10 Years (Planned Retirement 2018/2019)
- Smallest vehicles in fleet
- Critical for hilltop circulator routes, but also have the flexibility to be used on lower ridership crosstown routes



30ft Coach Background

- First generation hybrid purchased in 2007
- No midlife overhaul
- Focused component rebuild campaign started in 2016 to stretch end of useful life
- Vehicle maintenance is challenging and expensive due to reduced parts availability and increasing failures



Procurement Approach

- Reduce procurement time and costs by using pre-existing competitively bid process
 - Georgia Department of Administrative Services (DOAS) has an interstate contract approved by FTA that includes 30ft buses
 - New vehicles expected to arrive within 15-18 months versus 24-30 months with bid/award process
- Working towards a contract with Creative Bus Sales, Inc. (CBS), headquartered in Southern California and a City & County certified 12B vendor

Are 30ft buses needed?

- 30ft buses provide important flexibility in the Muni fleet
 - 30ft buses can be used on 40ft routes, but 40ft buses cannot be used on 30ft routes due to tight turns on hills
 - Shrinking the size of the fleet will slow Muni's recovery and reduce our readiness to support future initiatives (e.g., congestion pricing)
- Most 30ft bus routes have been suspended during COVID in order to redirect resources to routes with high volumes of essential trips
 - All current changes temporary
 - New buses will start arriving in ~15 months

Why now?

Replacing fleet now is cost effective

- \$6.1M from capital campaign for existing fleet can be redirected to new procurement if older vehicles are retired
- \$1.4M estimated escalation cost savings (versus waiting till 2023 to purchase)
- \$7.3M estimated savings from using Georgia Consortium
- Reduced parts and labor costs for new fleet

Budget & Funding Strategy

Fund Source	Allocated/Planned	Amount
Prop B (Population-Based General Fund)	Allocated	\$2.4M
Bay Area Bridge Toll Fees	Allocated	\$17.9M
Sales Tax (EP-17) "Muni Vehicle Replacements & Rehabilitations"	Planned	\$16.2M
	Total	\$36.5M

Why now?

Industry Phasing Out Small Hybrids

- Current generation of the hybrid propulsion system is expected to sunset in 2021
- The release date of the next Allison hybrid propulsion system is now less unclear due to COVID-19 and bus OEM qualification process.
- ETA 2023/2024 for next-generation propulsion system

Why hybrid and not electric?

- SFMTA ebus pilot buses expected in 2021 and will provide important information about how to integrate electric fleet into current Muni routes and facilities
- Initial experience with ebus pilot demonstrating that facility upgrades are expensive and have long delivery lead times (e.g., PG&E coordination)
- Industry does not currently have a 30ft electric bus that meets key design criteria – e.g., front door wheelchair boarding

Schedule & Milestones

12/2/2020	SFCTA Citizens Advisory Committee
1/12/2021	SFCTA Board #1 (Allocation Request)
1/26/2021	SFCTA Board #2 (Allocation Request)
February 2021	SFMTA Board Contract Approval
February/March 2021	BOS Budget and Finance Committee
March 2021	BOS Contract Approval*
March 2021	Notice to Proceed (NTP)
March – June 2021	Accessibility/Operator Outreach, 100% Design
July – October 2021	Prototype Production, Testing
Nov 2021 – Mar 2022	Vehicle Production, Testing & Acceptance
March 2024	Warranty Support Ends, Project Closeout

Thank you

