



RESOLUTION APPROVING THE TRANSPORTATION AUTHORITY'S PROJECT
NOMINATIONS FOR \$10,444,302 FROM THE SAFE AND SEAMLESS MOBILITY
QUICK-STRIKE PROGRAM

WHEREAS, On January 27, 2021, the Metropolitan Transportation Commission (MTC) approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike Program; and

WHEREAS, on February 5, 2021, MTC released a call for projects for \$54.4 million in one-time, competitive funds available regionwide to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment; and

WHEREAS, Available funding includes a mixture of Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement and Federal Highway Infrastructure Program funds; and

WHEREAS, Eligible project types include quick-build bike, pedestrian, and transit improvements; local safe and seamless mobility projects, including projects that advance equitable mobility, invest in bicycle/pedestrian safety, improve connections to transit, or implement seamless strategies within a corridor; programs that support safe and seamless mobility or advance equitable mobility; other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force; and

WHEREAS, A limited amount of funding, up to \$200,000 per county, may be directed towards countywide implementation of safe and seamless mobility planning and programming efforts; and

WHEREAS, MTC evaluation criteria indicates projects should align with Connected Mobility Framework Values and Goals; be the direct result or outcome of a community engagement process; be within or directly connected to a Priority



Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation; address transit connectivity gaps, especially in areas significantly impacted from the pandemic; demonstrate partnership among jurisdictions, transit agencies, and counties; and demonstrate ability to quickly deliver, and meet strict federal funding requirements, as funds must be obligated by September 30, 2022; and

WHEREAS, Transportation Authority staff released a request for projects from city agencies, regional transit operators and other project sponsors; and

WHEREAS, The Transportation Authority received requests to nominate three projects, as summarized in Attachment 1 and detailed in Attachment 2; and

WHEREAS, Transportation Authority staff considered the Program guidelines and assessed each project's status and potential to be competitive in the regionwide call for projects; and

WHEREAS, Transportation Authority staff recommend submitting all three projects to MTC for consideration in the following priority order: 1) Safe Routes to School Non-Infrastructure Program (SFMTA); 2) Folsom Streetscape Project (SFMTA); 3) Embarcadero Station Platform Elevator Capacity and Redundancy Project (BART); now, therefore be it

RESOLVED, That the Transportation Authority hereby approves project nominations for the Safe and Seamless Mobility Quick-Strike Program as summarized in Attachment 1 and detailed in Attachment 2; and be it further

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



Attachments (2):

1. Project Nominations for Safe and Seamless Mobility Quick-Strike Program
2. Project Information Forms

Attachment 1.
Proposed Safe and Seamless Mobility Quick-Strike Program Priorities

Priority ¹	Sponsor ²	Project Description	District(s)	Phase	Phase Cost	Funds Requested	Funds Recommended
1	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program - This request would fund the SRTS non-infrastructure program from September 2021 through November 2022, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program will support the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. Quick-Strike funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming.	Citywide	Construction	\$ 2,100,000	\$ 2,100,000	\$ 2,100,000
2	SFMTA	Folsom Streetscape Project - This project will improve bicycle and pedestrian safety and transit reliability by constructing a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management on Folsom Street between 2nd and 11th Streets. The project also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. Design is at 95% and the project is anticipated open for use by March 2023.	6	Construction	\$ 28,240,000	\$ 5,000,000	\$ 5,000,000
3	BART	Embarcadero Station Platform Elevator Capacity and Redundancy Project - This project will procure and install a new redundant elevator at the north end of the Embarcadero BART/Muni Station to improve mobility and access for customers with an elevator that is larger capacity and faster than currently available. The new elevator will primarily serve BART's platform, but will be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. Both the north and south end of station stairs will be rebuilt wider, improving access to transit. Design is at 95% and the project is anticipated open for use by August 2024. The Transportation Authority previously contributed Lifeline, OBAG and Prop K funds, well leveraged by other funds. BART received bids that came in high and redesigned the project based on feedback from that process, resulting in a cost increase. See memo for more details.	3, 6	Construction	\$ 23,881,934	\$ 3,144,302	\$ 3,144,302
N/A	SFCTA	Congestion Management Agency Planning and Programming - These funds will be directed towards countywide implementation of safe and seamless mobility planning and programming efforts, as made available to Congestion Management Agencies by the Metropolitan Transportation Commission as part of this fund program.	Citywide	N/A	N/A	\$ 200,000	\$ 200,000
Total					\$ 54,221,934	\$ 10,444,302	\$ 10,444,302

Target Funding Amount for Projects³ \$ 6,175,000

Over/(Under) Target \$ 4,269,302

¹ Projects are listed in priority order.

² Sponsor abbreviations include: the Bay Area Rapid Transit District (BART), the San Francisco County Transportation Authority (SFCTA), and the San Francisco Municipal Transportation Agency (SFMTA).

³ MTC has established a target funding amount for each county in line with One Bay Area Grant Cycle 2 (OBAG 2), based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 12.5%, or approximately \$6.1 million of the \$54.4 million available (after \$5 million is set aside for Blue Ribbon Transit Recovery Task Force recommendations). Since this is a competitive call for projects across the region, we are submitting a funding request above the targeted amount.

Safe and Seamless Mobility Quick-Strike Program - Project Information Forms
March 2021 Board Action
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No.	Project Sponsor¹	Project Name	Phase	Funds Requested	Page No.
1	SFMTA	Safe Routes to School Non-Infrastructure Program	Construction	\$ 2,100,000	2
2	SFMTA	Folsom Streetscape Project	Construction	\$ 5,000,000	11
3	BART	Embarcadero Station Platform Elevator Capacity and Redundancy Project	Construction	\$ 3,144,302	29
Total Requested				\$ 10,244,302	

¹ Acronyms: SFMTA (San Francisco Municipal Transportation Agency); BART (Bay Area Rapid Transit District)



San Francisco Safe and Seamless Mobility Quick-Strike Program (MTC)
County Transportation Authority Project Information Form

Project Name:	Safe Routes to School Non-Infrastructure Program
Implementing Agency:	SFMTA
Project Location:	Citywide
Supervisory District(s):	All
Project Manager and Contact Information (phone and email):	Ana Vasudeo, ana.vasudeo@sfmta.com
Brief Project Description (50 words max):	Fund the SRTS Non-Infrastructure Program from September 2021 through November 2022. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program will support the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. Quick-Strike funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the program screening criteria.	See attached detailed scope.
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.).	This ongoing program is centered in culturally responsive mobility engagement with the San Francisco school community including ongoing work with the SFUSD, students, parents, teachers, and school administrations. Our programs are developed in direct response to these groups' needs for great travel choices such walking, biking, transit, and carpooling to school. The program has built into it equitable and inclusive mode shift programming and education, particularly for schools with a high percentage of students on free and reduced lunch programs and which are located on the city's high injury network. The program will continue to provide quarterly outreach to non-charter public schools in SFUSD and will continue to support targeted outreach to a subset of schools located in communities of concern. In order to support adults who wish to bike safely with their children, the scope will include bicycle education for adults in partnership with community groups from communities of concern.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SF Department of the Environment, San Francisco Unified School District
Type of Environmental Clearance Required/Date Received:	This ongoing program has been determined "Not A Project" for previous years. A new finding would be sought if funding is approved to continue the program.

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)						
Design Engineering (PS&E)						
Right-of-way						
Advertise Construction		N/A			N/A	N/A
Start Construction (e.g. Award Contract)			September	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	November	2022

Comments

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Safe and Seamless Mobility Quick-Strike Program (MTC) Project Information Form

Project Name:	Safe Routes to School Non-Infrastructure Program
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	Request Amount	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-way	\$0				
Construction	\$2,100,000	\$2,100,000	\$0	\$0	Prior similar work
TOTAL PROJECT COST	\$2,100,000	\$2,100,000	\$0	\$0	
Percent of Total		100%	0%	0%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming
Safe and Seamless Mobility Quick-Strike Program	\$2,100,000	N/A	N/A	\$2,100,000	FY2021/22
				\$0	
TOTAL	\$2,100,000	\$0	\$0	\$2,100,000	

Comments/Concerns

San Francisco Safe Routes to School (SRTS) Non-Infrastructure Program SF SRTS Budget - September 1, 2021 through November 30, 2022		
	Proposed SRTS Non-Infrastructure Program	
	Annual Position Count (FTE)	Cost (15 months)
SFMTA		
Planning Programs Manager (Mgr IV)	0.10	\$50,041
Transportation Planner III / 5289	1.00	\$428,694
Transportation Planner II / 5288	1.00	\$366,565
Planner I / 5277	0.05	\$15,378
subtotal - SFMTA	2.15	\$860,678
SFUSD		
SRTS Education Lead	1.00	\$156,250
subtotal - SFUSD	1.00	\$156,250
Potential City Agency support		
SFE		
Environment Now Team - Outreach	0.50	\$112,500
subtotal - SFE	0.50	\$112,500
TOTAL PERSONNEL COSTS - PUBLIC AGENCIES	3.65	\$ 1,150,000
Consultants and Contractual Services		
SRTS Contractor (Via RFP) ¹		\$950,000
TOTAL CONSULTANT AND CONTRACTUAL SERVICES		\$950,000
Other Direct Costs		
* Materials, video production, etc are included in the Contractor and SFE line items		
TOTAL COST - 2021-2022		\$2,100,000

¹SRTS consultant will provide:

Program Evaluation

Bicycle programs and outreach

Walking programs and outreach

Transit programs and outreach

In-School class support

Community outreach

Community events

Curriculum development and support

Material printing

* Specific efforts will be determined through the competitive RFP process

General Overview- Quick Strike funding for Safe Routes to School Program (September 2021-November 2022)

The San Francisco Safe Routes to School Program (SF-SRTS) aims to:

- Reduce single family vehicle trips from 46% in 2020 to 30% by 2030.
- Reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year by 2030; aligned with the City's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

Currently, the San Francisco Safe Routes to School program is managed and overseen by SFMTA and provides mode shift education to 103 K-12 non-charter public schools and serves nearly 60,000 students in SFUSD.

SF-SRTS also prioritizes deep engagement at 33 schools (serving approximately 21,237 students) based on:

Mode shift goals: Schools where many students are driven to school in a family car despite living nearby.

Equity goals: Schools where there is a high percentage of students eligible for free and reduced-price meals in areas with a history of collisions. Schools in communities of concern are generally at higher risk for traffic violence.

In the Fall of 2019, SF-SRTS performed travel tallies at 87 SFUSD school sites to better understand the travel patterns of elementary, middle, and high school students. Similarly, in the Fall of 2020, we surveyed public schools to better understand the transportation related concerns of their school communities. About 50% of the schools which participated in this year's survey expressed an interest in SF-SRTS resources for their schools, including in-person programming. The majority of survey respondents this year expressed a strong preference for online programming.

Program Background

During the 2019-2020 School year, SF-SRTS was very successful at reaching all 103 noncharter K-12 schools. The SF-SRTS community engagement team conducted tabling events at 95 out of 103 schools and reached over 15,000 students through tabling activities. The program launched a new newsletter for over 2,500 parents and caregivers entitled *Kids on the Go* and hosted successful annual districtwide events, such as International Walk and Roll to School Day, where over 89 schools and 11,000 students participated in pedestrian safety activities. During the summer of 2020, the program presented one of the most comprehensive Evaluation Reports for the program which can be found at: <https://www.sfsaferoutes.org/>.

However, starting in March of 2020, the SF-SRTS program, like many school communities, had to make key programming adjustments in response to the COVID-19 pandemic. SF-SRTS developed virtual and distance learning educational classes, such as *Biking with Children*, and significantly modified in-person programming. Bicycle physical education (P.E.) changed to a

virtual platform and this year alone, 416 middle and high school students have attended the program's bike PE classes (from July-December 2020).

Significant modifications have been made to in-person classes and the program has been working closely with SF Department of Public Health (SFPDH) to implement COVID-19 safety protocols for running in-person bike programming, which normally occurs at school yards, training staff on these protocols, and providing safety equipment and materials to both staff and student participants. From July-December 2020, SF-SRTS hosted four in-person Learn to Ride classes at school yards and five in-person Freedom from Training Wheels classes with new updated COVID-19 protocols. Since the recent rise in COVID-19 cases in December, SFPDH and SFUSD have cancelled in-person SF-SRTS programming.

Despite this setback, SF-SRTS has stepped up to support new citywide childcare programs such as San Francisco's Community Hub Initiative Programs, so that the city's most vulnerable children benefit from the SF-SRTS offerings. Currently, the SF-SRTS team is working with the Betty Ann Ong Center Community Hub to pilot a pedestrian safety curriculum. Moreover, SF-SRTS has also played an important role in the discussions related to reopening our schools safely. The SFMTA Safe Routes to School Coordinator has been working closely with city partners and the SFMTA's school adjacent programs (including transit programs) to address transportation challenges related to reopening the city's schools.

Going into the next year, the program will continue to build on the successful tactics used during the OBAG grant cycle to reach students in the classroom through curriculum. To support this effort, SF-SRTS is working more closely with SFUSD in developing a list of "teacher champions" that the program can support with in-classroom education and has supplied 24 teacher champions with over 600 books about sustainable transportation. In the next iteration of the program, we will leverage this network of teacher champions to build out more focused SF-SRTS curriculum with the Department of the Environment's Environmental Education Program for students in grades 3-5 and 6-8.

Finally, it is worth noting that the OBAG-round of SF-SRTS was known to be ambitious at the time it was accepted, expanding the scope of program from 32 to 103 schools without expanding funding or providing flexibility in how funding was allocated to already identified resources. Over the course of the past 18 months, it has become clear that the program is under-resourced in attempting to meet the goals put in place in 2018, particularly around deep community engagement and in school curriculum development. Furthermore, schools are operating in a new world where the pandemic has fundamentally shifted the way students will receive both in-person and virtual education. Thus, the program will have to adapt to the needs of the Fall which could include a model for the program that would work for both in person and virtual education. This Quick Strike proposal aims reorient parts of the program to address needs that have been identified in the 2019-2021 OBAG grant cycle that will only grow as we return from the pandemic shutdown.

SRTS Proposed 2021-2022 Program for 15 months (September 1, 2021-November 30, 2022)

For September 2021-November 2022, the SFMTA proposes several modifications to the program to help school communities navigate their transportation needs in a more meaningful way based on the impacts of the COVID-19 pandemic. Knowing that SFUSD will have challenges transporting students due to capacity limitations on the yellow school bus, we propose to align the program more closely with new SFMTA programs such as Slow Streets and develop new curriculum with SF Environment's Environmental Education Program. SF-SRTS will build upon the work that is being completed during the OBAG grant cycle from 2019-2021 to support educators with virtual and in-person educational activities. This work includes:

- Continuing broad engagement of the program at K-12 schools, including virtual or in-person site visits. Broad engagement tactics include:
 - Sharing information about the “4 fun ways”
 - Inviting schools to community events, such as Learn to Ride events
 - Encouraging schools to sign up for Annual Events.
 - Inviting schools to virtual districtwide workshops about sustainable transportation
- Promoting annual events such as Bike and Roll to School Week and Walk and Roll to School Day (with both in person and virtual options for celebrating these events).
- Piloting a Transit Day event at one high school and one middle school along the city's High Injury Network
- Virtual or in-person bicycle safety physical education classes for over 500 middle and high school students
- Community-wide activities
 - Shared Schoolyard engagement, including Learn to Ride events for children from K-6th grade. These community events will also include bicycle education for adults to support a more holistic family biking classes so both parents and children can learn the rules of the road in a safe environment.
- Host family bike rides along the city's new Slow Streets so that families can take advantage of the city's new car-free spaces and learn how to use these spaces for everyday transportation.
- Continuing to support a prioritized list of 33 “Deep Dive” school communities that meet both our equity and safety goals. The work at these schools includes:
 - More streamlined communication between SFMTA staff and school communities about the program's offerings
 - Empowering each school's parent community and teacher champions to be on-site Safe Routes leaders.
 - Continuing to support on-site culturally responsive engagement
 - Hosting on-site education such as walking school buses for children in communities of concern such as Chinatown, the Tenderloin, and Bayview-Hunters Point.
 - Introducing more comprehensive outreach to both adults and families of children about bicycle safety education. Families are more likely to ride a bike to school when both parents and children feel confident riding. At the select

deep dive schools, we will aim to host bicycle safety programming for both children and adults.

- Host virtual education classes tailored to the school's mode shift goals such as *Biking with Young Children*.

SRTS September 2021-November 2022
Program Budget: \$2,100,000.00 for 15 months for Quick-Strike funds and programmatic modifications, including bicycle education for both children and their caregivers and new more in-depth curriculum.
Broad engagement at 42 noncharter K-12 public schools and an additional 33 deep dive schools in SFUSD. The rest of schools will receive regular emails with ways they can encourage students to use the four-fun ways.
Safe Routes to School activity sheets and toolkits for educators and students including a <u>new SF-SRTS curriculum</u> for grades 3-5 and 6-8 to be developed by the SF Environment School Education team.
Education about SFMTA's school adjacent programs Free Muni for Youth, MTAP, Engineering, and Crossing Guard programs and introducing new <u>Slow Streets related education</u> to help families understand the benefits of socially distant travel alternatives on residential streets. As the demand for sustainable transportation increases during the pandemic, it will be imperative that school communities better understand how to use car-free spaces for everyday transportation.
SFUSD's promotion about the program via new systems such as Drupal and dedicated staff hours at SFUSD to support with promotion of Safe Routes materials districtwide.
Districtwide annual events for grades K-12, including Walk and Roll to School Day and Bike and Roll to School Week. This will also support two pilot "Transit Day" events at one high school and one middle school.
Deep Dive outreach at 33 schools incorporating new tactics and lessons learned
Support existing teacher champions and recruit additional teacher champions to promote annual events and <u>implement new in-classroom curriculum</u> (referenced above).
In person bicycle safety education (bike P.E.) at selected middle and high schools and at Shared Schoolyards. <u>In person bicycle safety education family practice rides on Slow Streets.</u>

The program will continue to include program administration by the SFMTA staff and program evaluation and program management support by city partners (SFUSD, SF Environment) and a new TBD Consultant(s). This work includes:

- Administration of the Quick-Strike Grant for Safe Routes to School, including program management for work to be completed by consultant(s) and city partners, such as the Department of the Environment and SFUSD.
- Strong internal coordination between all the SFMTA's school serving programs, including the SFMTA Crossing Guard Program, Muni Transit Assistance Program, Free Muni for Youth, and new programs such as Slow Streets.
- Coordination with SFMTA's engineering team on school safety requests.

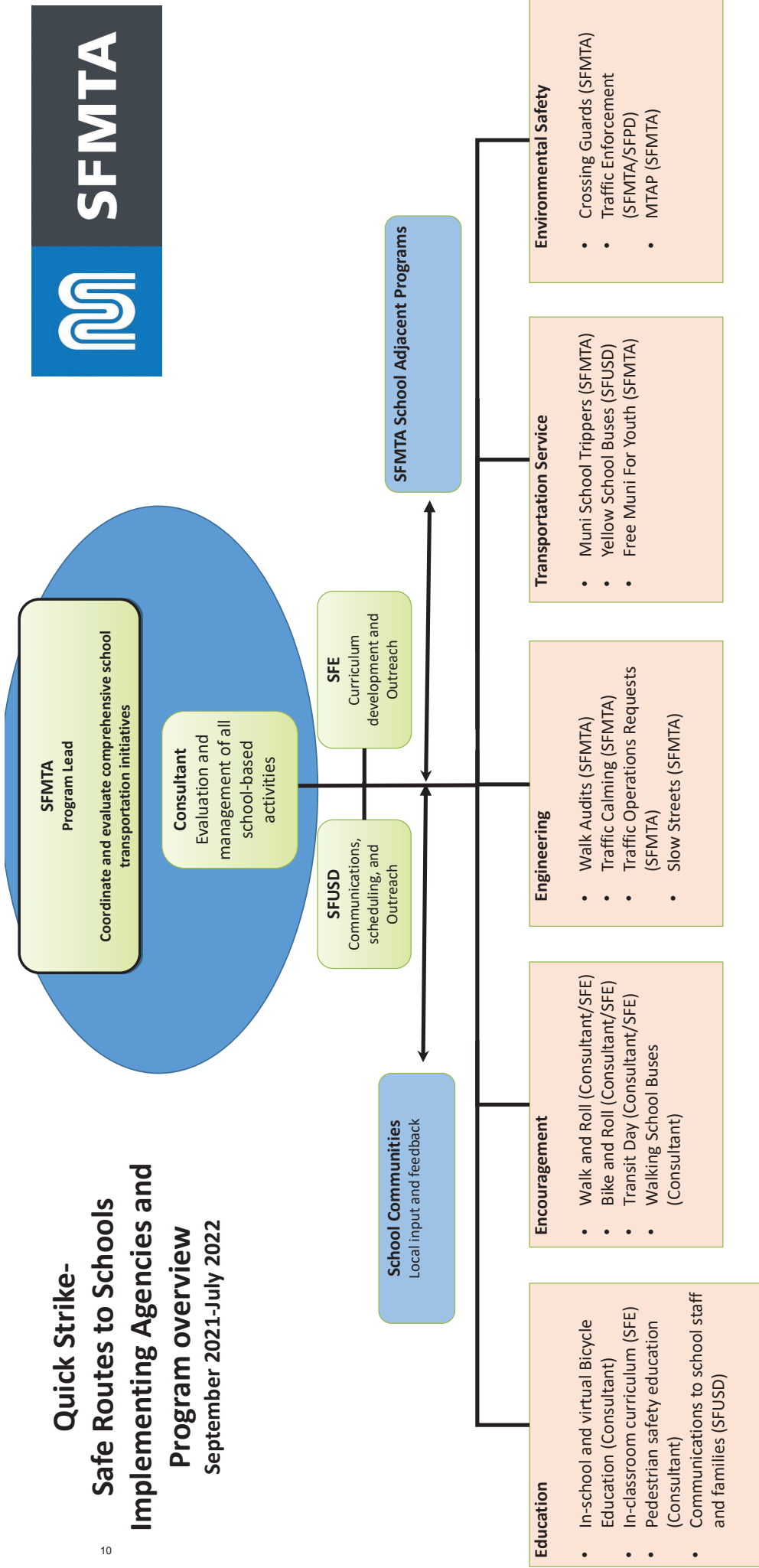
- Evaluation of the programmatic offerings at K-12th grade noncharter public schools, including an annual evaluation report. (Note: current evaluation reporting was funded separately in 2019-2021 through SFDPH but a basic evaluation report will be included as part of this request).
- Increased coordination between the SFMTA, the Department of the Environment's Schools Education team, Environment NOW team, SFUSD's Office of Sustainability, and SFUSD Communications, on mode shift education for schools.

With the proposed enhancements and alignment to SFMTA programs, the Safe Routes to School program will help families better understand how to make sustainable transportation part of their everyday commute to school. Furthermore, with new social distancing rules on the yellow school bus, it will be imperative that families have as many options as possible to get to school sustainably as students prepare to return to school full time this year.

At a high level, through the program's deep dive equity priorities, the program will help the city meet its transit-first goals of supporting a more equitable transportation system for the city's communities of concern. By continuing to partnership with SF Environment and SFUSD, the program will be able to better reach our most vulnerable students who navigate high injury streets on their way to and from school. The SF-SRTS program would like to continue to expand its reach and services to schools but is delivering as much as it can with its current budget. Our Community Conversations and Needs Assessment have identified additional desired programs but have not identified funding; with increased funding, the SF-SRTS program can have broader outreach to more schools, more in-depth programming, and include preschools.

Quick Strike- Safe Routes to Schools Implementing Agencies and Program overview September 2021-July 2022

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Legend:

Management Team

Input



San Francisco Safe and Seamless Mobility Quick-Strike Program (MTC)
County Transportation Authority Project Information Form

Project Name:	Folsom Streetscape Project
Implementing Agency:	San Francisco Municipal Transportation Agency
Project Location:	South of Market Neighborhood, Folsom Street, between 2nd Street and 11th Street
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Alan Uy 415.646.2469 alan.uy@sfmta.com
Brief Project Description (50 words max):	The Folsom Streetscape Project will construct a two-way protected bikeway, upgraded bike and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management. It also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the program screening criteria (e.g., connection to PDA or TPA, serve a COC, address connectivity, demonstrate partnership and ability to quickly deliver. Please describe how this project was prioritized.	See attached.
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 attached.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	See attached.
Type of Environmental Clearance Required/Date Received:	EIR -- Note to File April 12, 2019

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	100%		In-House	October	2015	October	2019
Environmental Studies (PA&ED)	100%		In-House	January	2019	June	2019
Design Engineering (PS&E)	95%		In-House	October	2019	May	2021
Right-of-way	0%		In-House	May	2021	June	2021
Advertise Construction	0%		N/A	June	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%		Both	January	2022	N/A	N/A
Open for Use	N/A		N/A	N/A	N/A	March	2023

Safe and Seamless Mobility Quick-Strike Program (MTC) Project Information Form

Project Name:	Folsom Streetscape Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	Request Amount	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$203,000			\$203,000	
Environmental Studies (PA&ED)	\$1,097,000			\$1,097,000	
Design Engineering (PS&E)	\$6,800,000			\$6,800,000	SFPW Memo on Design Services
Right-of-way	\$0				
Construction	\$28,240,000	\$5,000,000	\$900,963	\$22,339,037	95% PS&E
TOTAL PROJECT COST	\$36,340,000	\$5,000,000	\$900,963	\$30,439,037	
Percent of Total		14%	2%	84%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming
Safe and Seamless Mobility Quick-Strike Program	\$5,000,000	N/A	N/A	\$5,000,000	FY2021/22
Developer Fees		\$4,500,000		\$4,500,000	
Local - Prop B		\$122,824		\$122,824	
State - AHSC		\$5,716,213		\$5,716,213	
State - ATP	\$12,000,000			\$12,000,000	
Local - Prop K		\$900,963		\$900,963	
TOTAL	\$17,000,000	\$11,240,000	\$0	\$28,240,000	

Comments/Concerns



Project Information Form (PIF) Attachments for MTC Safe and Seamless Mobility Quick-Strike Program

Detailed Scope

Background

The Folsom Streetscape Project (the Project) is a transformative complete streets project that will substantially improve traffic safety, livability, and seamless transportation options in San Francisco's South of Market Neighborhood (SoMa) - the densest, most diverse, and continuously growing neighborhood in the city. The Project area includes Folsom Street between 2nd and 11th streets. This segment of Folsom Street is on San Francisco's Vision Zero High Injury Network, the 13% of streets that account for 75% of the total severe and fatal traffic collisions in San Francisco. Almost half (45%) of the total collisions in the project area involved a person walking or biking, making this project a high priority for the San Francisco Municipal Transportation Agency (SFMTA).

Near-term quick-build improvements include:

- Parking-separated bikeway with safe-hit delineators and paint
- Transit boarding islands
- Painted safety zones
- Advanced limit lines and upgraded crosswalks
- Some signal phase separation between turning vehicles and bicycles

Folsom Streetscape Project Scope (subject of this request) includes:

- Removal of one to two eastbound vehicle travel lanes
- New traffic and corridor-wide bike signals
- Protected corners at intersections
- Corner bulb-outs
- Raised crosswalks at alleyways
- Mid-block crosswalks and crosswalks at alleyways and minor streets
- Tree-lined medians
- Transit only lane



Bicycling, Pedestrian, and Transit Improvements

The Project will include a range of street improvements to address safety issues and enhance the public realm. These include the removal of one to two eastbound vehicle travel lanes, a permanent two-way separated bikeway using a concrete island, new traffic and corridor wide bike signals, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, and improved curb management. The Project enhances the public realm by providing tree-lined medians and Civic Amenity Zones, which are pedestrian spaces with customized pavers, historic plaques, district street signs, and gateway elements celebrating the diverse communities centered along Folsom Street. The Project will also install a transit only lane and new or enhanced transit boarding islands. These transit improvements will improve efficiency and reliability for the 8-Bayshore, 27-Bryant, and 12-Folsom Muni bus lines, benefiting surrounding communities of concern and low-income residents.

Serving the Needs of the South of Market Neighborhood

Most of the project area is designated by the San Francisco County Transportation Authority as a Community of Concern, including a census tract with a Median Household Income under \$23,000 per year in the middle of San Francisco which has a very high cost of living. The project area has a high concentration of affordable and senior housing, and Single Room Occupancy (SRO) hotels. SROs are typically aimed at low-income residents with units ranging from about 80 to 140 square feet with shared kitchen and bathroom facilities. As many SRO residents are underhoused, they are more dependent on public spaces near their homes. Many residents in the project area are highly dependent on walking, biking, and transit for mobility, because they are more economically viable options or because of personal physical limitations.

The project area has also been evolving from a manufacturing hub to a commercial, economic, entertainment, and residential center with new and larger developments. It is located close to regional transit and downtown centers. This growth coupled with disadvantaged communities, has increased alternative transportation usage. Walkways and bikeways are currently inadequate because the existing roadway is still designed to support and prioritize high vehicle volumes and has not changed with the neighborhood. The competing transportation use has increased modal conflicts and collisions, disproportionately affecting low-income residents who more heavily rely on alternative



transportation. The Project redesigns Folsom Street into a Complete Street that provides safer and more connected walkways and bikeways, and improves access to key destinations, job centers, and community services, especially for the most vulnerable populations who rely on transit, walking, and bicycling.

Addressing Connectivity Gaps

Although walkways have no gaps, they are congested with inadequate intersection crossings. Folsom Street has long blocks, wide crossings, and excessive traffic lanes that induce high traffic speeds and vehicle volumes. Pedestrians, including school children and seniors, often cross three or four lanes with high-speed traffic at crosswalks or jaywalk.

Folsom Street is a major link in the bike network intersecting four north-south protected bikeways. In 2018, the SFMTA implemented a Quick-Build project upgrading the Class II bike lane to a Class IV protected bikeway using temporary materials. The Project enhances the Quick-Build project by implementing permanent infrastructure to improve the safety of walkways and reprioritizing roadway space for pedestrians and reducing crossing distances and vehicle speeds. The Project includes a two-way bikeway and improves bikeway comfort addressing issues that could not be resolved by the Quick-Build Project.

The community relies on transit and seeks improvements to it. The Project will install transit improvements to improve efficiency and reliability for the 8-Bayshore, 27-Bryant, and 12-Folsom bus lines improving transit performance in the project area and other San Francisco neighborhoods with high percentages of low-income households and people of color.

The Project redesigns Folsom Street into a Complete Street that provides safer and more connected walkways and bikeways, and improves access to key destinations, job centers, and community services, especially for the most vulnerable populations who rely on transit, walking, and bicycling.



Community Engagement and Support

This Project is a direct result of comprehensive community outreach, with over 400 people attending open houses, 1,300 survey responses, and individual meetings with more than 100 businesses and 20 community groups. The project held initial stakeholder meetings at the beginning of the planning phase to introduce the Project before staff developed conceptual designs. These initial rounds of meetings allowed SFMTA and stakeholders to build foundations of trust and develop shared project goals. SFMTA also contracted with the South of Market Community Action Network (SOMCAN), a multi-racial, community-based organization serving low-income immigrant youth and families, to conduct outreach within the Filipino community and understand their specific needs. The effort was led by SOMCAN and supported by the SFMTA.

Working with former San Francisco District 6 Supervisor Jane Kim and local community groups including SoMa Pilipinas, SOMCAN, United Playaz, Tenants and Owners Development Corporation (TODCO), and Bessie Carmichael School, the SFMTA developed a proposal for Folsom Street that honors the community's requests. Combined, these groups represent a working-class Filipino community historically displaced by growth, local at-risk youth living and working in the district, the largest elementary and middle school in the area, seniors, and affordable housing tenants.

The resulting input from initial outreach focused on two community requests - improving traffic safety, especially for seniors and children, and improving the built environment. The community also expressed some concerns with displacement due to the Project, and asked to focus on existing community needs/residents over planning for future residents. Specifically, community members requested new and improved mid-block crossings, signal timing changes for safer pedestrian crossings, new landscaping, street furniture, pedestrian-scaled lighting, and cultural features such as decorative crosswalks at alleys and historic plaques. The Project developed final design proposals reflecting this feedback in tandem with larger-scale engineering changes such as vehicle lane removals and curbside management changes to ensure safer vehicle speeds and loading access for existing merchant and light industrial uses. As desired by the community, the Project brings amenities long enjoyed by other neighborhoods to the current residents of SoMa.

The SoMa Pilipinas Cultural District is a key champion of this project. The district encompasses the SF Filipino Cultural Center, many Filipino-owned businesses and



cultural centers, four senior centers, six affordable housing complexes, and Bessie Carmichael School. The district strongly represents not only San Francisco Filipino heritage but also vulnerable populations such as low-income seniors and school-aged children. Since project initiation, the SFMTA worked closely with SoMa Pilipinas through individual meetings and open houses. The group asked the SFMTA to focus on intersections where school children and seniors are often present, such as Folsom and Russ Streets where Victoria Manalo Draves Park, Bessie Carmichael School, and Gene Friend Recreation Center are all located. Final designs for Folsom Street reflect this input with raised, decorative crosswalks across both Folsom and Russ Streets as well as other alleys and intersections, new or upgraded signals with head starts for pedestrians, and Civic Amenity Zones.

Partner Agencies

San Francisco Public Works

Carol Huang, Project Manager II

carol.huang@sfdpw.org

628-271-2153 (office)

628-219-9503 (cell)

Additional Materials (Attached)

- Project Area Map
- Cross Sections
- Photos

Project Area

Folsom Street from 2nd to 11th Streets

Legend

Corridor

Folsom

Howard

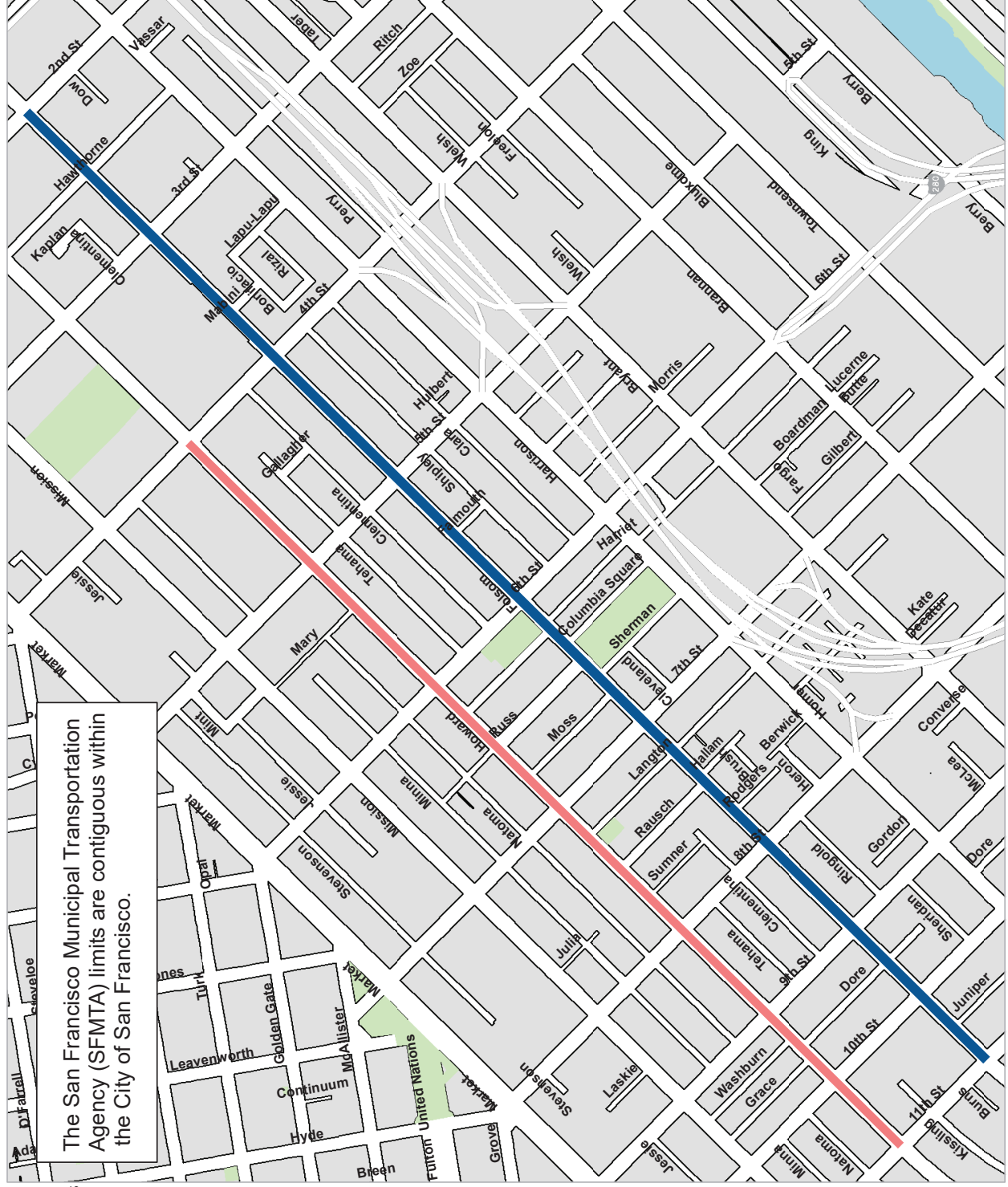


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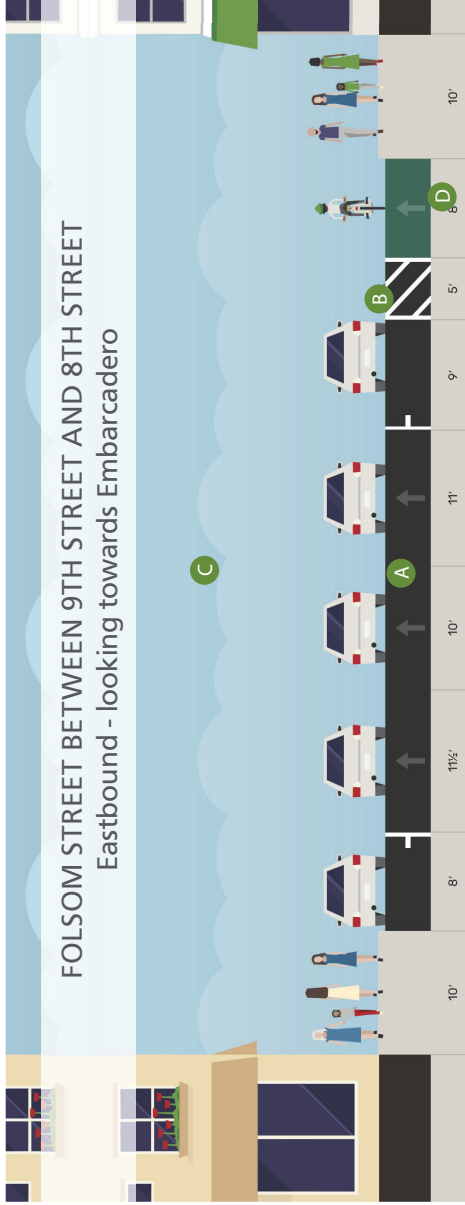
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City")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



Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 8TH TO 11TH STREETS

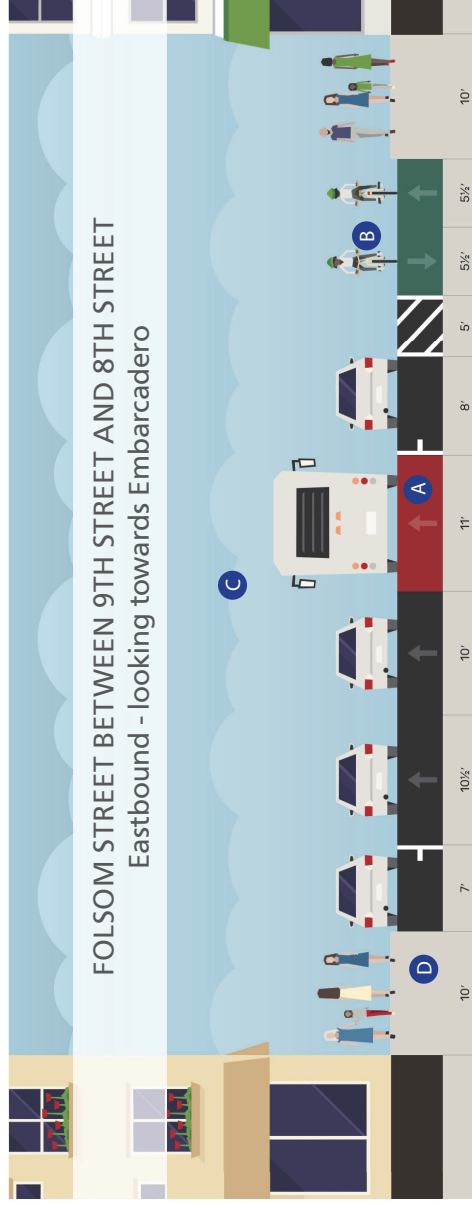
EXISTING CONDITIONS



EXISTING CONDITIONS

- A** Four travel lanes create a wide, high-speed street with little pedestrian infrastructure
- B** Intersection conflicts between turning vehicles and through bicycles
- C** Congested and unpredictable travel patterns
- D** Bicycle lane only runs one way along this corridor

PROPOSED IMPROVEMENTS



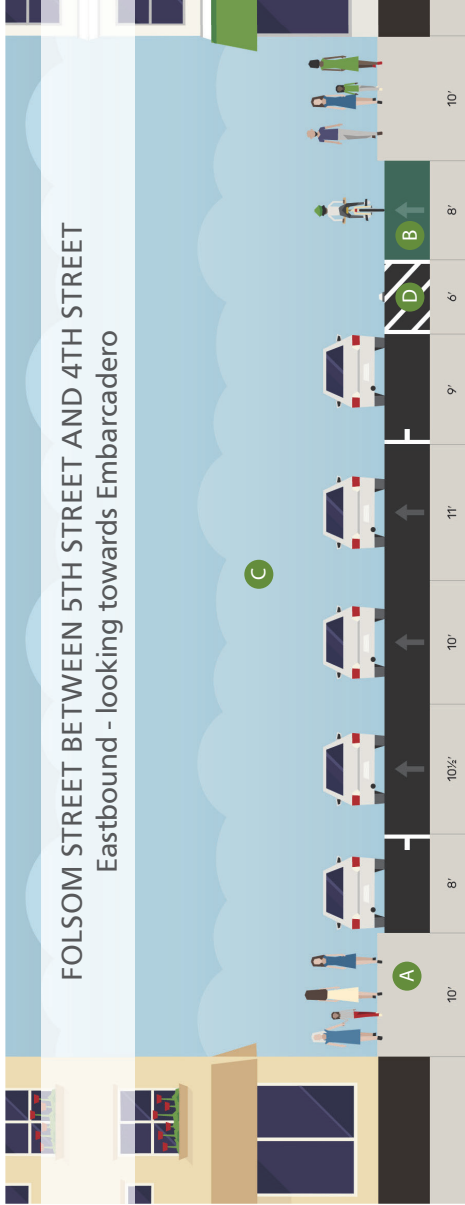
PROPOSED IMPROVEMENTS

- A** Convert one travel lane to a transit-only lane with transit boarding islands along corridor
- B** Expand bicycle lane to two-way for access to other bike connections
- C** Upgrade traffic signals and improve crossing at alleyways
- D** Install better pedestrian safety features at intersections and crossings

Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 5TH TO 2ND STREETS

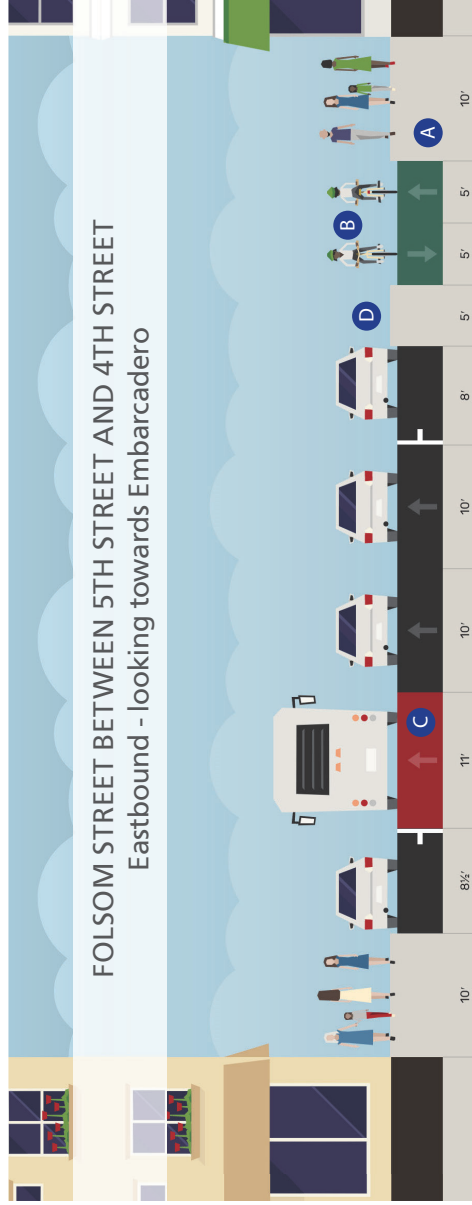
EXISTING CONDITIONS



EXISTING CONDITIONS

- A** Long pedestrian crossings and fast-moving vehicle traffic
- B** Lack of westbound bike connection
- C** Infrequent, unreliable Muni service
- D** Bike facilities utilize temporary materials from quick-build

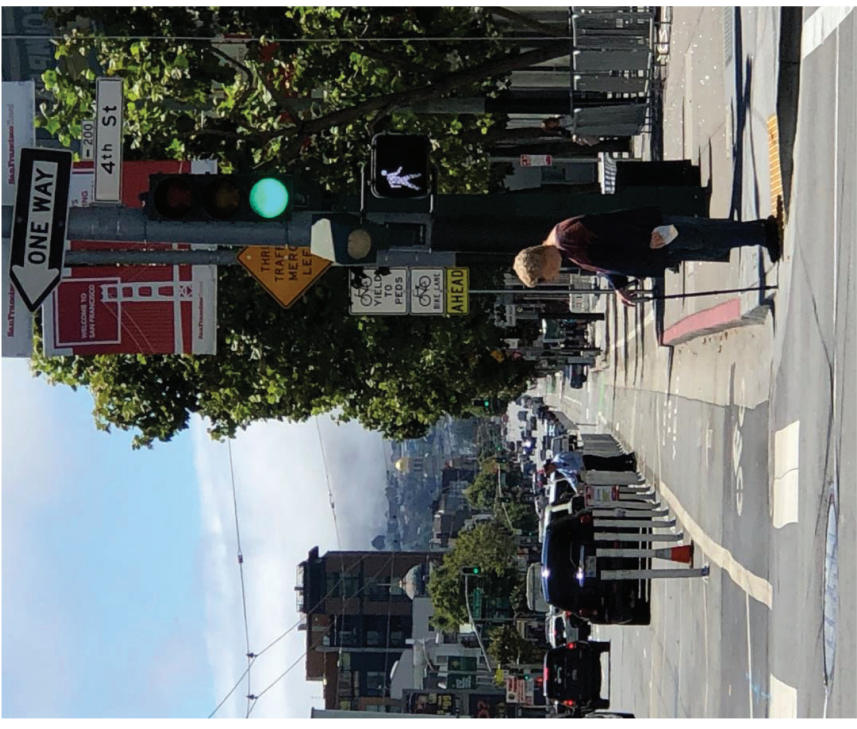
PROPOSED IMPROVEMENTS



PROPOSED IMPROVEMENTS

- A** Pedestrian bulb-outs that shorten crossing distances and increase visibility
- B** Two-way protected bikeway to reduce conflicts with vehicles/bikes in the opposite direction
- C** Dedicated transit-only lane with increased service
- D** Permanent, better-protected bike facilities to encourage wider bicycle use

Pedestrian visibility issues at crosswalks due to the locations of existing curb ramps. Pedestrians queued waiting to cross the street are placed at positions where their view and sightlines of motorists are obstructed by sidewalk furniture, utility infrastructure, parked vehicles in the parking lane, or even queued vehicles in the vehicle lanes closer to the sidewalk



Current traffic striping may not be up to date to provide proper vehicle stop locations to prevent vehicles encroaching the sidewalks, which increase pedestrian crossing safety. Similarly, current curb ramps location and configuration also lead to this issue



High vehicle volumes on Folsom leads to blocking the intersection and encroaching into pedestrian crossing space



Current intersection bikeway design features like mixing zones require right-turning vehicles to interact with bicyclists proceeding straight. This required merge and mixing is a huge vehicle/bike conflict point and increases bicyclist's discomfort



Current intersection bikeway design features like mixing zones require right-turning vehicles to interact with bicyclists proceeding straight. This required merge and mixing is a huge vehicle/bike conflict point and increases bicyclist's discomfort. Also, some of the existing mixing zone designs sandwich a bicyclist in between vehicles, leading to a very uncomfortable situation



Current bikeway width is adequate in relation to the bike volumes



Lack of westbound bike lane is causing people who bike to ride in the opposing traffic direction



Sections of the bikeway that is unprotected has vehicle blockage from vehicle loading, double parking, or general vehicle travel to bypass vehicle traffic in the other vehicle lanes





San Francisco Safe and Seamless Mobility Quick-Strike Program (MTC)
County Transportation Authority Project Information Form

Project Name:	Embarcadero Station Platform Elevator Capacity and Redundancy Project
Implementing Agency:	San Francisco Bay Area Rapid Transit District (BART)
Project Location:	Station: Embarcadero BART/Muni Station
Supervisory District(s):	District 03, District 06
Project Manager and Contact Information (phone and email):	Patrick Quinn; PQuinn@bart.gov; office: 510-464-6449; cell: 510-913-2466
Brief Project Description (50 words max):	This project will purchase and install a new redundant elevator at the North end (exit towards Ferry Building) of the Embarcadero BART/Muni Station to improve mobility and access for customers. The Embarcadero BART/Muni Station is in the City and County of San Francisco, a regional hub for employment. Hence, the station serves a diverse population, including Communities of Concern, who travel to and from jobs and activities related to employment. The new elevator at this station will primarily serve BART's platform; however, the elevator will also be able to stop at the Muni platform. The design vision includes a glass enclosed cab and hoistway to increase visual transparency. The scope of work also includes refurbishing Muni's elevator, which will exclusively provide access to Muni's platform once the project is complete. In addition, both the North and South end of station stairs will be rebuilt wider. Current funding for the project includes OBAG, Prop K, and MTC Lifeline Cycle 6 funds, among others.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area, and how the project would meet the program screening criteria (e.g., connection to PDA or TPA, serve a COC, address connectivity, demonstrate partnership and ability to quickly deliver. Please describe how this project was prioritized.	Please see Attached.
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.).	Please see Attached.
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attached.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency: Roger Nguyen; Roger.Nguyen@sfmta.com
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	100%	In-house	March	2016	March	2018
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A
Design Engineering (PS&E)	95%	Contracted	April	2018	March	2021
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A
Advertise Construction	0%	In-house	June	2021	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	October	2021	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	August	2024

Safe and Seamless Mobility Quick-Strike Program (MTC)

Project Information Form

Project Name:	Embarcadero Station Platform Elevator Capacity & Redundancy Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	Request Amount	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$250,000			\$250,000	
Final Design	\$1,401,966			\$1,401,966	
Construction	\$23,885,034	\$3,144,302	\$1,000,000	\$19,740,732	95% Design
TOTAL PROJECT COST	\$25,537,000	\$3,144,302	\$1,000,000	\$21,392,698	
Percent of Total		12.31%	3.92%	83.77%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming
Safe and Seamless Mobility Quick-Strike Program	\$ 3,144,302	N/A	N/A	\$3,144,302	FY2021/22
MTC Lifeline Cycle 6			\$1,172,942	\$1,172,942	
Regional Measure 2	\$ 1,500,000			\$1,500,000	FY2021/22
OBAG (FTA 5307-3 CA-2019-02 9-00)			\$1,858,456	\$1,858,456	
SEMTA Joint Use Agreement			\$6,971,036	\$6,971,036	
Prop K			\$1,000,000	\$1,000,000	
SFPD CFD Bonds			\$936,981	\$936,981	
Measure RR - BART			\$925,794	\$925,794	
Other BART Funds			\$125,524	\$125,524	
TBD Funding (Measure RR, Prop K, CFD)	\$ 6,250,000			\$6,250,000	FY2022/23
TOTAL	\$ 10,894,302	\$0	\$12,990,732	\$23,885,034	

Comments/Concerns



Embarcadero Station Platform Elevator Capacity & Redundancy Project

The San Francisco Bay Area Rapid Transit District (BART) seeks Safe and Seamless Mobility Quick-Strike Program funds for the Embarcadero Station Platform Elevator Capacity and Redundancy Project. This is an important Project that can be implemented quickly and is projected to improve mobility and connections to transit for local and regional community members.

Advertisement

The Project was advertised in September 2019 and received two bids. The low bidder's bid was over 70% of the engineer's estimate. Staff evaluated bids and recommended that the Board reject all. Bids were rejected by the BART board on January 2020. Given that the project is of priority to BART, the project team re-evaluated contract requirements with respect to elevator and stair construction to assess possible additional costs involved with work. In spring 2020, BART began redesign and is currently scheduled to complete it by March 2021. The current project estimate, of \$25,537,000, includes escalated costs due to re-design. Re-design work items include stairs to be relocated to the north end of the station, lighting for the stairs, security cameras for the stairs, and relocation of the new station elevator machine room.

Scope of Work

The Project will procure and install a new elevator between the BART platform and the concourse level at the north end of the Embarcadero BART/Muni station. A glass-enclosed cab and hoistway will provide visual transparency. The elevator will serve the BART platform only, but an emergency stop will be provided at the Muni platform. The existing elevator will then be used exclusively to access the Muni platform. BART will install a new elevator machine room for the existing elevator on the Muni platform adjacent to the hoistway. Since both elevators will be able to stop at both platforms, if one elevator is taken out of service due to an emergency or another need, the other can be used to maintain accessible service for both operators.

Construction of the new platform elevator hoistway will require that the east staircase be demolished and reconstructed east of and adjacent to the new platform elevator. The existing staircase will not be available for use during the construction of this phase. Similarly, the existing staircase at the south end of the station from concourse to platform will be demolished and reconstructed to be larger to allow additional egress capacity. Additional lighting and security cameras for patron safety and comfort will be added to the stairs. A storage locker will also be added below the north stairs for San Francisco Fire Department fire-life safety equipment.

While construction is taking place, only one of the two concourses to platform staircases will be allowed to be out of service at a time. Although workers will need access to the Muni platform during construction, customers should not be impacted as the work will occur beyond the publicly accessible portion of the platform. Any work that could potentially affect the public will require temporary protective barricades to separate the work from public areas. The barricaded construction or other work that could impact the public will be performed during non-revenue hours. BART anticipates that there will be no impact to fare gates and access during construction other than concourse-to-platform stair closures for stair relocation. BART will provide the public an advanced notice during each phase of the work to minimize any impact.

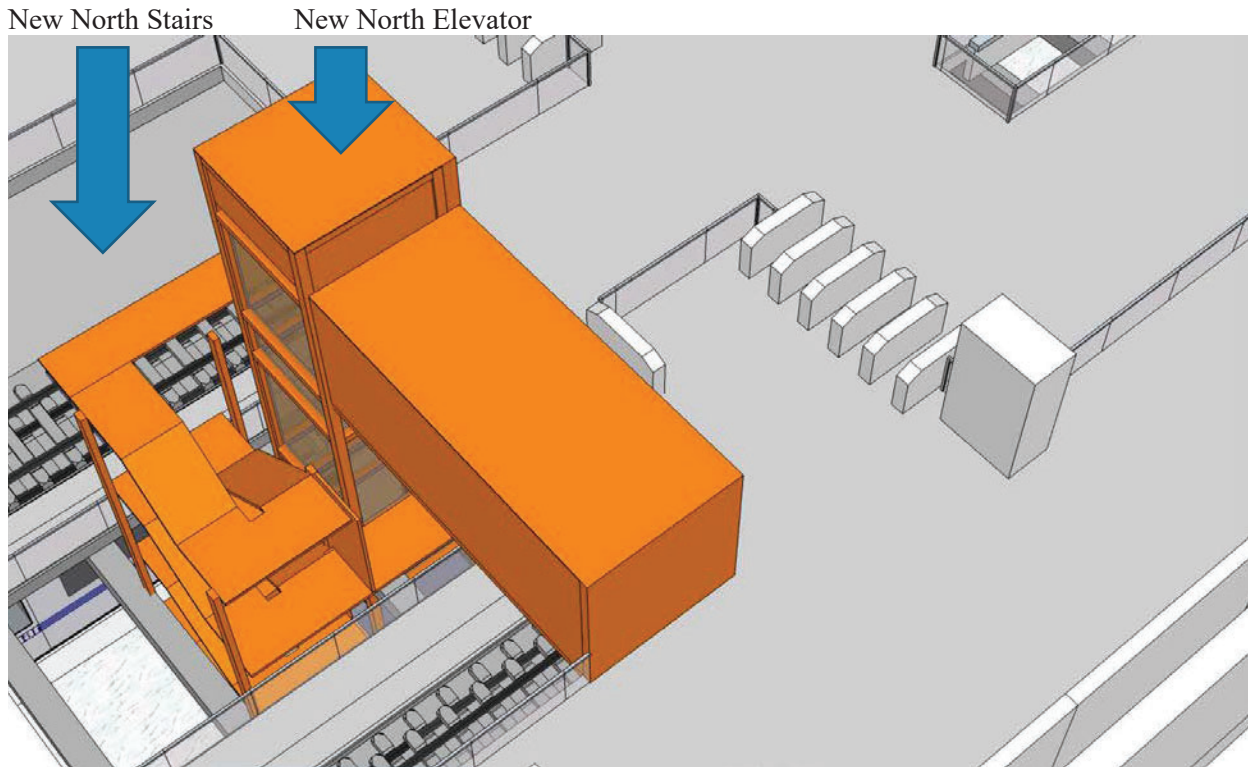
Project Location

The Embarcadero BART/Muni station serves thousands of community members daily, from San Francisco and the region, as the station is in a key regional area of employment, education hubs, and tourist attractions. Based on daily ridership data from FY18-19 and FY19-20, the average overall exit count at the station was as follows:

Station	FY18	FY19
Embarcadero	47,887	48,569

Project Design

The design is currently 95% complete. BART can submit a 3-D rendering should this be requested by SFCTA. Please find below a rendering of the new elevator.



Project Benefits

- Increased elevator redundancy (interoperability). Having two elevators per station, provides redundancy and significant improvement in case one elevator stops working. Currently, if the elevator at Embarcadero station stops working, all BART and Muni customers, who need to use an elevator, must exit at an alternative BART station in downtown San Francisco. This process is both complex and difficult for community members with mobility issues, including customers who have physical disabilities and seniors.
- Increased elevator reliability for new elevator and existing elevator.
- Increased access due to direct path from street elevator. Customers will no longer need to go in and out of paid area to process their clipper card for payment.
- Increased mobility for customers as the elevator destination will be programmed with one stop.
- Increased capacity in the stairways as the wider stairs will improve emergency egress.

Community Engagement and Needs

BART conducted extensive community outreach as part of the Embarcadero and Montgomery Capacity Implementation Plan and Modernization Study. The outreach included a series of open houses, surveys, fliers, BART news stories, email alerts, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, efforts to implement capacity and modernization

efforts at the stations, build awareness and understanding of challenges and potential solutions, identify issues, and survey riders on preferences for improvements. BART will continue to conduct public outreach and will ensure to provide advance public notice for each of the construction phases to ensure minimal impact to both BART and Muni customers.

Additionally, BART has been obtaining information from customers using the station through customer surveys. In 2015, BART conducted the largest customer survey, the “Station Profile survey.” Nearly 44,000 weekday customer interviews were completed, covering a range of topics including household income. The station was estimated to have 7% of total home entries. Among those who were traveling from home, 18% had a Household Income (HHI) under \$50K. Taking both HHI and household size into account, 10% of those entering the station from home were determined to be of low income. Among those entering the station from non-home origins like place of employment, 16% had HHI under \$50K. Taking both HHI and household size into account, 10% of customers entering the station from work were determined to be of low income.

The Embarcadero BART/Muni station is in a High to Highest Community of Concern area in Downtown San Francisco, please see Figure 1.

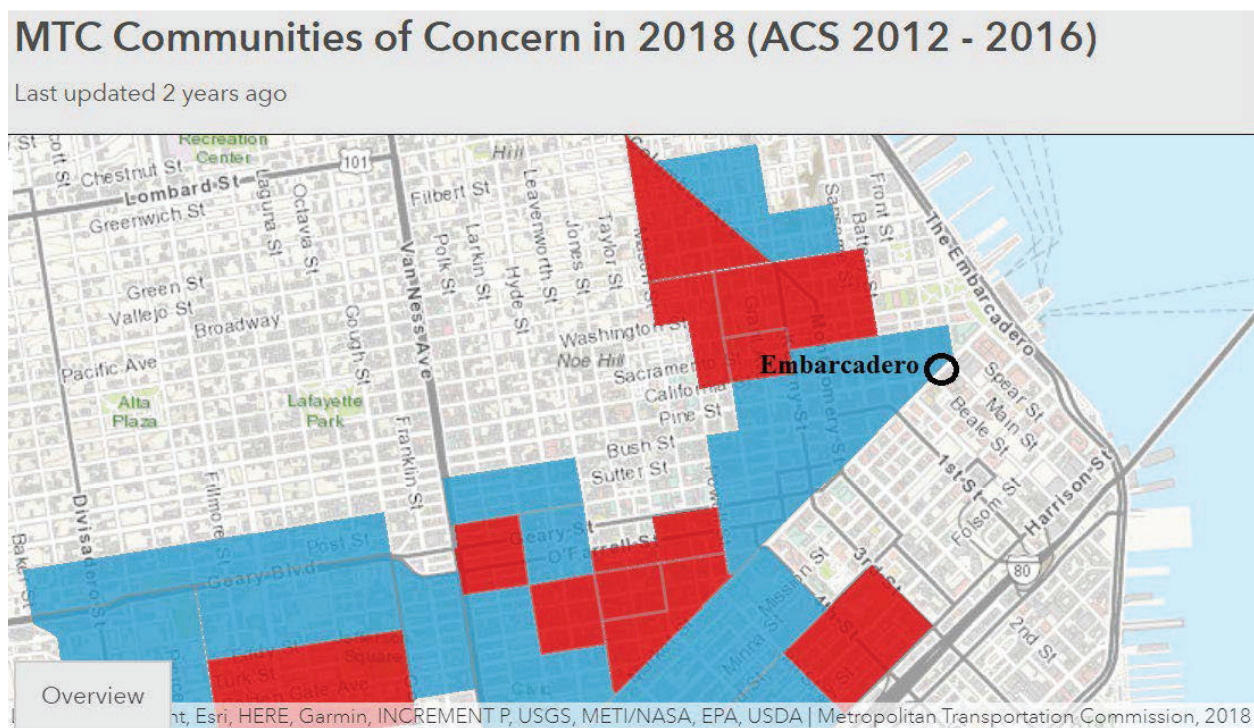


Figure 1: MTC Communities of Concern

BART has also obtained positive feedback about the Elevator Attendant Program services at the Embarcadero station, funded with SFCTA, SFMTA, and BART funds. The Elevator Attendant Program serves to address sanitation, safety, and security issues in the station elevator. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and deter inappropriate behavior in the elevator. The program has received positive feedback from BART customers, especially by people who rely on the elevators to travel to and from the concourse. The program has led to a drop in reports of elevators being soiled and improved elevator conditions for people who use wheelchairs, people with strollers and seniors, according to BART's System Service reports. Prior to the current Covid-19 pandemic, Elevator Attendants, working at the Embarcadero station, aided approximately 42,562 monthly customers.

Prioritization

The Project was included in MTC's Bay Area Core Capacity Transit Study. The Study identified the need to improve vertical circulation at Embarcadero Station because it was approaching its effective capacity to efficiently and comfortably process passengers, please see pgs. 23, 24, 33, and 38:

https://mtc.ca.gov/sites/default/files/CCTS_Final_Report.pdf

The Project was also identified in BART's 2019 Short Range Transit Plan and Capital Improvement Plan, please see pg. 65: <https://www.bart.gov/sites/default/files/docs/FINAL%20FY19%20SRTP%20CIP.pdf>



Memorandum

AGENDA ITEM 9

DATE: February 25, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 3/09/2021 Board Meeting: Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program

RECOMMENDATION ☐ Information ☒ Action

Approve the Transportation Authority's project nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program:

- San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program (\$2,100,000)
- SFMTA's Folsom Streetscape Project (\$5,000,000)
- BART's Embarcadero Station Platform Elevator Capacity and Redundancy Project (\$3,144,302)
- Transportation Authority's Congestion Management Agency Planning and Programming (\$200,000)

SUMMARY

On February 5, 2021, the Metropolitan Transportation Commission (MTC) released a call for projects to Bay Area County Transportation Agencies (CTAs) for up to \$54.4 million regionwide in federal Safe and Seamless Mobility Quick-Strike Program funds, with nominations due on March 30. This is a one-time, regionally competitive grant program to support projects that can be implemented quickly, with an emphasis on bicycle and pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. MTC has established a 12.5% (\$6,175,000) funding target for San Francisco based on prior county program distribution formulas; however, the MTC will make the final decision on project awards and will not necessarily adhere to this target. We released a request for projects and received applications for the three projects summarized in Attachment 1. After assessing the program requirements, including ability for projects to start the construction phase by September 30, 2022, we recommend nominating the three projects in the priority order listed above, and requesting \$10,444,302 in Quick-Strike funds, which includes for \$200,000 for CTAs to direct toward countywide implementation of safe and seamless mobility planning and programming efforts.

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



BACKGROUND

On January 27, 2021, the MTC approved MTC Resolution No. 4202, Revised, which included the policy framework for the Safe and Seamless Mobility Quick-Strike Program. In early February, MTC officially released a call for projects for \$54.4 million in one-time, competitive funds available regionwide for the subject program, within the One Bay Area Grant program (OBAG 2) framework. This federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment. Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities. There is a \$5 million set aside to fund projects to be identified by the MTC's Blue Ribbon Transit Recovery Task Force, which will follow a different process.

Eligible project types include: quick-build bike, pedestrian, and transit improvements; local safe and seamless mobility projects, including projects that advance equitable mobility, invest in bicycle/pedestrian safety, improve connections to transit, or implement seamless strategies within a corridor; programs that support safe and seamless mobility or advance equitable mobility; other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force. In addition, a limited amount of funding, up to \$200,000 per county, may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts. The detailed program guidelines are included in Attachment 3.

MTC evaluation criteria indicates nominated projects should: align with Connected Mobility Framework Values and Goals; be the direct result or outcome of a community engagement process; be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation; address transit connectivity gaps, especially in areas significantly impacted from the pandemic; demonstrate partnership among jurisdictions, transit agencies, and counties; and demonstrate ability to quickly deliver, and meet strict federal funding requirements, as funds must be obligated by September 30, 2022.

DISCUSSION

In anticipation of the release of MTC's call for projects, on January 8, 2021, we released a request for projects from city agencies, regional transit operators and other project sponsors through the Transportation Authority's Technical Working Group.

Recommended Project Nominations. We received requests for three projects, as summarized in Attachment 1, with more detail on scope, schedule, budget and funding in Attachment 2. After considering the Safe and Seamless Mobility Quick-Strike Program guidelines and assessing project status and potential to be competitive in the regionwide call for projects, we recommend submitting San Francisco's project nominations in the following priority order. Below is some of the key project information upon which our rationale for priority order is based.



Priority #1 Safe Routes to School (SRTS) Non-Infrastructure Program - \$2,100,000

request: The SFMTA is requesting Quick-Strike funds to continue the SRTS Non-Infrastructure Program for 15 months, from September 2021 through November 2022. This funding would bridge the gap between the current OBAG Cycle 2 grant which runs out in August 2021, and future funding which may include OBAG Cycle 3, anticipated to be available in October 2022. The SRTS non-infrastructure program advances Vision Zero goals through safety education and outreach and supports the city's emission reduction goals by encouraging use of non-auto modes to get to school.

The Transportation Authority has a history of prioritizing Prop K local sales tax and regional funds for the SRTS Non-Infrastructure Program, however we acknowledge there are limited discretionary grant funding sources available to support this ongoing program. The SFMTA has noted that this funding is not sufficient to support programs at every school, and that with additional funding the SFMTA could expand the scope to include pre-schools, new in-classroom curriculum, and a new annual event (Transit Day), as well as reaching additional schools for SRTS programming. With limited funding available and many projects in need, we are recommending holding constant the monthly funding level for the program as under OBAG 2.

Priority #2 Folsom Streetscape Project - \$5 million request: This project will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. The project has undergone extensive community outreach and involvement since 2016 and aligns well with MTC's eligibility and evaluation criteria established for the Safe and Seamless Mobility Quick-Strike Program. Design is at 95% and the SFMTA will be ready to start construction as soon as January 2022.

In addition to this funding request, SFMTA recently applied for \$12 million from the state and regional Active Transportation Program. While the project did not receive funding in the statewide component, it scored high and is currently under consideration by MTC for funding from the ATP Regional component. We expect MTC to announce notice of award by April 15, 2021. If the project is awarded an ATP grant, it would still require the Quick-Strike funds to fully fund the construction phase. If the project does not receive the ATP grant, SFMTA will need to secure other funds (e.g. development fees) and/or downscale or phase the project in order to have a fully funded project.

Priority #3 Embarcadero Station Platform Elevator Capacity and Redundancy Project

- \$3,144,302 request: This project will improve access to transit by constructing a new BART elevator at the Embarcadero Station, refurbishing the existing Muni elevator, and rebuilding wider stairs at the north and south ends of the station. The Transportation Authority previously contributed Lifeline, OBAG and Prop K funds to the project, leveraged well by other funds. BART initially advertised the construction contract in September 2019 and received two bids well over the engineer's estimate. The BART Board rejected both bids and the project team evaluated contract requirements and entered a redesign phase, anticipated to be complete in March 2021. The current project cost estimate reflects escalated costs due to redesign



(informed by the initial bid process), including relocation of stairs to the north end of the station, lighting and security cameras for the stairs, and relocation of the new station elevator machine room.

In addition to escalating costs, approximately \$6.25 million in BART Measure RR funds that were previously anticipated for this project are no longer available as they have been allocated to other high priority projects with funding constraints due to BART's current financial situation. The Embarcadero elevator project continues to be a priority for BART and it is actively seeking additional funding to help close the gap from sources including Regional Measure 2 bridge tolls and Prop K.

In accordance with the program guidelines, we also plan to request \$200,000 through our existing Congestion Management Agency planning agreement with MTC for countywide implementation of safe and seamless mobility planning and programming efforts.

Next Steps. Following Board approval of the project recommendations, we will submit project nomination packages to MTC by March 30, 2021. Following evaluation by MTC, we will submit applications by May 21, 2021 for the projects moving forward. The MTC Commission will approve the final list of projects in June 2021.

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 Safe and Seamless Mobility Quick-Strike Program
- Attachment 2 – Project Information Forms
- Attachment 3 – MTC Resolution No. 4202, Attachment A, Appendix 11: Safe and Seamless Mobility Quick-Strike Program

Appendix A-11: Safe and Seamless Mobility Quick-Strike Program

The Safe and Seamless Mobility Quick-Strike program is a one-time, competitive grant program within the One Bay Area Grant program (OBAG 2) framework. Federal funding is available to support local and regional projects that can be implemented quickly to benefit communities responding and adapting to the COVID-19 environment.

Available funding includes a mix of Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) funds, with FHIP funds exchanged with STP/CMAQ funds to the extent possible to meet federal other funding deadlines and requirements. CMAQ funds will be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Project Eligibility & Focus Areas

The program emphasizes bicycle/pedestrian safety and mobility, connections to transit, and projects that advance equitable mobility. Eligible project types include:

- Quick-build bike, pedestrian, and transit improvements; including bike share enhancements.
- Local safe and seamless mobility projects, including projects that advance equitable mobility; invest in bicycle/pedestrian safety; improve connections to transit; or implement seamless strategies within a corridor.
- In addition to capital projects, programs that support safe and seamless mobility or advance equitable mobility are also eligible (ex. safe routes to school/transit programs); a limited amount of funding, (up to \$200,000 per county) may also be directed towards countywide implementation of safe and seamless mobility planning and programming efforts).
- Other near-term implementation of strategies emerging from the Blue-Ribbon Transit Recovery Task Force and Partnership Board's Connected Mobility Subcommittee.

Fund commitments for specific focus areas include:

- One-quarter of the total program is targeted for bicycle/pedestrian safety (including local road safety).
- \$5 million is set aside to support early implementation efforts anticipated from the Blue-Ribbon Transit Recovery Task Force.

Evaluation Criteria

MTC staff will evaluate nominated projects against the following program criteria.

Nominated projects should:

- Align with Connected Mobility Framework Values and Goals (see inset below)
- Be the direct result or outcome of a community engagement process
- Be within or directly connected to a Priority Development Area (PDA) or Transportation Priority Area (TPA) and/or serve a Community of Concern (CoC), Community Air Risk Evaluation (CARE) program area, or similar local designation. PDAs and TPAs may be existing or recently designated as part of the Plan Bay Area 2050 growth framework.
- Addresses transit connectivity gaps, especially in areas significantly impacted from the pandemic

- Demonstrate partnership among jurisdictions, transit agencies, and counties.
- Demonstrate ability to quickly deliver, and meet federal funding requirements, as funds must be obligated by September 30, 2022.

To ensure consistency with the implementation of county and regional plans and priorities, as well as encourage discussion and coordination in developing investment proposals, projects co-nominated by MTC and a CTA will be given extra consideration if meeting regional goals and priorities.

Below are the regional connected mobility values and goals guiding these investments:

CONNECTED MOBILITY VALUES AND GOALS	
Values	Goals
Think Regionally Act Locally	Be coordinated, interconnected, and contiguous
Provide Great Travel Choices	Provide choices that are better than driving alone, are viable and intuitive for all trips
Put the Traveler First	Ensure a dignified traveler experience, focusing on customer care and needs
Be Equitable & Inclusive	Address disparities and be transparent for all people and all trips
Be Sustainable	Strive for a healthy planet, people, and full-cost accounting

Project Nominations

To address local needs throughout the region, and encourage community-based project investments, each County Transportation Agency (CTA) will act on MTC's behalf and submit project nominations for their county area. County targets have been provided as a guide, for each county (see table at right). However, final project selection by MTC will not necessarily adhere to these targets. Target amounts are based on the OBAG 2 county program distribution.

In addition to county submissions, MTC may consider projects that would be implemented regionwide or in more than one county. Where applicable, MTC staff will work with CTAs to coordinate on co-nominations for regional projects.

As the final program of projects must reflect regional or multi-county priorities, in addition to local priorities within each county, the final programming per county will not correspond exactly to nomination targets.

To ensure each county is provided sufficient funding to have a meaningful community impact, each county's nomination target will be a minimum of \$1 million.

County Nomination Targets (\$ millions, rounded)

	%
Alameda	19.9%
Contra Costa	14.6%
Marin	2.8%
Napa	2.1%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	27.0%
Solano	5.5%
Sonoma	7.2%
	100.0%

Note: Final project selection and fund programming will not correspond exactly to nomination targets.

Project Selection Process

The prioritization process is designed to quickly distribute funds to competitive and impactful investments throughout the region.

- **Letters of Interest:** County Transportation Agencies (CTAs) submit Letters of Interest to nominate projects within their counties. In addition to basic project information (project description, sponsor, total cost, funding request), submittals should also describe how the project meets the program eligibility requirements and evaluation criteria, and how well the proposed project sponsor meets state and federal funding requirements.
- **Evaluation:** MTC staff evaluate CTA nominations as well as regional program considerations to develop a recommended program of projects. Program recommendations presented to Bay Area Partnership Board for review and discussion.
- **Project Applications:** MTC and CTA staff work with project sponsors to submit project applications with a detailed scope, delivery schedule, and funding plan.
- **Program Approval:** MTC Commission consideration and approval of projects and fund programming.

Programming Policies and Requirements

Unless otherwise noted within these guidelines, OBAG 2 General Programming Policies (see MTC Resolution No. 4202, Attachment A, pages 6-11), and Regional Project Funding Delivery Policy (MTC Resolution No. 3606) apply.

- **Project sponsors:** Eligible sponsors are those approved by Caltrans to receive FHWA federal-aid funds (including cities, counties, transit agencies, CTAs, and MTC). Sponsors must also have a demonstrated ability to meet timely use of funds deadlines and requirements (see Project Delivery and Monitoring, below).
- **Minimum Grant Size:** Project nominations should be consistent with OBAG 2 minimum grant size requirements per county (\$500,000 grant minimum for counties with population over 1 million, and \$250,000 minimum for all other counties). Final funding awards may deviate from grant minimums per county, should one or more grant awards span multiple counties or regionwide.

Additionally, deviations from the OBAG 2 minimum grant size requirements for project nominations may be considered on a project-by-project basis. However, grant awards must be at least \$100,000.

- **Local Match:** Toll credits may be requested in lieu of non-federal cash match.
- **Supplanting of Funds Prohibited:** Supplanting of existing funds on fully-funded projects is prohibited, as the program is intended to infuse transportation investment into communities responding and adapting to the COVID-19 environment. If funds are

requested to address a funding shortfall on a project due to reduced local revenues, CTAs must demonstrate why the project should be a priority for regional funding, if it was not the highest priority for available local funding. In their nomination, CTAs should describe how the county and local jurisdictions determined which projects are prioritized for reduced local revenues.

- **Project Phases:** The Environmental (ENV), Plans, Specifications and Estimates (PS&E), Preliminary Engineering (PE) and Right Of Way (ROW) phases are eligible for capital projects as long as the construction (CON) phase of the project is delivered and funds obligated by September 30, 2022.
- **Project Delivery and Monitoring:** Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements, or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination. In addition to the provisions of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606), the following specific funding deadlines/requirements apply:
 - Funds must be obligated (authorized in a federal E-76, or transferred to FTA) no later than September 30, 2022.
 - Funds must be encumbered or awarded in a contract within 6 months of federal obligation.
 - Funds must be invoiced against within 3 months of encumbrance/award and invoiced against and receive a federal reimbursement quarterly thereafter.
 - If there could be complications with invoicing against the construction phase within 9 months of federal obligation, then the sponsor should consider including Construction Engineering (CE) in the federal obligation so that eligible costs may be invoiced in order to meet the invoicing deadline.
 - Project sponsor must meet all other timely use of funds deadlines and requirements, for all other state and federal transportation funds received by the agency, during the duration of project implementation (such as, but not limited to, project award, federal invoicing, and project reporting).
 - To help ensure compliance with state and federal invoicing requirements, as part of the application submittal, the Finance/Accounting Manager/Director for the agency receiving the funds must provide written documentation on the agency's internal process and procedures for complying with FHWA federal-aid timely use of funds requirements, especially with regards to meeting federal invoicing requirements.
 - CTAs nominating successful projects must monitor the project sponsors within their respective county in meeting the timely use of funds deadline requirements in MTC Resolution No. 3606 and report quarterly to MTC on the agency's status in meeting regional, state, and federal timely use of funds deadlines and requirements.
- **Additional Requirements Apply:**
 - Project sponsor must comply with MTC's Complete Street Policy and submit a Complete Streets Checklist for the project.

- Project sponsor must adopt a Resolution of Local Support prior to adding the project into the Transportation Improvement Program (TIP).
- Project sponsor must satisfy the OBAG 2 housing policy requirements – have a certified Housing Element, submit the Annual Progress Report for the Housing Element, and have adopted a resolution affirming compliance with the California Surplus Lands Act.
- CTAs must make each project's Complete Streets Checklist available for review by the appropriate Bicycle and Pedestrian Advisory Committee (BPAC) prior to MTC Commission approval of projects and fund programming. Documentation this has occurred must be included with the project application.