



RESOLUTION OF SUPPORT FOR THE CITY AND COUNTY OF SAN FRANCISCO'S
PROJECT NOMINATIONS FOR \$6,359,000 IN SENATE BILL 1 LOCAL PARTNERSHIP
PROGRAM FORMULAIC PROGRAM FUNDS

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1; and

WHEREAS, Among other things, Senate Bill 1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that, after taking \$20 million off the top for incentive funding for newly passed tax measures, allocate 60% of the program through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or fees; and

WHEREAS, The City and County of San Francisco (CCSF) is eligible to receive funds through the LPP Formulaic Program as taxing authority for the Traffic Congestion Mitigation Tax (TNC Tax) approved by San Francisco voters in November 2019, with revenues dedicated solely to transportation; and

WHEREAS, On March 25, 2020, the CTC approved the LPP formulaic distribution for the TNC Tax at \$453,000 per year, covering Fiscal Year (FY) 2020/21 through FY 2022/23, as well as a one-time incentive of \$5 million for passing the TNC Tax; and

WHEREAS, LPP Formulaic Program funds are available for any phase of a capital project and require a dollar-for-dollar match and full funding plan; and

WHEREAS, The Transportation Authority, as administrator of 50% of the TNC



Tax funds made a recommendation for 50% of the LPP Formulaic funds to be used for Vision Zero safety improvements in line with how the Transportation Authority administers its share of the TNC Tax revenue; and

WHEREAS, The Transportation Authority received a request from the San Francisco Municipal Transportation Agency (SFMTA) to support their nomination for the other 50% of the LPP Formulaic funds; and

WHEREAS, Transportation Authority staff recommend supporting the nomination of four projects for LPP Formulaic funds as detailed in Attachments 1 and 2; and

WHEREAS, At its February 24, 2021 meeting the Citizens Advisory Committee was briefed on the proposed nominations for the LPP Formulaic Funds and unanimously adopted a motion of support for the staff recommendation; now, therefore be it

RESOLVED, That the Transportation Authority hereby approves support for CCSF's project nominations for the LPP Formulaic Program as shown in Attachments 1 and 2; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to all relevant agencies and interested parties.

Attachments (2):

1. Project Nominations for LPP Formulaic Program
2. Project Information Forms

Attachment 1.

Proposed Local Partnership Program Formulaic Program (TNC Tax) Priorities¹

Fiscal Year	Sponsor ²	Project Name	Project Description	Phase(s)	District(s)	Cost of Requested Phase	LPP Funds Requested
21/22	SFMTA	Traffic Signal Upgrade Contract 36	This project includes traffic-signal related safety improvements at 13 locations throughout the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12" traffic signals, updated curb ramps, and replacement of old infrastructure. Of the 13 locations, 11 are on the Vision Zero High Injury Network. Matching funds will be provided by a future Prop K allocation (\$2.3 million) and Prop B General Funds (\$1.5 million). Anticipated open for use by June 2023.	Construction	1, 2, 3, 5, 6, 7, 8, 9, 10	\$ 5,719,611	\$ 1,779,500
21/22	SFMTA	Western Addition Traffic Signal Upgrades	This project includes traffic-signal related safety improvements at 16 locations in the Western Addition area. Upgrades will include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12" traffic signals, updated curb ramps, and replacement of old infrastructure. Project includes new signals or pedestrian activated beacons at 4 locations. Six of the 16 locations are located on the Vision Zero High Injury Network. Matching funds will be provided by a future Prop K allocation (\$1.2 million) and General Obligation Bond funds (\$6.6 million). Anticipated open for use by September 2023.	Construction	5	\$ 11,000,500	\$ 3,179,500
22/23	SFMTA	5th Street Improvements - 5th/Bryant, 5th/Harrison	This project will install bicycle, pedestrian, transit, and loading/parking improvements along 5th Street between Townsend and Market Streets in the South of Market (SoMa) neighborhood. LPP funds will support installation of capital improvements as recommended by the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study. Improvements include a new bulbout at 5th and Harrison streets, and new bulbouts and a signal upgrade at 5th and Bryant streets. Matching funds will be provided by development impact fees (\$2.25 million). Anticipated open for use by December 2022.	Construction	6	\$ 3,100,000	\$ 850,000
22/23	SFMTA	13th Street Safety Project	This project will deliver transportation safety and comfort improvements for all users on 13th Street, building upon previous studies and planning efforts. It will install new Class IV protected bikeways in both directions of 13th Street and Duboce Avenue between Folsom and Valencia streets to provide increased safety for those traveling by bicycle. Local match will come from a state Affordable Housing Sustainable Communities grant (\$1.8 million) and state funds for complete streets projects on or adjacent to state facilities (\$2.1 million). Anticipated open for use by March 2023.	Construction	6, 9	\$ 4,478,100	\$ 550,000
Total						\$ 24,298,211	\$ 6,359,000

¹ Projects are not listed in priority order. Projects are sorted by Fiscal Year of Programming and then by Project Name.

² Sponsor abbreviations include: the San Francisco Municipal Transportation Agency (SFMTA).

SB1 Local Partnership Program Formula (TNC Tax) - Project Information Forms
March 2021 Board Action
Table of Contents

No.	Project Sponsor¹	Project Name	Phase	Funds Requested	Page No.
1	SFMTA	Traffic Signal Upgrade Contract 36	Construction	\$ 1,779,500	2
2	SFMTA	Western Addition Traffic Signal Upgrades	Construction	\$ 3,179,500	8
3	SFMTA	5th Street Improvements - 5th/Bryant, 5th/Harrison	Construction	\$ 850,000	12
4	SFMTA	13th Street Safety Project	Construction	\$ 550,000	18
Total Requested				\$ 6,359,000	

¹ Acronyms: SFMTA (San Francisco Municipal Transportation Agency)



Project Name:	Traffic Signal Upgrade - Contract 36
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	1) 4th Street/Howard Street, 2) 17th Street/Folsom Street, 3) 3rd Street/Carroll Street, 4) 9th Street/Bryant Street, 5) 10th Street/Bryant Street, 6) 7th Avenue/Kirkham Street, 7) Essex Street/Harrison Street, 8) Jones Street/Pine Street, 9) Pine Street/Taylor Street, 10) Bush Street/Taylor Street, 11) 20th Street/Dolores Street, 12) Sanyan Street/Turk Boulevard, and 13) California Street/Presidio Avenue.
Supervisory District(s):	Districts 1, 2, 3, 5, 6, 7, 8, 9, 10
Project Manager and Contact Information (phone and email):	Geraldine de Leon, geraldine.deleon@sfmta.com
Brief Project Description (50 words max):	Traffic-signal related safety improvements at 13 locations throughout the City. Upgrades will include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12" traffic signals, updated curb ramps, and replacement of old infrastructure. Of the 13 locations, 11 are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area.	Construct pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and/or signal visibility improvements at 13 intersections. These locations have been selected primarily to improve traffic safety for all roadway users including pedestrians, bicyclists, and motorists. Signal improvements include installation of PCS, APS, larger 12 inch signals and mast arms to enhance signal visibility, protected left turn signals, and upgraded curb ramps. Signal hardware improvements include new poles, conduits, detection, controller cabinets, and signal interconnect as needed. Some improvements include replacement of damaged signal infrastructure such as poles and pole foundations that have been damaged by traffic collisions.
Community Engagement/Support (may attach Word doc): 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, etc.).	Improvements at 9th Street/Bryant Street, 10th Street/Bryant Street, and Essex Street/Harrison Street are recommended in the Transportation Authority's SoMa Freeway Ramp Intersection Studies.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached list of locations with detailed scope descriptions and map showing project locations
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works - Chi Iao, (628) 271-2738
Type of Environmental Clearance Required/Date Received:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	0%	In-house	Oct-Dec	2020	Jan-Mar	2021
Design Engineering (PS&E)	5%	In-house	Apr-Jun	2020	Apr-Jun	2021
Right-of-way						
Advertise Construction		N/A	Jan-Mar	2022	N/A	N/A
Start Construction (e.g. Award Contract)		Both	Jul-Sept	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Apr-Jun	2023

Comments

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SB1 Local Partnership Program - Formula Project Information Form

Project Name:	Traffic Signal Upgrade - Contract 36
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$600,000		\$600,000		Prior similar work
Right-of-way	\$0				
Construction	\$5,719,611	\$1,779,500	\$2,367,909	\$1,572,202	Recent Bids/prior similar work
TOTAL PROJECT COST	\$6,319,611	\$1,779,500	\$2,967,909	\$1,572,202	
Percent of Total		28%	47%	25%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Formula	\$1,779,500	N/A	N/A	\$1,779,500	FY2021/22
<i>Prop K</i>		\$2,367,909		\$2,367,909	
<i>General Fund Pop Based</i>		\$1,572,202		\$1,572,202	
TOTAL	\$1,779,500	\$3,940,111	\$0	\$5,719,611	

Comments/Concerns

Table 1: Traffic Signal Upgrade Contract 36 Locations

#	Intersection	Location	Vision Zero High Injury Network	Pedestrian Countdown Signal Upgrades Planned	Accessible Pedestrian Signal Upgrades Planned	Signal Visibility Upgrades	Other improvement	Muni Lines	Supervisor District
1	4th Street & Howard Street	4th Street & Howard Street, San Francisco, CA	YES	–	–	–	Upgrade damaged signal infrastructure.	8,30,45	6
2	17th Street & Folsom Street	17th Street & Folsom Street, San Francisco, CA	YES	YES	YES	YES	–	12	9
3	3rd Street & Carroll Street	1	YES	–	–	–	Replace and relocate pole damaged by collision	T	10
4	9th Street & Bryant Street	9th Street & Bryant Street, San Francisco, CA	YES	–	YES	YES	Corner sidewalk extensions for pedestrian safety	27,47	6
5	10th Street & Bryant Street	10th Street & Bryant Street, San Francisco, CA	YES	–	YES	YES	Corner sidewalk extensions for pedestrian safety, open closed crosswalk	27,47	6
6	7th Avenue & Kirkham	7th Avenue & Kirkham, San Francisco, CA	YES	YES	YES	YES	–	–	5,7
7	Essex & Harrison	Essex & Harrison, San Francisco, CA	YES	–	–	YES	–	12	6
8	Jones & Pine	Jones & Pine, San Francisco, CA	YES	–	YES	YES	New left turn signals to improve pedestrian safety	–	3
9	Pine & Taylor	Pine & Taylor, San Francisco, CA	YES	–	YES	YES	New left turn signals to improve pedestrian safety	–	3
10	Bush & Taylor	Bush & Taylor, San Francisco, CA	YES	–	YES	YES	–	–	3
11	20th Street & Dolores	20th Street & Dolores, San Francisco, CA	–	YES	YES	YES	–	–	8
12	Stanyan & Turk	Stanyan & Turk, San Francisco, CA	YES	YES	YES	YES	–	31	1
13	California & Presidio	California & Presidio, San Francisco, CA	–	YES	YES	YES	–	1,2,3,43	2

Traffic Signal Modifications - Contract 36

Traffic Signal Modifications -
Contract 36

 All items

Location

- 1 4th Street & Howard Street
- 2 17th Street & Folsom Street
- 3 3rd Street & Carroll Street
- 4 9th Street & Bryant Street
- 5 10th Street & Bryant Street
- 6 7th Avenue & Kirkham
- 7 Essex & Harrison
- 8 Jones & Pine
- 9 Pine & Taylor
- 10 Bush & Taylor
- 11 20th Street & Dolores
- 12 Stanyan & Turk
- 13 California & Presidio

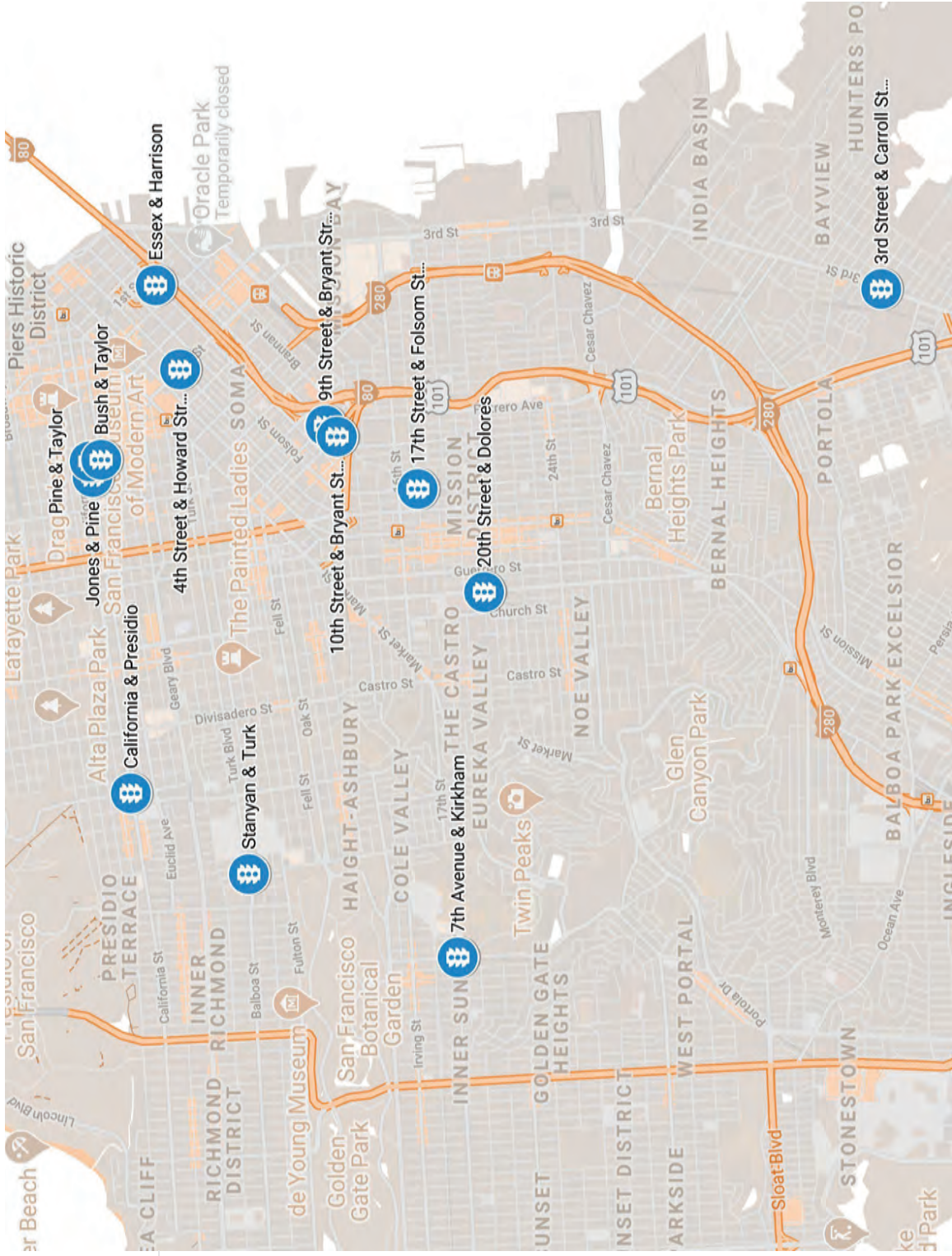


Table 1: Traffic Signal Upgrade Contract 36 Locations (As Designed)

#	Street 1	Street 2	Vision Zero High Injury Network	Pedestrian Countdown Signal Upgrades Planned	Accessible Pedestrian Signal Upgrades Planned	Signal Visibility Upgrades	Other improvement	Muni Lines	Supervisor District
1	4th Street	Howard St	YES	–	–	–	Upgrade damaged signal infrastructure.	8,30,45	6
2	Bayshore	Silver	YES	–	YES	–	Upgrade pole & foundation damaged by collision	9,44	10
3	Kezar	Martin Luther King	–	–	YES	YES	Replace pole foundation and sidewalk damaged by collision	–	5
4	17th Street	Folsom Street	YES	YES	YES	YES	–	12	9
5	3rd Street	Carroll Street	YES	–	–	–	Replace and relocate pole damaged by collision	T	10
6	9th Street	Bryant Street	YES	–	YES	YES	Corner sidewalk extensions for pedestrian safety	27,47	6
7	10th Street	Bryant Street	YES	–	YES	YES	Corner sidewalk extensions for pedestrian safety, open closed crosswalk	27,47	6
8	7th Avenue	Kirkham	YES	YES	YES	YES	–	–	5,7
9	8th Street midblock between	Bryant & Harrison	–	–	–	–	New flashing pedestrian beacon & sidewalk extensions	19	6
10	Essex	Harrison	YES	–	–	YES	–	12	6
11	Jones	Pine	YES	–	YES	YES	New left turn signals to improve pedestrian safety	–	3
12	Pine	Taylor	YES	–	YES	YES	New left turn signals to improve pedestrian safety	–	3
13	Bush	Taylor	YES	–	YES	YES	–	–	3
14	6th Avenue	Fulton	YES	–	YES	YES	–	5	4
15	8th Avenue	Fulton	YES	–	YES	YES	–	5,44	4
16	10th Avenue	Fulton	YES	–	YES	YES	–	5	4
17	20th Street	Dolores	–	YES	YES	YES	–	–	8
18	Stanyan	Turk	YES	YES	YES	YES	–	31	1
19	California	Presidio	–	YES	YES	YES	–	1,2,3,43	2

Details on the Contract 36 Scope Reduction

Due to budget constraints, we propose to remove the following locations from Contract 36:

- Bayshore & Silver – The Contract 36 scope at this intersection involved replacement of a streetlight pole that had been damaged previously. MTA has asked Caltrans to replace the damaged streetlight pole as part of an APS project that already involved scope at this intersection. The Caltrans project is expected to advertise by this summer.
- Kezar & Martin Luther King – This intersection already has interconnected work as part of New Traffic Signals Contract 65. The pole replacement work from Contract 36 can be moved to Contract 65.
- 8th Street midblock between Bryant & Harrison – MTA Livable Streets has agreed to prioritize this location for inclusion as part of a project that will install flashing beacons at various locations in the City.
- 6th Avenue & Fulton Street; 8th Avenue & Fulton Street; and 10th Avenue & Fulton Street – MTA Transit Engineering has proposed to add transit bulbs at these Fulton intersections as part of a Mid Fulton project. It is ideal to coordinate signal work at these intersections with that Mid Fulton project. Due to budget constraints, construction phase funds for the Mid Fulton transit bulb project have been delayed until around FY 24. MTA proposes to remove the Fulton scope from Contract 36 and request construction phase funds at a later time when the Mid Fulton project is ready to proceed.



Project Name:	Western Addition Traffic Signal Upgrades
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	1) Divisadero Street/Golden Gate Avenue, 2) Divisadero Street/Fulton Street, 3) Laguna Street/Turk Street, 4) Golden Gate Avenue/Scott Street, 5) Golden Gate Avenue/Pierce Street, 6) Golden Gate Avenue/Steiner Street, 7) Fillmore Street/Golden Gate Avenue, 8) Golden Gate Avenue/Laguna Street, 9) Fillmore Street/Fulton Street, 10) Laguna Street/Sutter Street, 11) Fulton Street/Laguna Street, 12) Fulton Street/Steiner Street, 13) Buchanan Street/Golden Gate Avenue, 14) Golden Gate Avenue/Octavia Street, 15) Buchanan Street/Turk Street, and 16) Buchanan Street/Fulton Street.
Supervisory District(s):	5
Project Manager and Contact Information (phone and email):	Geraldine de Leon, geraldine.deleon@sfmta.com
Brief Project Description (50 words max):	Traffic-signal related safety improvements at 16 locations in the Western Addition Area. Upgrades will include new pedestrian signals, accessible pedestrian signals, mast arms, higher-visibility 12" traffic signals, updated curb ramps, and replacement of old infrastructure. There will also be new signals or pedestrian activated beacons at 4 locations. Of the 16 locations, six are located on the Vision Zero High Injury Network, which encompasses the pedestrian, bicycle, and vehicle high injury corridors.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening criteria (e.g., 1:1 funding match, demonstrates all other funds for the project/segment are committed). Please describe how this project was prioritized.	Construct pedestrian countdown signals (PCS), accessible pedestrian signals (APS) and/or signal visibility improvements at 12 intersections, new signals at 2 intersections, and pedestrian-activated flashing beacons at 2 intersections in the Western Addition area. These initial locations have been prioritized to coordinate with Public Works paving projects. These locations have been selected primarily to improve traffic safety for all roadway users including pedestrians, bicyclists, and motorists. Signal improvements will install PCS, APS, larger 12 inch signals and mast arms to enhance signal visibility, and upgraded curb ramps. Signal hardware improvements include new poles, conduits, detection, controller cabinets, and signal interconnect as needed. Beacon improvements will include upgraded curb ramps and speed feedback signs at selected locations. New signals will be installed at: Buchanan Street/Golden Gate Avenue and Golden Gate Avenue/Octavia Street. Pedestrian activated flashing beacons and/or speed radar signs will be installed at Buchanan Street/Turk Street and Buchanan Street/Fulton Street.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred.	Upgrades to be implemented as part of this project were selected in part based on feedback from the 2017 Western Addition Community-Based Transportation Plan, led by SFMTA's Livable Streets group which included a comprehensive outreach to the Western Addition community.
Additional Materials: Please attach maps, drawings, current conditions, to support understanding of the project.	See attachment.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works - Chi Iao, (628) 271-2738
Type of Environmental Clearance Required/Date Received:	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering						
Environmental Studies (PA&ED)	100%	In-house	Apr-Jun	2020	Jul-Sept	2020
Design Engineering (PS&E)	50%	In-house	Apr-Jun	2018	Apr-Jun	2021
Right-of-way						
Advertise Construction		N/A	Oct-Dec	2021	N/A	N/A
Start Construction (e.g. Award Contract)		Both	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jul-Sept	2023

SB1 Local Partnership Program - Formula Project Information Form

Project Name:	Western Addition Traffic Signal Upgrades
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$600,000			\$600,000	Prior similar work
Right-of-way	\$0				
Construction	\$11,000,500	\$3,179,500	\$1,195,859	\$6,625,141	Prior similar work
TOTAL PROJECT COST	\$11,600,500	\$3,179,500	\$1,195,859	\$7,225,141	
Percent of Total		27%	10%	62%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	FY of Programming for LPP
LPP Formula	\$3,179,500	N/A	N/A	\$3,179,500	FY2021/22
<i>Prop K</i>		\$1,195,859		\$1,195,859	
<i>GO Bond FY 18, 20, & 21</i>		\$6,625,141		\$6,625,141	
TOTAL	\$3,179,500	\$7,821,000	\$0	\$11,000,500	

Comments/Concerns

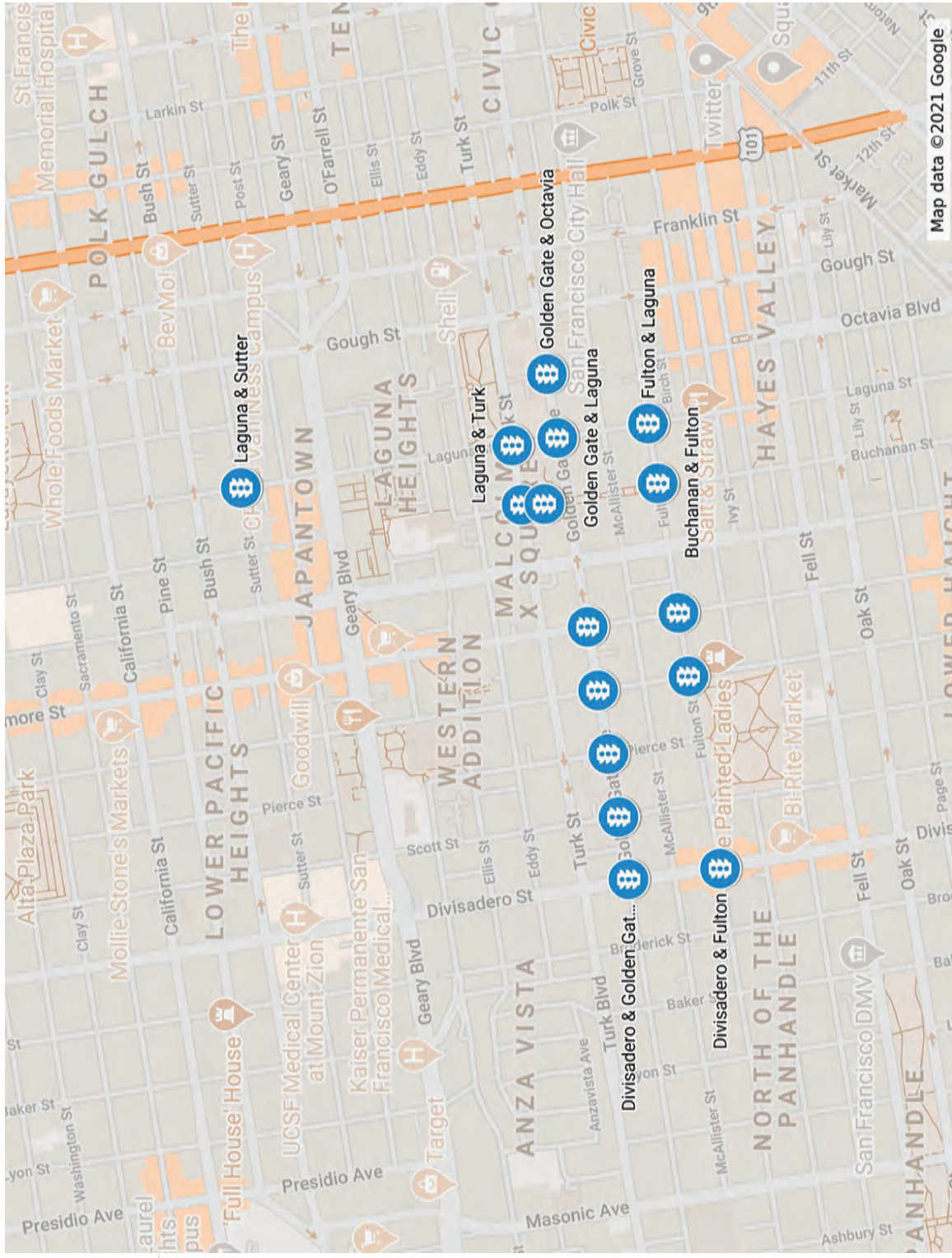
Western Addition Area Traffic Signal Upgrades

#	Intersection	Pedestrian Countdown Signal Upgrades Planned	Accessible Pedestrian Signal Upgrades Planned	Signal Visibility Upgrades	Other improvements	Supervisor District
1	Divisadero & Golden Gate	Yes	Yes	Yes		5
2	Divisadero & Fulton	Yes	Yes	Yes		5
3	Laguna & Turk	Existing	Yes	Yes		5
4	Golden Gate & Scott	Existing	Yes	Yes		5
5	Golden Gate & Pierce	Existing	Yes	Yes		5
6	Golden Gate & Steiner	Yes	Yes	Yes		5
7	Fillmore & Golden Gate	Yes	Yes	Yes		5
8	Golden Gate & Laguna	Existing	Yes	Yes		5
9	Fillmore & Fulton	Yes	Yes	Yes		5
10	Laguna & Sutter	Yes	Yes	Yes		5
11	Fulton & Laguna	Yes	Yes	Yes		5
12	Fulton & Steiner	Yes	Yes	Yes		5
13	Buchanan & Turk	Yes	Yes	Yes	Flashing Beacons & Radar Speed Sign	5
14	Buchanan & Golden Gate	New Signals				5
15	Buchanan & Fulton	Yes	Yes	Yes	Flashing Beacons & Radar Speed Sign	5
16	Golden Gate & Octavia	New Signals				5

Western Addition Traffic Signal Upgrades - Locations

 All items

- | # | Location |
|----|--------------------------|
| 1 | Divisadero & Golden Gate |
| 2 | Divisadero & Fulton |
| 3 | Laguna & Turk |
| 4 | Golden Gate & Scott |
| 5 | Golden Gate & Pierce |
| 6 | Golden Gate & Steiner |
| 7 | Fillmore & Golden Gate |
| 8 | Golden Gate & Laguna |
| 9 | Fillmore & Fulton |
| 10 | Laguna & Sutter |
| 11 | Fulton & Laguna |
| 12 | Fulton & Steiner |
| 13 | Buchanan & Turk |
| 14 | Buchanan & Golden Gate |
| 15 | Buchanan & Fulton |
| 16 | Golden Gate & Octavia |





Project Name:	5th Street Improvement Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	5th Street & Bryant Street, 5th Street & Harrison Street
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Thalia Leng; thalia.leng@sfmta.com; 415.701.4762
Brief Project Description (50 words max):	This project will install bicycle, pedestrian, transit, and loading/parking improvements along 5th Street between Townsend and Market Streets in the South of Market (SoMa) neighborhood. LPP formula funds will support installation of capital improvements as recommended by the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study. Improvements include a new bulbout at 5th Street & Harrison Street, and new bulbouts and a signal upgrade at 5th Street & Bryant Street.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening criteria (e.g., 1:1 funding match, demonstrates all other funds for the project/segment are committed). Please describe how this project was prioritized.	See Attachment.
Community Engagement/Support (may attach Word doc): 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, etc.).	See Attachment.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See Attachment.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Public Works- Marcia Camacho: Marcia.Camacho@sfdpw.org
Type of Environmental Clearance Required/Date Received:	On July 17, 2019, the Planning Department issued an Addendum (Case Number 2007.0347ENV-15) to the 2009 Bicycle Plan Final Environmental Impact Report (FEIR) for the 5th Street Improvement Project (Project 2-2 Modified Project), concluded that the proposed changes would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts.

Project Delivery Milestones		Status	Work	Start Date		End Date	
Phase*	% Complete		In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	10%		In-house	Oct-Dec	2020	Apr-Jun	2021
Environmental Studies (PA&ED)	100%		In house	Jul-Sept	2019		
Design Engineering (PS&E)	0%		In-house	Apr-Jun	2021	Apr-Jun	2022
Right-of-way							
Advertise Construction			N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%			Jul-Sept	2022	N/A	N/A
Open for Use	N/A		N/A	N/A	N/A	Jul-Sept	2023

SB1 Local Partnership Program - Formula
Project Information Form

Project Name:	5th Street Improvement Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase	
Phase	Cost	LPP	Other (IPIC/AHSC) Source of Cost Estimate
Planning/Conceptual Engineering	\$50,000		Prior similar work
Environmental Studies (PA&ED)	\$0		
Design Engineering (PS&E)	\$550,000		Prior similar work
Right-of-way	\$0		
Construction	\$3,100,000	\$850,000	Public Works and Special Projects (Signals Group) Estimate
TOTAL PROJECT COST	\$3,700,000	\$850,000	
Percent of Total		23%	77%

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	TOTAL	FY of Programming
LPP Formula Funds	\$850,000	N/A	\$850,000	FY2022/23
Local - IPIC		\$2,250,000	\$2,250,000	FY21/22, FY22/23
TOTAL	\$850,000	\$2,250,000	\$3,100,000	

Comments/Concerns

5th Street Improvement Project - Project Information Form (PIF)

Detailed Scope

The 5th Street Improvement Project improves safety along the corridor for those who walk, bike, and drive in the neighborhood. The project includes bicycle, pedestrian, transit, and loading/parking improvements along 5th Street between Townsend and Market Streets in the South of Market (SoMa) neighborhood. Specifically, funding from the SB1 Local Partnership Program will supplement the 5th Street Long-Term Project by installing capital improvements as recommended by the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study. Improvements include a new bulb out at 5th Street at Harrison Street, and new bulbs and a signal upgrade at 5th Street at Bryant Street.

5th Street is on the City's High-Injury Network, which are the 13 percent of City streets that account for 75 percent of San Francisco's severe and fatal traffic injuries. From 2011 to 2016, there were a total of 351 reported collisions on 5th Street, including 320 injury collisions. This translates to an average of one person per week injured while traveling on 5th Street. From 2016-17, the intersection of 5th and Market Street had the highest number of pedestrian collisions in the city and one of the top ten highest number of bicycle collisions in the city. This project supports San Francisco's Vision Zero goal of eliminating all traffic deaths by 2024 by constructing quick-build safety improvements along the 5th Street corridor, especially at streets that intersect with others on the High-Injury Network, such as Folsom, Howard, Harrison, and Townsend Streets.

The 5th Street Improvement Project includes two phases of work: Phase One, which includes near term changes, and Phase Two, which includes longer-term permanent capital improvements. The initial near-term phase (Phase One) of this project is largely complete. This phase of work installed dedicated bicycle facilities in both directions on 5th Street between Market and Townsend Streets, upgrading the green-back sharrows with protected bicycle facilities. Curb management changes were installed to prioritize loading at key locations. Lastly, four transit boarding islands and 12 curb ramps have been fully designed and are scheduled to be installed in the summer 2021.

With near-term work nearing completion, the SFMTA has recently initiated Phase Two, known as the 5th Street Long-Term Project, which includes making many of the initial changes more permanent. The painted buffers protecting the bikeway in many locations will become concrete, key intersections will be upgraded and add bulb-outs where applicable, and a mid-block crossing is planned at Clementina and 5th Street.

Project Outreach

From October 2017 to April 2019, the 5th Street Improvement project team conducted comprehensive community outreach to gather input. The following major outreach activities took place in support of both Phase One and Phase Two of the project:

- Stakeholder Interviews and Meetings - October 2017 - August 2019
- Review of coordinating projects, including the SOMA Freeway Ramp Intersection Safety Study completed by the San Francisco County Transportation Authority
- Intercept Surveys and Outreach - January 4 through February 6, 2018
- Community Open House #1 - January 23, 2018
- Stakeholder Workshop - November 1, 2018
- Property Owner/Merchant Loading Survey - January 2019 - February 2019
- Community Open House #2 - April 3, 2019
- Office Hours - April 16, 2019 and April 20, 2019

Initial outreach events included a series of over 40 interviews and meetings with key stakeholders in and around the project area followed by the first open house in January 2018. The focus of the open house was to hear from members of the public about the challenges they experience on 5th Street and for project staff to detail possible solutions. Approximately 32 people attended the first open house.

An intercept survey was conducted in January 2018 along the 5th Street corridor at major destinations such as Caltrain, all major intersections, and Muni stops. The goal of this survey was to better understand the needs of people using the 5th Street corridor. Staff also posted the survey on the SFMTA website and shared it with community groups. The survey was released in English, Chinese, Filipino, and Spanish. Staff obtained 305 responses in English, 22 in Chinese, and 1 in Filipino.

Through these events, the SFMTA received feedback on the major issues and opportunities for the 5th Street corridor. Overwhelmingly, staff heard that improving bicycle and pedestrian safety should be the SFMTA's priority, followed by improvements to loading, urban realm improvements, and personal safety/homelessness.

Beyond outreach to the public, the SFMTA also coordinated the design of 5th Street with related projects. These included improvement plans for 6th, Folsom, Howard, Brannan, and Townsend Streets. Additionally, the SFMTA met with Transportation Authority staff and incorporated many of the recommendations in the SOMA Freeway Ramp Intersection Safety Study at 5th Street and Harrison Street as well as 5th Street and Bryant Street.

Utilizing the feedback received from these initial events, baseline changes to 5th Street and preliminary design proposals were shared along with the various impacts and benefits of the different scenarios at a stakeholder workshop in November 2018. Approximately 20 community

stakeholders attended the workshop, representing residents, business interests, and transportation advocates.

Merchant surveys were conducted between January and February 2019 to understand specific loading needs along the corridor. Staff conducted door-to-door business outreach to 30 businesses up to three times, twice in person and once over the phone. A total of eight surveys were collected. In order to reach businesses where door-door outreach was not feasible, staff scheduled 10 in-person meetings with property owners/merchants to discuss loading needs.

Through these activities, a preferred alternative was selected and subsequently presented to the public at the second open house and during office hours in April 2019. The project team then made minor changes to the design prior starting the final approvals process and creating a final proposed design. Approximately 123 people attended the second open house and office hours.

Environmental Review

On May 7, 2013, the SFMTA Board of Directors in Resolution 13-054, re-adopted the 2009 Bicycle Plan (Case Number 2007.0347E), re-approved the traffic changes approved in Resolution 09-106, and adopted modified findings, including a statement of overriding considerations and a mitigation monitoring and reporting program pursuant to CEQA. On July 17, 2019, the Planning Department issued an Addendum (Case Number 2007.0347ENV-15) to the 2009 Bicycle Plan Final Environmental Impact Report (FEIR) for the 5th Street Improvement Project (Project 2-2 Modified Project), concluded that the proposed changes would not cause new significant impacts not identified in the FEIR or result in a substantial increase in the severity of previously identified significant impacts, and no new mitigation measures would be necessary to reduce significant impacts. A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and is included in this package for reference.

Schedule

Below is a tentative schedule for major project phases for long term capital components for the 5th Street Improvement Project.

Phase	Tentative Schedule	Months
Pre-Planning	Complete	
Planning/Conceptual Design	December --May 2021	6
Environmental Review & Legislation	Complete	
Detailed Design	May 2021- June 2022	11
Caltrans Encroachment Permit	April 2022- July 2022	4
Construction	July 2022- July 2023	12



Project Name:	13th Street Safety Project
Implementing Agency:	San Francisco Municipal Transportation Agency (SFMTA)
Project Location:	13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street
Supervisory District(s):	6, 9
Project Manager and Contact Information (phone and email):	Jennifer Wong - jennifer.wong@sfmta.com - 415-701-4551
Brief Project Description (50 words max):	The 13th Street Safety Project aims to deliver transportation safety and comfort improvements on the 13th Street and Duboce Avenue corridor from Folsom Street to Valencia Street for all users, building upon previous studies and planning efforts. The project will install new Class IV protected bikeways in both directions of 13th Street and Duboce Avenue to provide increased safety for those traveling by bicycle.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening criteria (e.g., 1:1 funding match, demonstrates all other funds for the project/segment are committed). Please describe how this project was prioritized.	See attachment.
Community Engagement/Support (may attach Word doc): 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, etc.).	See attachment.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attachment.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Public Works - Marcia Camacho, Marcia.Camacho@sfdpw.org Caltrans - Sergio Ruiz, sergio.ruiz@dot.ca.gov
Type of Environmental Clearance Required/Date Received:	Categorical Exemption, Date Received TBD

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	15%	In-house	Oct-Dec	2020	Oct-Dec	2021
Environmental Studies (PA&ED)	15%	In-house	Jul-Sep	2021	Oct-Dec	2021
Design Engineering (PS&E)	0%	In-house	Jul-Sep	2021	Jul-Sep	2022
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)	0%	In-house	Jul-Sep	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Jan-Mar	2023

SB1 Local Partnership Program **Formula - Project Information Form**

Project Name:	13th Street Safety Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase		
Phase	Cost	LPP	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$144,522		\$144,522	Prior similar work
Environmental Studies (PA&ED)	\$5,000		\$5,000	Prior similar work
Design Engineering (PS&E)	\$337,378		\$337,378	Prior similar work
Right-of-way	\$0			
Construction	\$4,478,100	\$550,000	\$3,928,100	SHPW estimates of prior similar work
TOTAL PROJECT COST	\$4,965,000	\$550,000	\$4,415,000	
Percent of Total		11%	89%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	TOTAL	FY of Programming for LPP
LPP Formula	\$550,000	N/A	\$550,000	Fiscal Year 2022/23
<i>State - AHSC Cycle 3</i>		\$1,813,100	\$1,813,100	
<i>SHOPP Complete Streets Reservation</i>	\$2,115,000		\$2,115,000	
TOTAL	\$2,665,000	\$1,813,100	\$4,478,100	

Comments/Concerns

Project Location and Physical Conditions

In whole, the 13th Street Safety Project extents are on 13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street. In total, the project extents include four major intersections. 13th Street becomes Duboce Avenue west of Mission Street. The Central Freeway is an elevated structure above 13th Street supported by steel and concrete columns.

Previous efforts on 13th Street and Division Street improved walking, biking, and driving between Townsend Street and Folsom Street. New protected bikeways on this segment connect bicyclists to other well-used bicycling corridors including Townsend Street, 8th Street, Brannan Street, Potrero Avenue, 11th Street, Bryant Street, Harrison Street, and Folsom Street. The 13th Street Safety Project will further expand San Francisco's Bicycle Network by extending protected bicycle facilities on 13th Street westerly and connect to Valencia Street, another main bicycling corridor within San Francisco. There are currently no bike facilities on the 13th Street and Duboce Avenue corridor between Folsom Street and Valencia Street. New protected bikeways in both directions of 13th Street and Duboce Avenue will provide increased connectivity, accessibility, and safety for those traveling by bicycle.

Unlike bicycle facilities, pedestrian facilities exist along this corridor, but are lacking in comfort and safety. The overall pedestrian environment is difficult and unwelcoming. Due to the presence of wide freeway columns and the elevated freeway itself, there is poor visibility and lighting along 13th Street. Wide intersections make for a daunting challenge to cross on foot and each leg requires multiple crossings. Sidewalks become substantially narrow at certain areas, to the point that people using mobility devices cannot pass each other. Intersection crossings also lack accessibility features such as detectable warning surfaces and audible pedestrian signals (APS). Sidewalks, median, and roadway width vary throughout the segment. Pedestrian safety and accessibility enhancements installed throughout this corridor would improve visibility of pedestrians to other road users and make crossing intersections easier.

There is currently no transit service along this segment, though Muni buses frequently use this corridor as a non-revenue route to travel to and from bus maintenance and storage yards.

Local Area Conditions and Connections

13th Street is an east-west street that borders between the South of Market neighborhood and Mission District in San Francisco. Directly above the street is the elevated US 101 Central Freeway. On the ground level, 13th Street serves motor vehicle traffic traveling on and off the Central Freeway. Locally, this corridor connects travelers to and from the Mission District, Design District, Mission Bay, and South of Market neighborhoods.

The project location is located within the South of Market (SoMa) neighborhood of San Francisco, which is expected to see a growth of 20,000 new residents and 50,000 new jobs by 2040, according to a 2014 San Francisco Planning Department report. More specifically, 13th Street is part of a neighborhood known as "The Hub," which is centered around and radiates out from the intersection of Market Street, Valencia Street, Haight Street, and Gough Street. Since the early 2000s, the Market and Octavia Area Plan has supported the growth of this area as a high-density, transit-oriented, mixed-used neighborhood through its policies and zoning designations. According to the San Francisco Planning Department's more recent Market-Octavia Plan Amendment adopted

by the San Francisco Board of Supervisors in 2020, this area is expected to see an anticipated growth of 8,000 to 9,700 more housing units and 50 percent more people walking.

Land uses along today's 13th Street include off-street parking lots, automobile repair and purchasing facilities, and hardware stores. A public skatepark, motorcycle dealership, bars and restaurants, and hardware stores are located on Duboce Avenue. On 13th Street between Mission Street and South Van Ness Avenue, public services including A Woman's Place (AWP) Drop In Center and the California Department of Corrections and Rehabilitation are centrally located within the CitiCenter building. In 2019, the new Quinn Division Circle Navigation Center was opened on the same block to provide support and services to people experiencing homelessness.

The project location is located within a Community of Concern, as defined by the San Francisco Metropolitan Transportation Commission (MTC). Communities of Concern are geographic areas that either have a concentration of both minority and low-income, or a concentration of low-income residents and any three or more of the following six disadvantage factors: persons with limited English proficiency, zero-vehicle households, seniors aged 75 years and over, persons with one or more disability, single-parent families, and renters paying more than 50 percent of their household income on housing. 13th Street and Duboce Avenue between South Van Ness Avenue and Valencia Street are considered in the "high" classification of Communities of Concern, though not the "higher" and "highest" classifications.

Located within a Community of Concern, the project location is characterized by a high percentage of minority populations (50 to 70 percent), low income population (more than 35 percent), and single-parent households (20 to 30 percent). Between 5 and 10 percent of the population in this area are elderly and between 10 and 25 percent of the population in this area are disabled. Approximately 10 to 20 percent of the population in the area have low English proficiency. Approximately 15 to 25 percent of the population here are rent-burdened. More than 15 percent of households in this area have zero vehicles.

Traffic Safety Issues

The entire project corridor is part of San Francisco's Vision Zero High Injury Network, which are the 13 percent of streets that disproportionately account for 75 percent of the city's severe and fatal traffic collisions. This project seeks to find safety measures to improve the overall safety for all who travel on the corridor.

In a recent five-year collision history, between January 1, 2015 through December 31, 2019, there were 99 reported injury collisions along 13th Street and Duboce Avenue between Folsom Street and Valencia Street. An overwhelming 89 percent of the collisions occurred at intersections and the remaining 11 percent occurred midblock. Of the four major intersections that the project area is comprised of, the most collisions occurred at the intersection of 13th Street and Mission Street and the intersection of 13th Street and South Van Ness Avenue, which are also the sites of US 101 freeway on and off ramps. Many collisions occurred at night. The most common collision that occurred were broadside collisions between two or more parties of drivers. Approximately 17 percent of the total collisions involved a pedestrian and 18 percent of the total collisions involved a bicyclist.

The most common reason for the collisions is red light violation, followed by traveling at unsafe speeds for prevailing conditions and left turn violations. At the intersection of 13th Street and South Van Ness Avenue, bicyclists and pedestrians were hit by drivers making turning movements, mostly occurring on the east leg of the intersection. At the intersection of 13th Street and Mission Street, drivers crashed when making illegal left turns from northbound Mission Street onto westbound 13th Street, drivers hit pedestrians while making right turns from northbound Mission Street onto eastbound 13th Street, and bicyclists experienced collisions resulting from red light violations.

13th Street Safety Project Detailed Scope

This project proposes to install new Class IV protected bikeways in both directions of 13th Street and Duboce Avenue to provide increased safety for those traveling by bicycle. At midblock locations, the protected bikeway will provide physical separation between bicyclists and vehicle traffic, which may be traveling at high volumes and speeds. Portions of the project bikeway will be separated by a lane of on-street parking, plastic bollards, or median islands, depending on the street width at certain points along the corridor. The removal or narrowing of traffic lanes will contribute to a traffic calming effect by encouraging drivers to travel at slower speeds. Overall, this project will require some on-street parking removal and traffic lane removal in order to create the roadway space to accommodate a Class IV protected bikeway. At intersections, bicycle signals will separate bicyclists and motorists by providing each with their own signal phases to complete their movements. Painted bike boxes will facilitate bicyclist queuing and turning movements at intersections, while increasing their visibility to other road users and providing a visual aid to inform all road users of where bicyclists may be expected.

This project also proposes to add pedestrian safety improvements at intersections to improve the safety and comfort of those who walk in this area. Advanced limit lines will be consistently painted at all intersection approaches to reduce the number of drivers blocking crosswalks. High-visibility continental crosswalk markings will also be added to alley intersections to fortify the cue that pedestrians are expected to walk across the area. Leading pedestrian interval (LPI) signal timing could be installed to provide people walking across the street with a head start, such that their presence is more noticeable to other road users. At certain nearside approaches, on-street parking may be removed to improve visibility. These intersection daylighting treatments would be marked with red paint on the curb to denote their tow-away regulation and could be further bolstered by a painted safety zone design, which is applying additional khaki paint on the roadway surface and outlined with plastic bollards. While pedestrians are not encouraged to wait within a painted safety zone, it outlines the footprint of a bulbout and could be updated into such a concrete feature in the future as budget allows. Both painted safety zones and bulbouts encourage drivers to turn further away from pedestrians and at slower speeds. Bulbouts provide the additional benefit of shortening the crossing for pedestrians. Sidewalk expansions, including bulbouts, and the reconfiguration of pedestrian refuges are within the scope of this project and will be considered for technical feasibility.

Accessibility features at intersections would also enhance the walking experience for people with disabilities. Certain curb ramps and median islands along this corridor are currently not outfitted with detectable warning surfaces and would thereby be upgraded. Accessible pedestrian signals (APS) would also be installed at the intersection of 13th Street & Mission Street and 13th Street & South Van Ness Avenue to communicate when to cross the street in a non-visual manner, such as audible tones, speech messages, and vibrating surfaces. Community requests for these two locations have already been logged by the SFMTA.

Signal timing and hardware changes will be a critical piece of this project. Lengthening the overall timing cycle along this corridor will enable longer crossing times for people walking, biking, and driving. The relocation of existing traffic signals onto different poles and mast arms and the placement of new traffic signals will improve its visibility of drivers and other road users. Replacing existing signal lenses with larger sized lenses will also contribute to making the intersection traffic controls more noticeable.

Due to the feedback received during the SoMa Freeway Ramps Intersection Safety Study outreach process, this project will not pursue a design to change Otis Street into two-way operations. This project assumes that Otis Street will remain one-way southbound as it is today. Due to existing efforts by SFMTA to improve Muni bus service on Mission Street, transit-only lanes as proposed in the Study will also not be within the scope of this project, but will be coordinated accordingly if pursued by other project teams at SFMTA.

Especially within the context of an area that has low automobile ownership, the multimodal improvements constructed by this project will benefit those who walk, bike, and take transit. This project will significantly improve bicycling conditions in terms of safety and accessibility. By creating a new protected bikeway where there was none before, people can now use this segment of city streets to travel by bike. Meanwhile, the high level of quality in bikeway design and construction will create a safer and more comfortable environment for bicycling. This project will also improve walking conditions through increasing the visibility of pedestrians and making intersection crossings better. Pedestrian visibility will be increased through new advanced limit lines at intersections so that stopped vehicles are set further back and do not obscure the sight of people walking. Tow-away zones, painted safety zones, and bulbouts will be installed to further increase visibility at intersections. This project will also shorten crossings with bulbouts and reconfiguring pedestrian refuges. Signal timing changes will provide pedestrians with more time to cross the street. New accessibility features like detectable warning surfaces and accessible pedestrian signals will aid those who are disabled. By repurposing some of the road space to create a dedicated bikeway, sidewalk extensions, and refuges, there will be fewer vehicle travel lanes. Removing travel lanes is a form of traffic calming that could reduce speeds and volumes. The overall enhancements to the public realm are beneficial to those living, working, or visiting the project area.

The 13th Street Safety Project is currently funded through the state Affordable Housing and Sustainable Communities (AHSC) Program and was recently notified of an award from Caltrans' one-time SHOPP Complete Streets Reservation.

Community Engagement/Support

The 13th Street Safety Project is an implementation project directly informed by previous studies and planning efforts. The project will draw on recommendations from the San Francisco County Transportation Authority's (Transportation Authority) SoMa Freeway Ramp Intersection Safety Study and the City of San Francisco's Market Octavia Plan Amendment Public Realm Plan. Both the Study and the Plan provide valuable explorations of design alternatives that could be considered for improving 13th Street.

The Market Octavia Plan Amendment has had 5 public workshop events since April 2016 to January 2020 to solicit input on strategies for affording housing, arts and culture, transportation, urban form, and public realm in The Hub neighborhood. The Public Realm Plan in particular, was an effort to develop designs for streets and open spaces in The Hub neighborhood. Of eight target corridors considered in the Plan, the 13th Street corridor emerged early on as a top priority street after receiving feedback from public workshops.

The SoMa Freeway Ramp Intersection Safety Study was led by the San Francisco County Transportation Authority in close partnership with the SFMTA and a Technical Advisory Committee that included various agency stakeholders such as the San Francisco Planning Department, San Francisco Public Works, and Caltrans. The study was also performed in consultation with the Mayor's Office of Disability, San Francisco Fire Department, San Francisco Police Department, and California Highway Patrol. Stakeholder and community groups also participated in each round of outreach. Stakeholder groups involved include Walk San Francisco, San Francisco Bicycle Coalition, San Francisco Transit Riders Union, Independent Living Resource Center, Western SoMa Community Benefits District, Pedestrian Safety Advisory Committee, and more. Local businesses including The Crafty Fox and Brick and Mortar also provided pointed feedback on the study.

There were three rounds of outreach to the public in total. Multichannel communication methods were applied across the three rounds of outreach, including online surveying, intercept outreach, stakeholder meetings, open house event, and special event tabling. Information was shared through posting notices, multilingual mailers, online newsletter, webpage, and an educational video. Public outreach was conducted to gather information on the lived experiences of community members and to share the proposed plan, including design drawings, cost estimates, and implementation strategies. A wide range of issues were identified through the outreach process, which corroborated collision history data and helped shape recommendations to be in direct correlation to the challenges that were expressed and observed.

Furthermore, on September 14, 2020, Caltrans and SFMTA held a joint focused stakeholder meeting with representatives from the San Francisco Supervisor District 6 Office, San Francisco Supervisor District 9 Office, San Francisco Bicycle Coalition, and Walk San Francisco. Stakeholders expressed overall support for the funding proposal and the implementation project.

The 13th Street Safety Project will combine feedback from both the Market Octavia Plan Amendment Public Realm Plan and the SoMa Freeway Ramp Intersection Safety Study to inform implementation. The project will also leverage existing stakeholder relationships and maintain communications with interested parties as it delves into more detailed design proposals. In order to

collect feedback from a wide range of sources that is representative of the community, this project will employ a number of methods to maximize outreach and engagement:

- Stakeholder meetings and site visits: Staff will conduct door-to-door site visits along the corridor and host stakeholder meetings to gather feedback. Staff will work directly with community and advocate groups to address their questions and concerns. In consultation and in partnership with community-based organizations, the SFMTA will coordinate outreach to unsheltered persons along 13th Street, which is where homeless populations are sometimes present.
- Partner meetings: Since the proposed improvements take place on city streets and may impact Caltrans freeway ramps, the proposed improvements will require Caltrans approvals in addition to the typical SFMTA design and legislation process for street design changes. Both agencies are expected to work closely with one another throughout the design process.
- Community events: During the planning phase, staff will hold outreach events, including an open house and public hearing, to provide information on project specifics and collect comments and questions from the public. In order for the event to be more accessible, the open house and public hearing will be held at an on-site location in the community. In light of the COVID-19 pandemic, staff may adapt to engaging members of the community through digital outreach events, including virtual open houses and online office hours.
- Project updates: This project will circulate project updates using an online mailing list as well as making them available on the project website, social media platforms, and on the SFMTA blog. The project website will not only include background information about the project but will also serve as a repository for relevant reports and documents such as design illustrations, presentation boards, informational factsheets, and notices. Before major milestones such as a public hearing or the start of construction, notices will be physically posted along the corridor and mailers will be sent out to all addresses along the project corridor.

Public outreach and engagement activities allow us to learn about challenges that road users face, engage the community on design alternatives, collect feedback on project proposals, learn more about business operations and how the project may effect stakeholders, inform the public of progress and milestones, and more.







Bicycle Network

13th Street Safety Project

September 2020

San Francisco Bicycle Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

-  Bike Path
-  Separated Bikeway
-  Bike Lane
-  Neighborway
-  Bike Route
-  Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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SFMTA



Vision Zero High-Injury Network

13th Street Safety Project

September 2020

Vision Zero High-Injury Network within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

LEGEND

- Vision Zero High-Injury Network
- Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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Memorandum

AGENDA ITEM 9

DATE: February 25, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 03/09/21 Board Meeting: Support the City and County of San Francisco's Project Nominations for \$6,359,000 in Senate Bill 1 Local Partnership Program Formulaic Program Funds

RECOMMENDATION ☐ Information ☒ Action

Support the City and County of San Francisco's (CCSF's) project nominations for \$6,359,000 in Senate Bill (SB) 1 Local Partnership Program (LPP) Formulaic Program funds:

- 5th Street Improvements - 5th/Bryant, 5th/Harrison (\$850,000)
- 13th Street Safety Project (\$550,000)
- Traffic Signal Upgrade Contract 36 (\$1,779,500)
- Western Addition Traffic Signal Upgrades (\$3,179,500)

SUMMARY

In March 2020, the California Transportation Commission (CTC) adopted the LPP Formulaic Program funding distribution for Fiscal Years (FYs) 2020/21 - 2022/23. The LPP rewards jurisdictions that have voter-approved measures or imposed fees solely dedicated to transportation. As the taxing authority for the Traffic Congestion Mitigation Tax (TNC Tax), CCSF will receive \$1,359,000 in formula funds this cycle, as well as a one-time \$5 million incentive for passage of the TNC Tax in 2019. Project recommendations for distribution of the LPP formula and one-time incentive funds will be shared among the Transportation Authority and the San Francisco Municipal Transportation Agency (SFMTA), in accordance with the equal split of revenues in the TNC Tax legislation. In partnership with the Mayor's Office and the SFMTA, and consistent with the TNC Tax capital program administered by the Transportation Authority, we recommend supporting CCSF's programming priorities for \$6,359,000 in LPP Formulaic Program funds to four SFMTA Vision Zero safety projects, as described in Attachment 1. Detailed project information is included in Attachment 2.

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



BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is eligible for LPP formula funds as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and CCSF is eligible for LPP formula funds as administrator of the TNC Tax.

The LPP Formulaic Program has broad project eligibility criteria which include capital projects that improve the state highway system, transit facilities, or expand transit services, local roads, bicycle and pedestrian safety, among others. Funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, that are fully funded and have independent utility.

For this funding cycle covering FYs 2020/21 - 2022/23, CCSF will receive \$1,358,000 based on TNC Tax revenues as originally anticipated in legislation. In addition, CCSF will receive \$5 million in one-time incentive funds for passing the TNC Tax in 2019. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

DISCUSSION

We have been working closely with the Mayor's Office and the SFMTA to program Cycle 3 LPP formula funds to Vision Zero safety projects that are consistent with the TNC Tax program administered by the Transportation Authority.

Recommended LPP Formulaic Program (TNC Tax) Project Priorities. After considering LPP guidelines and assessing project status, we recommend supporting the following nominations for programming, which are also summarized in Attachment 1, with additional details on scope, schedule, budget, and funding in Attachment 2:

Traffic Signal Upgrade Contract 36 - \$1,779,500 LPP request: SFMTA is requesting LPP funds for construction of traffic signal related safety improvements at 13 locations throughout the City. Three of the locations are recommendations from the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study (9th Street/Bryant Street, 10th Street/Bryant Street, and Essex Street/Harrison Street).



Matching funds will be provided by a future Prop K allocation (\$2.3 million) and Prop B General Funds (\$1.5 million).

Western Addition Traffic Signal Upgrades - \$3,179,500 LPP request: SFMTA is requesting LPP funds for construction of traffic signal related safety improvements at 16 locations in the Western Addition area. The signal upgrades were selected in part based on feedback received during the 2017 Western Addition Community-Based Transportation Plan. Six of the locations are on the Vision Zero High Injury Network. Local matching funds will be provided by a future Prop K allocation (\$1.2 million) and General Obligation Bond funds (\$6.6 million).

5th Street Improvements - 5th/Bryant and 5th/Harrison - \$850,000 LPP request: SFMTA is requesting LPP funds for the construction phase of bicycle, pedestrian, transit, and loading/parking improvements along 5th Street between Townsend and Market streets in the South of Market (SoMa) neighborhood. This project will implement recommendations identified in the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study. The project is being implemented in two phases: the near-term quick-build improvements and the long-term permanent capital improvements. The requested LPP funds are for the long-term project while Prop AA funds were allocated in October 2020 for the quick-build improvements. Local matching funds will be provided by development impact fees (\$2.25 million).

13th Street Safety Project - \$550,000 LPP request: This SFMTA project will construct Class IV protected bikeways in both directions on the 13th Street and Duboce Avenue corridor from Folsom to Valencia streets to improve safety for bicyclists. The improvements draw from recommendations in the Transportation Authority's SoMa Freeway Ramp Intersection Safety Study and the City's Market Octavia Plan Amendment Public Realm Plan. The project was recently awarded \$2.1 million as part of Caltrans' State Highway Operation and Protection Program (SHOPP) Complete Streets Reservation, a one-time set aside for complete streets elements on existing SHOPP projects on or in the vicinity of the state highway system. These funds, along with state Affordable Housing Sustainable Communities grant funds (\$1.8 million), provide the local funding for the project.

Next Steps. Following Board action demonstrating support for the CCSF project nominations for the TNC Tax-related LPP Formulaic Program funds, CCSF and SFMTA will jointly submit project nominations to the CTC by March 15, 2021 to be programmed by the CTC on May 12, 2021. The CTC action is considered administrative provided that the project nominations comply with the LPP program guidelines.

The Transportation Authority will also receive \$6,015,00 in LPP formula funds based on Prop K and Prop AA revenues. We anticipate presenting the programming recommendations for these funds to the Board in later this spring.



FINANCIAL IMPACT

There are no impacts to the Transportation Authority's adopted FY 2020/21 budget associated with the recommended action.

CAC POSITION

The Citizens Advisory Committee considered this item at its February 24, 2021 meeting and unanimously adopted a motion of support.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Project Nominations for LPP Formulaic Program (TNC Tax)
- Attachment 2 - Project Information Forms (4)