



**San Francisco
County Transportation
Authority**

1455 Market Street, 22ND Floor, San Francisco, California 94103 415-522-4800 info@sfcta.org www.sfcta.org

AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, March 23, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

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PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 187 205 2695 # #

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

Clerk: Britney Milton

Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for all residents to "Stay at Home" - and the numerous local and state proclamations, orders and supplemental directions - aggressive directives have been issued to slow down and reduce the spread of the COVID-19 disease. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Board and Committee meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. If you want to ensure your comment on any item on the agenda is received by the Board in advance of the meeting, please send an email to clerk@sfcta.org by 8 a.m. on Tuesday, March 23, or call (415) 522-4800. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Board members before the meeting begins.

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1. Roll Call



2. Chair's Report - **INFORMATION**
3. Executive Director's Report - **INFORMATION**
4. Approve the Minutes of the March 9, 2021 Meeting - **ACTION*** 5

Consent Agenda

5. **[Final Approval]** Appoint Rosa Chen and Sophia Tupuola to the Citizens Advisory Committee - **ACTION*** 17
6. **[Final Approval]** State and Federal Legislation Update - **ACTION*** 33
Support: Assembly Bill (AB) 117 (Horvath), AB 1499 (Daly)
Oppose: AB 5 (Fong)
7. **[Final Approval]** Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - **ACTION*** 41
Projects: (Caltrain) Guadalupe River Bridge Replacement and Extension (\$227,500), (SFPW) Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (\$676,000), (SFMTA) Bike to Work Day 2021 (\$41,758), (SFPW) Richmond Residential Streets Pavement Renovation (\$2,020,000)
8. **[Final Approval]** 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 - **ACTION*** 51
9. **[Final Approval]** Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - **ACTION*** 87
10. **[Final Approval]** Amend the Downtown Rail Extension - Phasing and Partial 15% Design Project Scope, Schedule, and Budget and Release \$6,210,000 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for Accelerated Project Development - **ACTION*** 137

End of Consent Agenda

11. San Francisco Municipal Transportation Agency Transportation Recovery Plan - **INFORMATION*** 165
12. Connect SF Transit Strategy Update - **INFORMATION***

Other Items

13. Introduction of New Items - **INFORMATION**
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
14. Public Comment
15. Adjournment



*Additional Materials

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, March 9, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

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

Absent at Roll Call: Commissioner Melgar (1)

2. Citizens Advisory Committee Report - INFORMATION

John Larson, Chair of the Citizens Advisory Committee (CAC), reported out from the February 24 meeting. He reported that the CAC members wondered how the effectiveness of Bike to Wherever Day would be measured given the shifted work from home focus. He said that San Francisco Municipal Transportation Agency (SFMTA) staff explained that the program metrics would be the same as previous years, but the goals would be beyond encouraging people to get out their cars and onto a bike, by encouraging them to also use bikes more frequently overall. He shared a concern with there not being a condition within the allocation for energizer stations to be located in each Supervisorial District and said that Transportation Authority staff agreed to add the condition to the allocation request.

With respect to the Safe Routes to School request, CAC members wanted to ensure that communities of concern were getting equitable access, particularly to the community learning hubs that were hosting educational offerings while schools were closed or limiting attendance. He said, with the schools reopening and traffic patterns changing, there should be increased safety awareness going back to school, which makes the Safe Routes to School especially critical. In reference to Folsom Streetscape, he shared that the SFMTA project staff was asked about the proposed two way protective bike lane on Folsom, given that there is already an eastbound lane on Folsom, a westbound lane on Howard, and in addition, two way bike lanes are uncommon to many bicyclists in the city. Staff responded that the routes were developed in response to public input, and it would provide a seamless westbound to southbound path all the way through Folsom Street and avoid many of the frequent conflicts on Howard street.

Chair Larson also reported that the CAC raised a question on the future connectivity of rail from the Salesforce Transit Center to any proposed transbay crossing. He said the CAC was assured that the Downtown Rail



Extension (DTX) would continue to coordinate with Link 21, so that there could be routes east out of the transit center, and whatever is done with the train box would not preclude such connections. He said that the Transbay Joint Powers Authority staff also outlined tunneling technology options that had advanced since the original conception of the project, that may be more efficient and cost effective when construction on the project begins.

Chair Larson reported that he and Robert Gower, District 11 representative, took note of the increased amount of garbage being dumped on the San Jose Avenue Corridor and mentioned the difficulty finding the right city, county and/or state entities to get the garbage removed from the city streets and bike lanes.

Chair Larson mentioned that CAC members expressed interest in seeing an illustration or presentation on the distribution of the Transportation Authority controlled funds across all city districts.

Lastly, with respect to the Racial Equity Action Plan, Chair Larson shared that Transportation Authority staff proposed that the CAC name be changed from Citizens Advisory Committee to Community Advisory Committee. He added that the CAC expressed support and urged staff to bring it back as a formal item on the agenda as soon as possible.

There was no public comment.

Consent Agenda

- 3. Approve the Minutes of the February 23, 2021 Meeting - ACTION**
- 4. [Final Approval] Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION**
- 5. [Final Approval] Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - ACTION**

There was no public comment.

Commissioner Peskin moved to approve the consent agenda, seconded by Commissioner Walton.

The consent agenda was approved without objection by the following vote:

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

Absent: (0)



End of Consent Agenda

6. Appointment of Up to Two Members to the Citizens Advisory Committee - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

District 3 candidate Rosa Chen and District 10 candidate Sophia Tupuola appeared before the Board and provided a brief introduction and summary of their qualifications.

During public comment Tony Wessling, a District 3 candidate provided a brief introduction and summary of his qualifications.

Vice Chair Peskin thanked former District 3 representative, Rachel Zack, for her hard work and many contributions over the past years, including, but not limited to providing important input on the Transportation Network Company (TNC) tax measure that was later approved by the voters. He spoke in support of nominating Ms. Chen, noting that she had a long history of community engagement and advocacy in District 3, including serving as Co-Chair of Chinatown Transportation Research and Improvement Project (TRIP). He said it is his honor to put her name forward based on her long history of culturally competent community engagement, Vision Zero advocacy, and effective transportation planning.

Commissioner Walton said that he supported the reappointment of Ms. Tupuola to the CAC and thanked her for her service thus far. He said that as a young woman of Samoan and Pacific Islander decent she has been amazing in her role in the CAC and the leadership she has demonstrated in her community, and he is excited that she is willing to continue representing District 10. Commissioner Walton made a motion to reappoint Ms. Tupuola to the CAC.

Vice Chair Peskin made a motion to appoint Ms. Chen to the CAC.

Commissioner Melgar thanked Vice Chair Peskin and Commissioner Walton during Women's History Month for putting forward two outstanding women leaders for appointment to the CAC. She said the appointments were an important way for the Board to support leadership development for women and underserved communities.

Commissioner Melgar seconded both Vice Chair Peskin and Commissioner Walton's motions.

The item was approved without objection by the following vote:

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

Absent: (0)



7. State and Federal Legislation Update - ACTION

Mark Watts, State Legislative Advocate for the Transportation Authority, and Amber Crabbe, Public Policy Manager, presented the item.

Commissioner Preston asked why Assembly Bill (AB) 122 (Boerner Horvath), which would allow cyclists to treat stop signs as yield signs, was recommended as a watch position and not support. He asked if the Transportation Authority had previously taken positions on similar bills.

Ms. Crabbe responded that she did not believe the Board had taken a position on this type of bill previously. She stated that it was recommended as a watch position because it was early in the session and staff wanted to make sure they understood what a more final version would look like. She said staff also wanted to coordinate with the San Francisco Municipal Transportation Agency (SFMTA). She said staff may return at a future meeting with a recommendation for a position.

Mr. Watts added that he had not seen transportation bills set for hearing yet in the Assembly Transportation Committee, and that would be when he would be able to assess if there were amendments pending for the bill language or revised fact sheets. He said he would keep staff apprised of any changes or if the author intended to move forward with the bill as-is.

Commissioner Chan stated she was excited about AB 117 (Boerner Horvath) which would create a state Electric Bicycle Rebate Pilot program. She said she would like to discuss the threshold for low-income qualification with the author, specifically how a statewide definition of low income is different than what constitutes low income for families living in San Francisco. She said she wanted to better understand the connection between the proposed pilot and other e-bicycle programs under consideration in San Francisco.

Ms. Crabbe said there was an opportunity to discuss these ideas with the author. She said the bill didn't currently contain language defining low and moderate income, and that would probably be addressed in the program guidelines that the California Air Resources Board would develop if the bill was successful. She said that staff would reach out to the author to request that the author define low and moderate income in the legislation itself.

There was no public comment.

Commissioner Chan moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: (0)



8. Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - ACTION

Mike Pickford, Senior Transportation Planner, presented the item.

Commissioner Preston said he wanted to thank everyone involved in the Buchanan Mall bulbouts project, including staff and voters who recently approved bond funding for San Francisco parks and the Buchanan Mall. He also thanked individuals who have advocated for improvements to the Buchanan Mall, including Tamara Walker and Sophie Constantinou from Citizen Film and Tyrone Mullins from Green Streets. He said that Buchanan Mall was a unique and important recreational space for the Western Addition and that improvements were the result of a community led effort.

During public comment, Roland Lebrun said in reference to the Guadalupe River Bridge project that some tracks in the area are owned by Union Pacific and that there were no plans to electrify all the tracks in the area. He said that this was important because diesel trains could not be eliminated from San Francisco until the entire Caltrain corridor is electrified.

Majeid Crawford, Executive Director of the New Community Leadership Foundation, said that he wanted to acknowledge Citizen Film for the long community process on the Buchanan Mall. He said that the project was very important because it has been difficult for Fillmore residents, especially children and seniors, to move around their neighborhood because of the many busy streets that are difficult to cross.

Commissioner Preston moved to approve the item, seconded by Commissioner Melgar.

The item was approved without objection by the following vote:

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

Absent: (0)

9. 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 - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Commissioner Chan expressed support for the item but also expressed a concern related to the Traffic Signals Upgrade Contract 36 as three signal upgrades at Fulton/6th Avenue, Fulton/8th Avenue, and Fulton/10th Avenue were removed from the construction phase due to budget constraints. She said those are key entrances to Golden Gate Park, located on the High Injury Network, and it is critical to improve safety in the area. She said that although it is not in the same area, there was a bicyclist injured at the Kezar Drive



entrance to Golden Gate Park and said the entrances should be a priority. She said her staff are in communication with the Transportation Authority and SFMTA to ensure the improvements are made as planned, including the Fulton Street Safety Project. She indicated she was ready to support the item and would like to follow up to make sure the Fulton Street locations are funded.

Commissioner Preston thanked Transportation Authority and SFMTA staff for prioritizing the Western Addition for funding in this program as well. He said the Western Addition Traffic Signal Upgrades are significant and are now nominated to receive over \$3 million for improvements recommended through the 2017 Community-based Transportation Plan that included extensive outreach in the community. He said that the time it takes to move projects forward can be frustrating, but he feels optimistic.

Commissioner Preston referenced an earlier public speaker Mr. Crawford from the New Community Leadership Foundation who said that while investments are being made in re-envisioning Buchanan Mall, each intersection is a mini-freeway with seniors and children and cars speed on one-way streets with no stop signs or lighting. Commissioner Preston said that the very intersections flagged by the previous speaker are on this list for new signals, including Buchanan/Golden Gate Ave and Buchanan/Turk, which will make big difference in calming traffic. He also said the improvements go further than this to include 16 locations and he has no doubt the changes will save lives and prevent injury in this long underserved neighborhood.

Commissioner Melgar expressed support for the item and also for Commissioner Chan's comments that more pedestrian and bicycle safety improvements are needed for those going to Golden Gate Park. She requested a timeline for the improvements at 7th Avenue/Kirkham and said that she is asked about the intersection frequently.

Ms. Lyons responded that construction for the Signals Contract 36 will begin in September 2022, and SFMTA has said they typically do not dictate where contractors start, but a good estimate would be late 2022 or early 2023 with signal activation at the end of the contract in 2023.

Commissioner Melgar asked if there was a way to get a more specific timeline.

Ms. Lyons responded that she would follow up with the SFMTA and provide an update on the timeline once the construction contract begins.

During public comment, Majeid Crawford from New Community Leadership Foundation said he was grateful for the signals proposed in the Fillmore, specifically Golden Gate and Turk where it is a one-way street until it gets to Divisadero and becomes a two-way street that naturally slows down traffic. He also mentioned that Golden Gate west of Divisadero has a slow streets



program and it is sad to have highways running through a historically black neighborhood with a high population of seniors and youth. He said that this is transportation policy from the past, but that it feels like improvements are made after people of color leave an area, so he is glad to see these improvements made now. He thanked Commissioner Preston and also expressed support for making these improvements first, to provide benefits now.

Commissioner Preston moved to approve the item, seconded by Commissioner Chan.

The item was approved without objection by the following vote:

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

Absent: (0)

10. Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - ACTION

Kaley Lyons, Senior Transportation Planner, presented the item.

Vice Chair Peskin commented on the Safe Routes to School (SRTS) program, indicating he had recently coordinated with previous Supervisor Katy Tang to discuss the SRTS transition from the San Francisco Department of Public Health (DPH) to the SFMTA. He said the program was not equitably assessing the needs of the school communities or implementing meaningful safety programs and capital improvements. He asked what has changed since the program transitioned from DPH to SFMTA. He asked for more details on the proposal to split some of the funding with the San Francisco Department of Environment (SFE) for curriculum development and another team for community engagement. He asked how much of the funding has been set aside for activities such as curriculum development in comparison to funding set aside for community engagement groups that are already out in the community providing the outreach the community has requested. Vice Chair Peskin also read an email from Rosa Chen, District 3 CAC candidate, regarding SRTS indicating agreement that the curriculum created is basic knowledge and does not address specific issues in specific communities and reiterated that parents want safe passage to schools.

Ana Vasudeo, SFMTA, responded that the SFMTA has kept the same community engagement structure as DPH and that not all schools are getting the same in terms of engagement, but she would like to streamline engagement with the Quick-Strike funding. She said that SFE has a multilingual team that can do culturally competent outreach. She indicated that funding was a challenge, with a small amount expected to do a lot, serving all schools. She said that the program has identified 33 schools for deeper engagement based on a high percentage of students eligible for free



and reduced-price meals, presence on the High Injury Network, and specific mode shift goals. She said there are schools in Chinatown, the Bayview, and the Tenderloin, among others that are part of these equity schools and it is difficult to choose one school over the other to implement strategies such as the corner captain program requested at Redding Elementary. She said the partnership with SFE is important, especially with curriculum development, as serving all schools with broad engagement doesn't get to mode shift and safety. She said the pandemic had allowed the program to go into the classroom more and that tangible resources for grades 3-5 and 6-8, as proposed in this request, would be important as students make decisions about walking to school on their own.

Vice Chair Peskin asked if the SFE team had Arabic language speakers.

Ms. Vasudeo said she would follow up to find out as SFE recently did a new round of hiring and the languages may differ. She also said she would work with the school district to have appropriate interpreters available.

Vice Chair Peskin asked if rather than using the sister agency of SFE, it would be possible to use the funds to engage parents or community ambassadors instead.

Ms. Vasudeo responded that it is possible, and the SFMTA is going through a public Request for Proposals process, so they do not yet know who will be leading the work. She said that an issue with the parent model is that the more active parent communities tend to be at higher resource schools, not low-income schools, but she can work to incorporate more of the parent model.

Vice Chair Peskin said there was a strong community at Redding Elementary. He expressed concern about a one size fits all approach citywide and said that he understands the COVID-19 pandemic has changed the landscape in working with school communities, but the SFMTA has said they are working with distance learning hubs and the constituents he has communicated with are not aware of engagement from SRTS. He said he has regular meetings with school communities and had organized meetings with SRTS staff previously and the community wants Safe Passage, but was told nothing could be done to help them and he would like to address this.

Vice Chair Peskin expressed appreciation for Sophia Tupuola's earlier comments on equitable access to schools and learning hubs and offered a proposal for the forthcoming Prop K allocation request for SRTS administration funding to cover the rest of the year until Quick-Strike funds become available coming. He said he would like a more robust equity plan for engagement and programming and that he would need to see that plan before supporting additional funding for this program via Prop K. He said his office would like to work with staff over the next month to hone the equity plan.



Ms. Vasudeo responded that she would follow up with staff working on the Prop K SRTS request and will integrate the equity plan into the Prop K request. She noted that the Quick-Strike funding request is for a districtwide model with 33 priority schools.

Tilly Chang, Executive Director, said staff would following up on the request and would work at the direction of the Vice Chair regarding the equity plan for the Prop K SRTS allocation request.

Commissioner Melgar expressed support for Vice Chair Peskin's line of questioning and support for parents in underserved communities. She said that she is working with Commissioners Chan and Ronen on the SF Rise initiative, an expansion of a community school model to work with students and their families on health and academic related issues and said this would be a good place to move this work. She said she agreed that schools with strong PTAs and relatively higher incomes may have more leadership, but it's in the schools that don't have those resources where leadership should be developed and said she would like to work with Vice Chair Peskin on this.

Commissioner Chan expressed support for Commissioner Melgar and Vice Chair Peskin's comments and added that at times it is about the infrastructure to get students to school safely rather than education programs. She said she would like more investment in infrastructure to make routes safer for pedestrians and bicyclists.

Commissioner Mar thanked Vice Chair Peskin for raising these important questions and expressed the importance of reaching all schools, including the most disadvantaged, and finding the most appropriate ways to educate and engage students and families. He also said that last year he requested a school mobility study to analyze how families get to school citywide, especially those who go to schools in different neighborhoods from where they live and families taking students to numerous school sites. He said he is working with the Transportation Authority, SFMTA, and SFUSD on this broader school transportation study, funded by a state planning grant, to help get students to school without getting in cars.

During public comment, Christopher White, Program Director at San Francisco Bicycle Coalition, expressed strong support for the SRTS proposal. He said this past year had been challenging for schools and for the program, but they worked to be nimble as schools had a reduced capacity to engage. He said SFBC shifted to distance learning methods, including online modules and downloadable guides. He also agreed with the previous comments about equitable access and emphasizing in-language instruction and said there is a high demand for it. He said SFBC held a biking with children workshop that had over 450 registrants across four workshops, including in-language. He said this will become more important as schools shift back to in-person learning as there is a risk of parents who used to take transit or carpool



choosing to shift to single occupancy vehicles instead. He also said there is an opportunity to use slow streets as an avenue to get to school rather than considering them barriers to getting around.

Vernon Haney, Family and Schools Coordinator at Walk San Francisco (WalkSF) commented that 46% of youth are within walking distance to school, but only 26% are walking. He said the SRTS program has the goal to change this and WalkSF has been involved in the SRTS partnership since 2014. He asked the Board to support the request for funding to continue the program in 103 schools. He said that everyone should be safe on streets, no matter their age or ability. He said that WalkSF leads Walking School Buses and safe walking efforts in elementary schools and that through the COVID-19 pandemic, they have been providing webinars, working with teachers, PTAs, parents, students, and caregivers to foster youth to engage about walking to school safely, which also combats truancy and helps children learn and grow. He said the city is stronger when families can walk to school and through this funding, the SRTS partnership can continue this work and he urged the Board to vote yes to continue funding for the program.

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

The item was approved without objection by the following vote:

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

Absent: (0)

11. Amend the Downtown Rail Extension - Phasing and Partial 15% Design Project Scope, Schedule, and Budget and Release \$6,210,000 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for Accelerated Project Development. - ACTION

Jesse Koehler, Rail Program Manager, presented the item.

Chair Mandelman noted that additional funding would be required to complete project development for the Downtown Rail Extension (DTX). He inquired about the approach to secure further resources to continue to advance the project.

Tilly Chang, Executive Director, said that the release of funds would enable the delivery of the DTX work program for the current calendar year. She confirmed Chair Mandelman's remarks regarding the need for additional funds following the conclusion of the DTX Phasing Study later in 2021. She added that the project partners are currently working together to develop a funding plan for the upcoming phases of project development, with consideration for multiple sources of funding.

During public comment, Roland Lebrun noted that he had submitted



information to the Transportation Authority in January regarding DTX. Mr. Lebrun added that as of that morning he had received a memorandum in response to his January correspondence from the Transbay Joint Powers Authority (TJPA). Mr. Lebrun indicated that this did not allow time for him to prepare a written response. Mr. Lebrun expressed disagreement with respect to the TJPA memorandum's findings regarding future rail connectivity from DTX to the East Bay. He suggested that the item before the Board be deferred. Mr. Lebrun added that he planned to recommend that responsibility for DTX be transferred to Muni.

Derrick Holt, Chair of the TJPA Citizens Advisory Committee, spoke about the importance of DTX in improving regional transportation and encouraged the Board to approve the release of funds for accelerated development of the project.

Commissioner Haney moved to approve the item, seconded by Commissioner Walton.

The motion was approved without objection by the following vote:

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

Absent: (0)

12. Update on Bicycle and Pedestrian Safety Improvements at Lake Merced - INFORMATION

Thalia Leng, Senior Transportation Planner at SFMTA, presented the item.

Commissioner Melgar thanked Ms. Leng for the presentation and invited her colleagues to Lake Merced. She said a park bond was used to update the paths around the lake and that the Boat House was recently refurbished. She explained that the area around the lake would experience a significant population increase over the next few years. Adding to this, Commissioner Melgar said Park Merced was undergoing redevelopment that would add thousands of new units and residents, that San Francisco State University had an institutional master plan and began construction to expand housing and classrooms, and that Stonestown Mall proposed adding thousands of housing units. She said the studies were timely, given the collision history around the lake. She said she was grateful to former President Yee for his foresight, and thanked Director Chang for meeting to discuss advancing the proposals. She said Neighborhood Transportation Improvement Program (NTIP) funds were available and requested that they go towards Lake Merced quick build projects. She emphasized that having timely improvements was essential to guarantee that pedestrians and bicyclists could travel safely.

During public comment Kristen Leckie with SFBC thanked Commissioner Melgar for the hearing and for the upcoming quick build projects. She also thanked Ms. Leng. She said she worked with SFMTA, San Francisco Recreation



and Park Department, and former President Yee for the past few year on Lake Merced projects and pedestrian and bicyclist safety needed to be prioritized, Ms. Leckie said there were too many collisions and deaths at the lake and thanked SFMTA on the pedestrian and bicycle studies. She encouraged the Board to prioritize spot improvements and quick build projects from the studies. She said she looked forward to helping advance critical safety improvements.

Other Items

13. Introduction of New Items - INFORMATION

There were no new items introduced.

14. Public Comment

During public comment, Roland Lebrun suggested that the Transportation Authority follow the same practices as other agencies in the Bay Area by posting written public comments and responses as a part of the packet.

A caller shared his concerns with bicycle and pedestrian safety stating that education is a big part of the process. He said that he wishes everyone would observe the traffic signals and encouraged police to get more involved. With respect to Better Market Street, he thanked Commissioner Haney for asking for more clarification from the project team, but expressed his concerns with signage already being posted, adding that the taxi bans are not being enforced.

15. Adjournment

The meeting was adjourned at 12:18 p.m.



RESOLUTION APPOINTING ROSA CHEN AND SOPHIA TUPUOLA TO THE CITIZENS
ADVISORY COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION
AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Citizens Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two vacancies on the CAC; and

WHEREAS, At its March 9, 2021 meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing Rosa Chen and Sophia Tupuola to serve on the CAC for a period of two years, with final approval to be considered at the March 23, 2021 Board meeting; now therefore, be it

RESOLVED, That the Board hereby appoints Rosa Chen and Sophia Tupuola to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

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



Memorandum

AGENDA ITEM 5

DATE: February 25, 2020
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 03/09/2021 Board Meeting: Appointment of Up to Two Members to the Citizens Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are two open seats on the CAC requiring Board action. The vacancies are a result of the term expiration at the end of March for Sophia Tupuola (District 10 representative) who is seeking reappointment, and a vacancy (District 3 representative) resulting from a former CAC member moving out of San Francisco, making them no longer eligible to serve. There are currently 28 applicants to consider for the open seats (Attachment 2).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input checked="" type="checkbox"/> Other: CAC Appointment
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BACKGROUND

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.

DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:



“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, senior citizens, the disabled, environmentalists, and the neighborhoods; and reflect broad transportation interests.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority’s website, Commissioners’ offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate’s name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2020/21 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Attachment 3 - CAC Applications

CITIZENS ADVISORY COMMITTEE MEMBERS ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 21
Danielle Thoe	F	C	6	Tenderloin	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 19	Oct 21
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Stephanie Liu	F	A	5	Western Addition	Environment, Neighborhood, Public Policy	Dec 19	Dec 21
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 22
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 22
Nancy Buffum	F	C	4	Sunset	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Sept 20	Sept 22
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 20	Oct 22
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Oct 20	Oct 22
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 22

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | NP - Not Provided (Voluntary Information)

CITIZENS ADVISORY COMMITTEE APPLICANTS ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
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1	Philip Bailey*	M	C	5	Cole Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
2	Rosa Chen*	F	NP	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
3	Sam Fielding*	M	NP	11	Merced Heights	Business, Environment, Neighborhood, Public Policy, Senior Citizen
4	Harold Flowers*	NP	NP	9	Sunset District	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
5	Jane Ginsburg*	F	C	5	Lower Haight/Duboce Park	Environment, Neighborhood, Public Policy, Senior Citizen
6	Jack Harman*	NP	NP	6	Rincon Hill	Environment, Neighborhood, Public Policy
7	Calvin Ho*	M	A	4	Outer Sunset/Parkside	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
8	Amanda Jimenez*	F	H/L	4	Outer Sunset	Disabled, Environment, Neighborhood, Public Policy
9	David Klein	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens
10	Robin Kutner*	F	NP	8	Buena Vista	Environment, Neighborhood
11	Matthew Laroché*	M	C	4	Outer Sunset	NP
12	Trey Matkin*	M	C	5	Hayes Valley	Business, Disabled, Environment, Labor, Neighborhood, Public Policy
13	Kary McElroy*	F	C	5	Alamo Square	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen
14	Marlo McGriff*	M	AA	8	Mission/Dolores	Environment, Labor, Neighborhood, Public Policy, Senior Citizen
15	Tyler Morris*	M	C	9	Bernal Heights	Business, Disabled, Environment, Neighborhood, Public Policy
16	Edward Parillon*	M	AA	8	Mission	Business, Environment, Labor, Neighborhood, Public Policy
17	John Powell*	M	H/L	1	Outer Richmond	Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

*Applicant has not appeared before the Board
Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | NP - Not Provided (Voluntary Information)

Attachment 2 (Updated 03.02.21)

Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
18 Sarah Rogers*	F	C	9	Bernal Heights	Environment, Neighborhood, Public Policy
19 Adrienne Steichen*	F	C	5	Lower Haight	Environment, Neighborhood, Public Policy
20 Emily Sun*	F	NP	5	Hayes Valley	Environment, Neighborhood, Public Policy
21 Eric Tucker*	M	C	10	Visitacion Valley	Business, Environment, Neighborhood, Public Policy
22 Sophia Tupuola	F	NH	10	Bayview/Hunter's Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
23 Tony Wessling*	M	C	3	North Beach/Russian Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen
24 Peter Wilson*	M	C	5	Alamo Square	Environment, Labor, Neighborhood
25 Brian Wong*	NP	NP	5	Divisadero/NOPA	Business, Environment, Neighborhood, Public Policy
26 Stephen Woods*	M	C	4	Sunset	Environment, Labor, Neighborhood, Public Policy
27 David Young*	NP	NP	6	SOMA	Business, Environment, Neighborhood, Public Policy
28 Bozhao Yu	M	A	1	Lone Mountain	Business, Environment, Neighborhood, Public Policy

Attachment 3
Citizens Advisory Committee
APPLICANTS for Districts 3 and 10
Updated 03.02.21

*Applicant has not appeared before the Board.

No.	Name	District	Neighborhood	Affiliation/Interest	Page
1	Rosa Chen*	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	2
2	Tony Wessling*	3	North Beach/Russian Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	4
3	Eric Tucker*	10	Visitation Valley	Business, Environment, Labor, Neighborhood, Public Policy	6
4	Sophia Tupuola	10	Bayview - Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	8



Home Address Confidential	X
Home Phone Confidential	X
Home Email Confidential	X

San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

Rosa	Chen	Female	n/a
<small>FIRST NAME</small>	<small>LAST NAME</small>	<small>GENDER (OPTIONAL)</small>	<small>ETHNICITY (OPTIONAL)</small>
3	Chinatown	REDACTED	REDACTED
<small>HOME SUPERVISORIAL DISTRICT</small>	<small>NEIGHBORHOOD OF RESIDENCE</small>	<small>HOME PHONE</small>	<small>HOME EMAIL</small>
REDACTED	San Francisco	California	94133
<small>STREET ADDRESS OF HOME</small>	<small>CITY</small>	<small>STATE</small>	<small>ZIP</small>
3			
<small>WORK SUPERVISORIAL DISTRICT</small>	<small>NEIGHBORHOOD OF WORKPLACE</small>	<small>WORK PHONE</small>	<small>WORK EMAIL</small>
<small>STREET ADDRESS OF WORKPLACE</small>	<small>CITY</small>	<small>STATE</small>	<small>ZIP</small>

Statement of qualifications:

I have lived in Chinatown for all 26 years of my life and has been an avid public transportation rider. I have numerous years of experience working with low income neighborhoods on transit issues. Since high school, I have advocated and worked on many transportation issues such as Free Muni for Youth, Free Muni for Seniors and People with disability and pedestrian safety.

I am currently a community organizer at Chinatown Community Development Center and work together with Chinatown Transportation Research Improvement Project (TRIP) on all transportation issues that affect Chinatown. I have been working with TRIP on transportation advocacy in D3 for over 6 years and have worked with SFCTA staff on many issues that affect Chinatown such as congestion pricing as well as the Portsmouth Square NTIP plan.

Statement of objectives:

My goal and objective if appointed is ensuring that low-income community voices are being heard and that adequate outreach has been done before moving forward on plans. On top of that, I want to advocate for my community for transit issues as many folks in D3 are public transit dependent.

Please select all categories of affiliation or interest that apply to you:

X	Business
X	Disabled
X	Environment
	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Rosa Chen
NAME OF APPLICANT

2/25/2021
DATE



Home Address Confidential	X
Home Phone Confidential	X
Home Email Confidential	X

San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

Tony	Wessling	Male	Caucasian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
3	North Beach/Russian Hill	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94133
STREET ADDRESS OF HOME	CITY	STATE	ZIP
6	SoMa	REDACTED	REDACTED
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
REDACTED	San Francisco	CA	94107
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am a Member of the Board, and the current chair of the North Beach Neighbors Complete Streets Committee, where we have successfully advocated for improved infrastructure and facilities for pedestrians, bicyclists, transit riders, and those people for whom being a motorist is their only option. In that role I've worked with my fellow residents, the SFMTA, and our Supervisor's office to bring about wider sidewalks and bulbouts, add bike lanes and BikeShare stations, improve parking garage wayfinding signage, and interfaced with the Captains of SFPD Central Station over the years to enact traffic-calming tactics, e.g. radar speed signs by our parks and the library.

I am also a Member of the Board of SFNextStop.org, a multidisciplinary transit advocacy group that is helping facilitate the extension of the Central Subway into North Beach, Fisherman's Wharf, and beyond.

I am a longtime member of the SF Bicycle Coalition, and have conducted "Bike, Walk & Roll to School" Days for my children's nearby public elementary schools. I am also a past member of SPUR.

In my day job I am a marketing communications professional for Chromium.Group (formerly The Wessling Group), and in that capacity have worked with many City departments and Agencies including the SF Department of the Environment, MOEWD, SFDPW, SFPUC, and the Port of San Francisco. My firm has also done marketing communications work on behalf of transportation-oriented non-profits such as Livable City and the California Bicycle Coalition.

Statement of objectives:

I want to work with my fellow Advisory Board Members to make San Francisco a national model for "urban livability," which includes walkability and accessibility; fast, efficient, and equitable public transportation; continued advancement of bicycling; and smart policies that inform and incentivize would-be motorists to leave their cars at the City gates and enjoy our peaceful, vibrant neighborhoods with their eclectic, local businesses "by transit, foot, and bicycle instead."

Please select all categories of affiliation or interest that apply to you:

X	Business
X	Disabled
X	Environment
X	Labor
X	Neighborhood
X	Public Policy
X	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs): Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Tony Wessling

2/25/2021

NAME OF APPLICANT

DATE



San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

Eric	Tucker	Male	Caucasian
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
10	Visitation Valley	REDACTED	etucker415@gmail.com
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94134
STREET ADDRESS OF HOME	CITY	STATE	ZIP
		REDACTED	epicentersound@yahoo.com
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
1360 Sir Francis Drake Blvd		CA	94960
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

I am passionate about improving transit and biking access in San Francisco to reduce car use, I hold a masters in urban planning from San Jose State University. Resume as follows:

EDUCATION

San José State University

- Master in Urban and Regional Planning (MUP), awarded May 2016
- Advanced certificate in Transportation and Land Use Planning

Sonoma State University

- B.A. in Environmental Studies and Planning, awarded May 2013
- Concentration in City Planning
- Awarded Environmental Studies and Planning Graduate with Distinction and Sonoma State University Cum Laude Honors College of Marin
- A.A. in Natural Sciences, awarded May 2011

EMPLOYMENT

Arup, San Francisco, CA September 2016-July 2017

Assistant Transportation Planner

Project support for BART station area planning, Researching station upgrades to encourage non-car access. Seminar planning support, document preparation in in-design, day of event set-up and facilitation

City of Oakland, Transportation Planning and Funding Division, Oakland, CA August 2015-Present

Bicycle Facility Planning Trainee

Planning and producing GIS mapping, setting up database management for the City of Oakland bicycle lane, wayfinding, and parking supply network

TransitScreen, San Francisco, CA June 2015-November 2015

Data Analyst

Analyzing data, mapping transportation and urban datasets while utilizing CartoDB web-mapping interface and ESRI ArcGIS

Statement of objectives:

Two years ago I moved from Hayes Valley to Visitation Valley. This move outside of the core of the city exposed me to the issues facing Muni service and barriers to biking. I frequently ride the Muni 8,9, and 9R into downtown. Service gaps, overcrowding, and buses stuck behind traffic make the trip lengthy and unreliable. Implementing plans and funding for rail, bus, and biking connections in D10 to improve access to downtown would be my main objective if appointed.

Please select all categories of affiliation or interest that apply to you:

<input checked="" type="checkbox"/>	Business
<input type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environment

	Labor
X	Neighborhood
X	Public Policy
	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Eric Tucker
NAME OF APPLICANT

2/27/2019
DATE



San Francisco County Transportation Authority Application for Membership on the Citizens Advisory Committee

Sophia	Tupuola	Female	Native Hawaiian or Other Pacific Islander
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
10	Bayview - Hunters Point	REDACTED	REDACTED
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
REDACTED	San Francisco	CA	94124
STREET ADDRESS OF HOME	CITY	STATE	ZIP
10	Bayview - Hunters Point	REDACTED	REDACTED
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
	San Francisco	CA	
STREET ADDRESS OF WORKPLACE	CITY	STATE	ZIP

Statement of qualifications:

This space that I stand in today is nothing short of a gracious happenstance and a communal act of Resilience. I am the product of a collective whisper, a silent but prevailing injustice, one that followed us along the graffiti stained walls, words and colors echoing our deepest desires to be a part of society, lingering among us as waste, that became captured in every open and recreational space, paving the sidewalks and filling our sandboxes - we are the forgotten, the marginalized, the less valuable of our population. And because of our "otherness" I am.

I am a first generation American Samoan, born and raised in San Francisco and a lifelong Bayview Resident. I've navigated the toxic repercussions of our spatial sequestration from the rest of the moving world and encumbered the tragic realities of premature death, food, employment and housing insecurity.

In Summer of 2016, partnering with then D10 Supervisor, Malia Cohen and then President of the Board, D5 Supervisor London Breed, we mobilized our summer group of Resilient Youth in our RYLA program to lobby other supervisors in support of charter amendments that would put the Department of Police Accountability on the November ballot that later went on to pass tremendously.

Our longstanding partnership with CA Senator, Scott Wiener and CA Assemblyman, David Chiu, I've had the privilege of working on campaigns that educated and implored vulnerable populations to participate civically in the general elections but also in the less notable ADEM races, registering over 2,000 voters in 2018 for the special election that June.

I am capaciously seasoned in the art of bridging communities and integrating the overlap of underprivileged populations by finding the commonalities and delicately constructing the moving narrative to bear an umbrella, capturing all, for coalition and upward social mobilization.

Skills

- Creative, positive, passionate and hardworking
- Possess excellent written, verbal and communication skills
- Strength in analyzing, researching, organizing and problem solving

Professional Experience

San Francisco County Transportation Authority - Citizens Advisory Committee

District 10 Committee Member San Francisco, CA 03/2019 - Present

UCSF Preterm Birth Initiative

Community Advisory Board Member Bay Area, CA 10/2020 - 2022

Expecting Justice / Abundant Birth Project

Steering Committee San Francisco, CA 07/2020 - Present

India Basin Shoreline Equity Development Planning, Leadership Committee

Committee Member San Francisco, CA 10/2019 - Present

A. Philip Randolph Institute San Francisco

Youth / Outreach Consultant San Francisco, CA (6/2015 - Present)

- Curate Census outreach material with District 10 youth garnering participation from communities of color
- Lobbied alongside local officials for the implementation of the Dept of Police Accountability
- Cultivated campaigns of awareness to combat the effects of climate change on vulnerable populations.
- Mobilized residents of Bayview to steer policy for the advancement of disenfranchised and dispossessed populations in San Francisco
- Aided in the organizational efforts towards Getting Out the Vote, registering 2k new voters in marginalized populations in San Francisco
- Maintain working relationships with aids of City and State Elected Officials, City Agencies, Community Service Providers, SFUSD faculty, Small Business Owners and Bayview Residents to improve coalition in community
- Mentor and aid youth in professional and personal development
- Develop and Co-facilitate curriculum for an 8 week paid summer internship program for youth, RYLA

Hanson Bridgett, LLP, San Francisco

Marketing Assistant San Francisco, CA (1/2010 - 6/2015)

- Created and maintained practice and industry specific mailing lists
- Managed and sent mailings in Campaign Monitor.
- Generated reports for users to view/modify mailing lists and to track click through and unsubscribe rates
- Trained new employees, including importing contacts and account management.
- Assisted support staff and attorneys with questions or issues regarding InterAction.

Statement of objectives:

As we expect two thirds of the world's population to live in cities by 2050, it is our ethical obligation to develop an apparatus that captures the gravity of ecological sustainability and cultural competency in every phase of urban development. My objectives for this seat would be to mobilize my existing partnerships in the D10 precincts, providing valuable insight from community and bridging the gap between SFTA and D10 seniors, youth and residents. My hopes are to stand in a space that would bring value to the people who live at the margins of society yet utilize their shared space together to be innovative, creative, artistic, resourceful, ingeniously clever and inventive, qualities that enhance the shared and prevalent culture of American life.

Please select all categories of affiliation or interest that apply to you:

<input checked="" type="checkbox"/>	Business
<input checked="" type="checkbox"/>	Disabled
<input checked="" type="checkbox"/>	Environment
<input checked="" type="checkbox"/>	Labor
<input checked="" type="checkbox"/>	Neighborhood
<input checked="" type="checkbox"/>	Public Policy
<input checked="" type="checkbox"/>	Senior Citizen

Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

Sophia Tupuola

02/25/2021

NAME OF APPLICANT

DATE



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL (AB) 117 (HORVATH) AND AB 1499 (DALY) AND AN OPPOSE POSITION ON AB 5 (FONG)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on AB 117 (Horvath) and AB 1499 (Daly) and a new oppose position on AB 5 (Fong), as shown in Attachment 1; and

WHEREAS, At its March 9, 2021 meeting, the Board reviewed and discussed AB 5 (Fong), AB 117 (Horvath) and AB 1499 (Daly); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 117 (Horvath) and AB 1499 (Daly) and a new oppose position on AB 5 (Fong); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - March 2021

Attachment 1.
San Francisco County Transportation Authority

State Legislation - March 2021

(Updated March 1, 2021)

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

Staff is recommending new support positions on Assembly Bill (AB) 117 (Horvath) and AB 1499 (Daly), a new oppose position on AB 5 (Fong), and new watch positions on AB 43 (Friedman), AB 122 (Horvath), AB 455 (Bonta), AB 773 (Nazarian), Assembly Constitutional Amendment 1 (Aguiar-Curry, Gonzalez, Chiu), Senate Bill (SB) 66 (Allen), and SB 339 (Wiener), as show in **Table 1**.

Table 1. New Recommended Positions

Recommended Positions	Bill # Author	Title and Update
Oppose	AB 5 Fong R	<p>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</p> <p>This bill would suspend the appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California High Speed Rail Authority (CHSRA) for Fiscal Years (FYs) 2021/22 and 2022/23 and would make them available to support K-12 education. It would also transfer \$2.4 billion in unencumbered moneys appropriated to CHSRA before FY 2020/21 as a loan for these purposes.</p> <p>This bill would essentially kill the High-Speed Rail project by redirecting the bulk of state funds for other uses.</p>
Watch	AB 43 Friedman D	<p>Traffic Safety.</p> <p>This bill would require Caltrans, beginning June 1, 2022, to convene a committee of external design experts every six months to advise on revisions to the Highway Design Manual. It would require the California Traffic Safety Program to include a traffic safety monitoring program that identifies and addresses locations with pedestrian- and bicyclist-related crashes, upon appropriation of state funds for this purpose. It would also extend the period of time a prima facie speed limit may be justified by an engineering and traffic survey if a registered engineer evaluates the section of the highway and finds that there has been an increase in traffic-related crashes.</p> <p>One of the findings from last year's Zero Traffic Fatalities Task Force was that additional flexibility was needed in the state's approach to setting speed limits at the local level. This is also one of the city's Vision Zero strategies. We are generally supportive of this direction but are not recommending a position at this time to allow further development of the bill's language.</p>

Attachment 1.
San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	AB 117 Horvath D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>This bill would, by July 1, 2022, require California Air Resources Board (CARB) to establish a \$10 million Electric Bicycle Rebate Pilot Project to provide rebates for purchases of electric bicycles. The program would expire on January 1, 2029. It would be funded by making electric vehicle bicycle rebates an eligible use under the cap and trade-funded Air Quality Improvement Program and appropriating funds for this purpose. We intend to reach out to the author to encourage her to consider including language in the bill to set higher incentives for low income persons.</p>
Watch	AB 122 Horvath D	<p>Vehicles: required stops: bicycles.</p> <p>Existing law requires the driver of any vehicle, including a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to stop before entering the intersection. This bill would instead require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have stopped at the entrance of the intersection or have entered the intersection.</p> <p>In effect, this bill would allow bicyclists to treat stop signs as yield signs. Since 2018, when a similar bill was proposed but ultimately didn't move forward, several other states have adopted this policy. A study in Delaware showed a 23% decrease in bike crashes at stop sign-controlled intersections after the law passed.</p>

**Attachment 1.
San Francisco County Transportation Authority**

Recommended Positions	Bill # Author	Title and Update
Watch	AB 455 Bonta D	<p>Bay Bridge Fast Forward Program.</p> <p>This bill would require the Bay Area Toll Authority, in consultation with the California Transportation Commission (CTC), Caltrans, and certain transit entities, to identify, plan, and deliver a comprehensive set of operational, transit, and infrastructure investments for the San Francisco-Oakland Bay Bridge corridor, which would be known collectively as the Bay Bridge Fast Forward Program. It would require BATA, before January 1, 2023, to prepare and submit to the Legislature a comprehensive plan to improve bus and very high occupancy vehicle speed and travel time reliability along the Bay Bridge corridor in a manner that maximizes the number of people that can cross the bridge during congested periods. If a specified travel speed reliability performance target has not been met for a consecutive 6-month period, BATA could, on or after January 1, 2025, initiate a pilot program that designates a lane on the Bay Bridge exclusively for use by buses and very high occupancy vehicles during congested periods.</p> <p>Assemblymember Bonta introduced a similar bill last year, and the Transportation Authority adopted a "conditional support with amendments." We will review the proposed language with San Francisco Municipal Transportation Agency (SFMTA) and BATA staff and may return with a recommendation for a position on the bill at a future meeting.</p>
Watch	AB 773 Nazarian D	<p>Street closures and designations.</p> <p>Under existing law, local authorities can implement permanent or temporary highway or street closures if certain criteria are met. This bill would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.</p> <p>SFMTA is implementing its Slow Streets program during the pandemic under the city's emergency order and is currently reviewing the language in detail.</p>

Attachment 1.
San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support	AB 1499 Daly D	<p>Transportation: design-build: highways.</p> <p>Current law authorizes certain regional transportation agencies, joint exercise of powers authorities, and county transportation authorities (including the Transportation Authority) to utilize design-build procurement for projects on or adjacent to the state highway system. This bill would delete the January 1, 2024 repeal date for these provisions, thus extending them indefinitely.</p> <p>Design-build procurement is an example of a flexible project delivery strategy that can result in time and cost savings. The Transportation Authority's adopted 2021 legislative program supports the expansion of these strategies.</p>
Watch	ACA 1 Aguiar-Curry D Gonzalez D Chiu D	<p>Local government financing: affordable housing and public infrastructure: voter approval.</p> <p>The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters. The provision also includes specified accountability requirements.</p> <p>Public infrastructure eligible for use under this amendment includes transit, streets and roads, and sea level rise protections.</p>

Attachment 1.
San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	SB 66 Allen D	<p>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</p> <p>This bill would require the secretary to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state’s efforts to increase road safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of at least 22 additional members, selected by the chair or designated, as specified, who represent, among others, transportation workers, various state and local agencies, industry representatives, and a disability rights organization. The bill would require the council to gather public comment on issues and concerns related to autonomous vehicles and to submit, no later than January 1, 2024, a report to the Legislature with, among other things, recommendations for statewide policy changes and updates. The bill would require the council to create subcommittees focused on one or more specific topics and to form one subcommittee led by the Office of Planning and Research focused on furthering the state’s environmental, public health, and energy objectives. The bill would require the subcommittee to also submit policy recommendations to the council and the Legislature by January 1, 2024.</p> <p>We are supportive in general of the state further investigating issues around autonomous vehicles, in particular engaging stakeholders beyond the California Public Utilities Commission. However, we would like to better understand the author’s intent and what specific types of policies the committee would be considering before recommending a position.</p>

**Attachment 1.
San Francisco County Transportation Authority**

Recommended Positions	Bill # Author	Title and Update
Watch	SB 339 Wiener D	<p>Vehicles: road usage charge pilot program.</p> <p>The state’s existing Road Usage Charge (RUC) Technical Advisory Committee is currently working to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax, which has been declining in revenues as fuel efficiency increases and as the state moves toward electric and other clean fuel alternatives. Its charge is to study RUC alternatives, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program.</p> <p>This bill would extend the operation of the provisions for the RUC Technical Advisory Committee until January 1, 2027 and require the California State Transportation Agency (CalSTA), in consultation with the CTC, to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program. The bill would require the RUC Technical Advisory Committee to make recommendations to CalSTA on the design of the pilot program, including the group of vehicles to participate on a voluntary basis. The bill would require CalSTA to convene a state agency work group to implement a net revenue neutral pilot program and to design a process for collecting road charge revenue from vehicles where participants in the program be charged a mileage-based fee and receive a credit or a refund for gasoline taxes or electric vehicle fees.</p> <p>We are supportive of continuing the state RUC work and will likely return with a position recommendation once amended language is posted, which we understand is currently under development.</p>

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RESOLUTION ALLOCATING \$945,258 IN PROP K SALES TAX FUNDS AND \$2,020,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received four requests for a total of \$945,258 in Prop K local transportation sales tax funds and \$2,020,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Guideways, Traffic Calming, Bicycle Circulation/Safety; and from the Street Repair and Reconstruction category of the Prop AA Expenditure Plan; and

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

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

WHEREAS, San Francisco Public Works' request for Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] project requires an amendment to the Traffic Calming 5YPP, as summarized in Attachment 2 and detailed in the enclosed allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$945,258 in Prop K local transportation sales tax funds and \$2,020,000 in Prop AA funds, with conditions, for four projects, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its February 24, 2019 meeting, the Citizens Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff



recommendation; and

RESOLVED, That the Transportation Authority hereby amends the Prop K Traffic Calming 5YPP, as detailed in the enclosed allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$945,258 in Prop K funds and \$2,020,000 in Prop AA funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

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



Attachments:

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

Enclosure:

1. Prop K/Prop AA Allocation Request Forms (4)

Attachment 1: Summary of Requests Received

Source	EP Line No./Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension ⁵	\$ 227,500		\$ 11,600,000	78%	84%	Design	6, 10
Prop K	38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTPP Capital]	\$ 676,000		\$ 676,000	39%	0%	Construction	5
Prop K	39	SFMTA	Bike to Work Day 2021	\$ 41,758		\$ 41,758	28%	0%	Construction	Citywide
Prop AA	Street	SFPW	Richmond Residential Streets Pavement Renovation		\$ 2,020,000	\$ 2,914,336	NA	31%	Construction	1
TOTAL						\$ 15,232,094	61%	70%		

Footnotes

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

² Acronyms: PCJPB (Caltrain); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.

⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

⁵ Prop K funds help to offset the City and County of San Francisco's local match contribution to Caltrain's capital budget. In order to comply with Prop K Expenditure Plan category eligibility and maintain consistency with available funds, PCJPB has allowed San Francisco's 1/3 share to be distributed unevenly across individual projects as long as the total contribution is \$6 million for FY 2020/21 for each of the three PCJPB entities. Overall, Prop K funds meet the Expenditure Plan leveraging expectations, but may not do so on an individual allocation request basis.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 227,500	\$ -	Replace the Guadalupe River Bridge in San Jose, California, which has reached the end of its useful life. Bridge replacement is necessary to avoid speed restrictions and weight limits both for Caltrain and freight operations.
38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	\$ 676,000	\$ -	Construction of pedestrian safety improvements at the intersections of Buchanan Street and Golden Gate Avenue and Buchanan Street and Turk Street. This project will enhance community connections to recreational spaces as recommended through the NTIP-funded District 5 Western Addition Community Based Transportation Plan. Improvements include sidewalk widening, new bulbouts with ADA curb ramps, and utility and drainage relocation. SFPW expects the project to be open for use by March 2022.
39	SFMTA	Bike to Work Day 2021	\$ 41,758	\$ -	Bike to Work Day (BTWD), also called "Bike to Wherever Day" out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. This year BTWD will be held on May 21, 2021. Prop K funds will cover the sponsorship costs for BTWD through a contract between SFMTA and the San Francisco Bicycle Coalition (SFBC). This request will fund event promotion and event-day services such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. If the COVID situation worsens, and energizer stations on May 21 are not deemed safe, SFBC will instead distribute promotional materials at the curbs of bike shops or cafes in each supervisorial district, as was done in September 2020.
Street	SFPW	Richmond Residential Streets Pavement Renovation	\$ -	\$ 2,020,000	Street resurfacing of 18 blocks of residential streets throughout the Richmond. The project scope includes demolition, pavement renovation of 18 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work within project limits. The average Pavement Condition Index score within the project limits is in the 50's. Streets with a PCI between 50 and 69 are considered "at-risk" and are quickly deteriorating and would require larger scale repair work if left untreated. Please see pages 35 and 42 of the enclosure for project location list and map. SFPW expects all locations to be open for use by September 2022.
TOTAL			\$945,258	\$2,020,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 227,500	\$ -	
38	SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]	\$ 676,000	\$ -	5-Year Prioritization Program (5YPP) Amendment: SFPW requests an amendment to the Traffic Calming 5YPP to program \$451,000 from the NTIP Placeholder and \$225,000 from the Advancing Equity Through Safer Streets Program placeholder to the subject project. SFMTA concurs with this proposed amendment.
39	SFMTA	Bike to Work Day 2021	\$ 41,758	\$ -	Special Condition: Funds are conditioned upon SFBC locating one or more energizer station(s) per district.
Street	SFPW	Richmond Residential Streets Pavement Renovation	\$ -	\$ 2,020,000	
TOTAL			\$ 945,258	\$ 2,020,000	

¹ See Attachment 1 for footnotes.

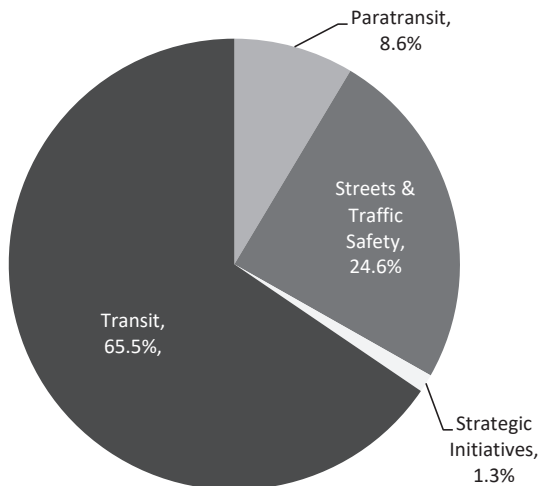
Attachment 4.
Prop K Allocation Summary - FY2020/21

PROP K SALES TAX

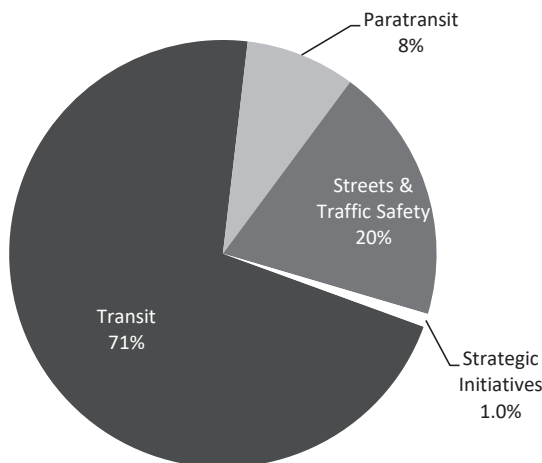
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 75,224,477	\$ 19,765,002	\$ 28,463,165	\$ 20,219,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 945,258	\$ 122,800	\$ 612,458	\$ 210,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 76,169,735	\$ 19,887,802	\$ 29,075,623	\$ 20,429,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

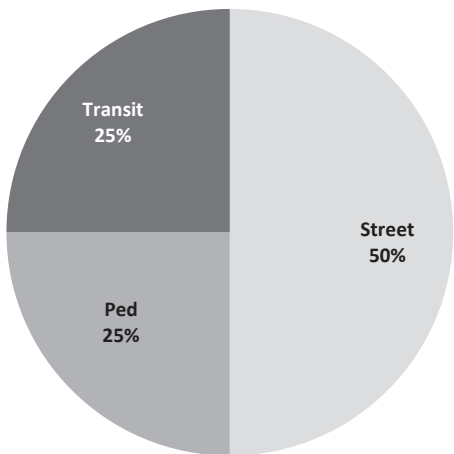


PROP AA VEHICLE REGISTRATION FEE

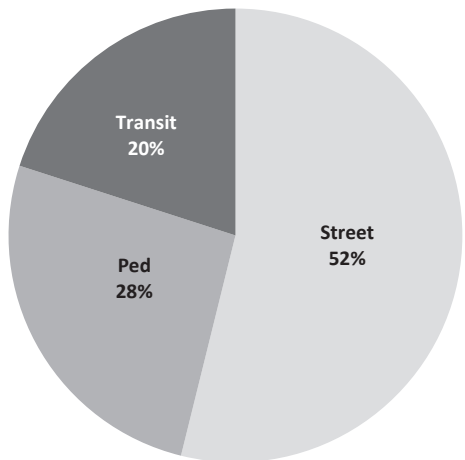
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 5,320,434	\$ 2,799,901	\$ 2,520,534	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,020,000	\$ -	\$ 1,212,000	\$ 808,000	\$ -	\$ -
New Total Allocations	\$ 7,340,434	\$ 2,799,901	\$ 3,732,534	\$ 808,000	\$ -	\$ -

recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 7

DATE: February 25, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 03/09/2021 Board Meeting: Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$227,500 in Prop K funds to Caltrain for:</p> <p>1. Guadalupe River Bridge Replacement and Extension</p> <p>Allocate \$676,000 in Prop K funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <p>2. Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]</p> <p>Allocate \$41,758 in Prop K funds to San Francisco Municipal Transportation Agency (SFMTA) for:</p> <p>3. Bike to Work Day 2021</p> <p>Allocate \$2,020,000 in Prop AA funds to SFPW for:</p> <p>4. Richmond Residential Streets Pavement Renovation</p> <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject allocation requests, including information on proposed leveraging (i.e. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate \$945,258 in Prop K funds and \$2,020,000 in Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the approved Prop K and Prop AA Fiscal Year 2020/21 allocations and appropriations to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the adopted Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The Citizens Advisory Committee (CAC) considered this item at its February 24, 2021 meeting and unanimously adopted a motion of support. Based on CAC input, we added a special condition requiring that there be at least one energizer station in each supervisorial district, strengthening a commitment that was referenced in the proposed scope of work.

SUPPLEMENTAL MATERIALS

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

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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) Stanyan 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

**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

#	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

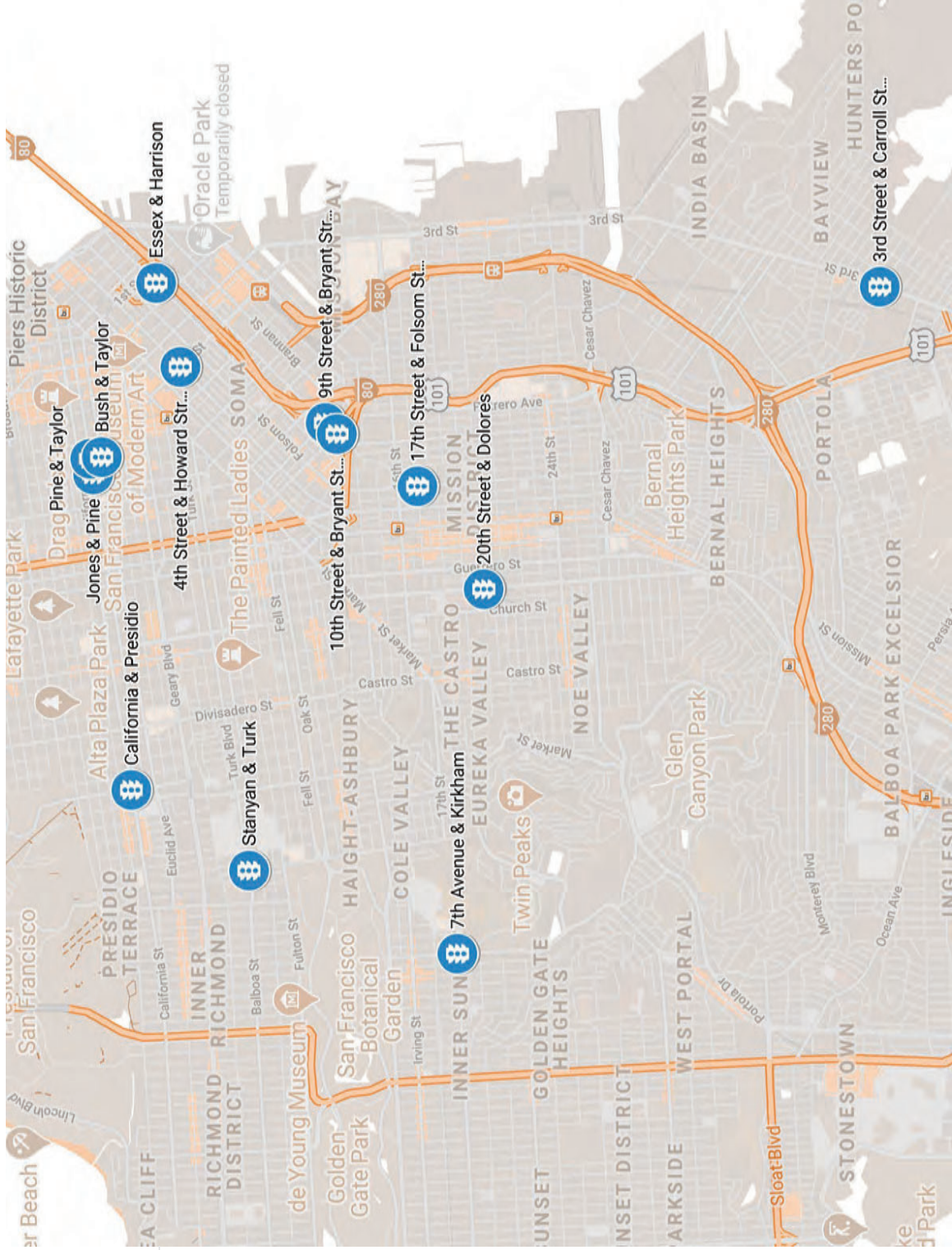


Table 1: Traffic Signal Upgrade Contract 36 Locations (As Designed)

#	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.
Supervisorial 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	
	% 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		

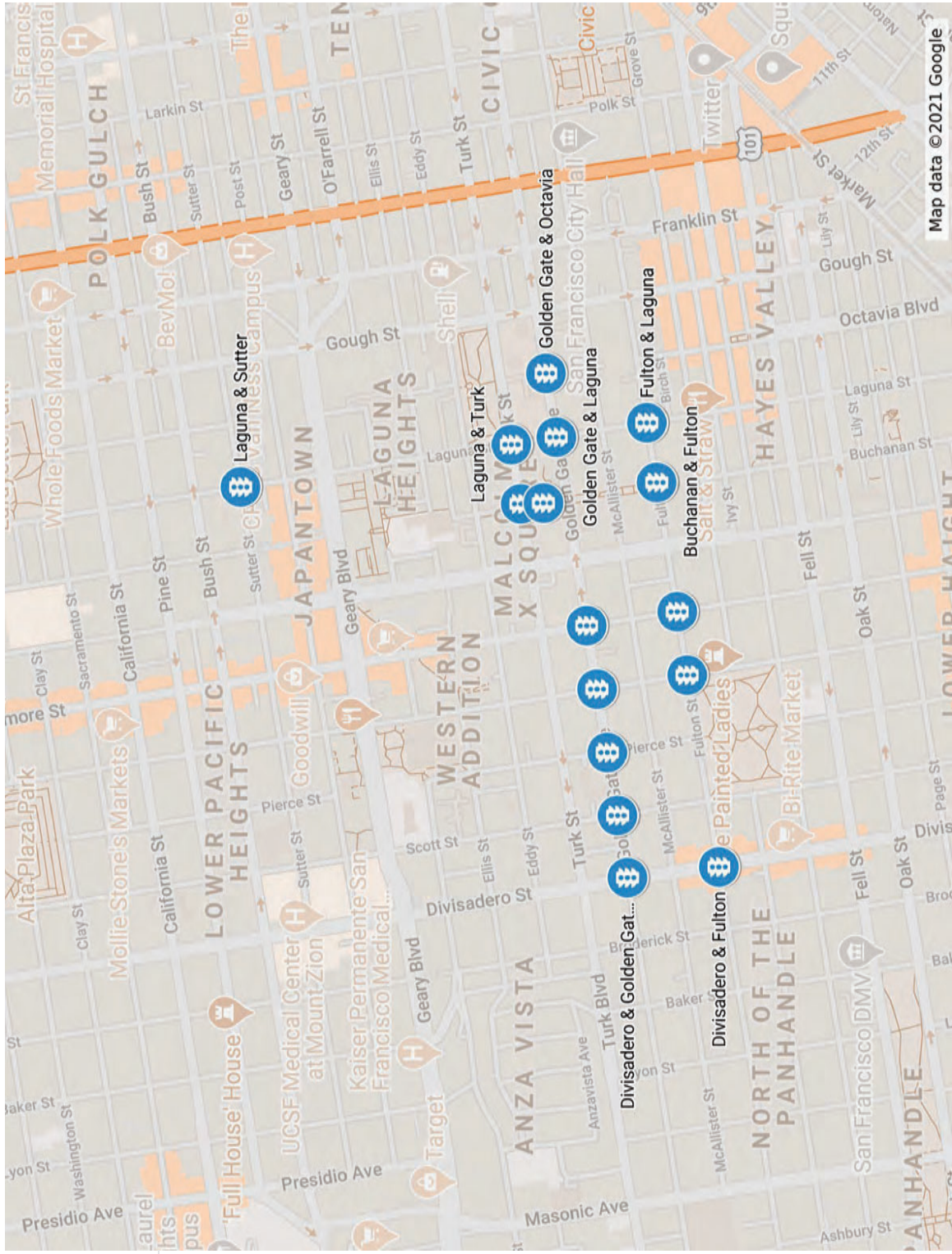
Western Addition Area Traffic Signal Upgrades

#	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



Map data © 2021 Google



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 Phase*	Status	Work	Start Date		End Date	
	% 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		\$50,000	Prior similar work
Environmental Studies (PA&ED)	\$0			
Design Engineering (PS&E)	\$550,000		\$550,000	Prior similar work
Right-of-way	\$0			
Construction	\$3,100,000	\$850,000	\$2,250,000	Public Works and Special Projects (Signals Group) Estimate
TOTAL PROJECT COST	\$3,700,000	\$850,000	\$2,850,000	

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
<i>Local - IPIC</i>		\$2,250,000	\$2,250,000	FY21/22, FY22/23
TOTAL	\$850,000	\$2,250,000	\$3,100,000	

Comments/Concerns

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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	
	% 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

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.

Aerial Imagery

13th Street Safety Project

September 2020

Aerial imagery within the vicinity of the 13th Street Safety Project, which spans 13th Street and Duboce Avenue from Folsom Street to Valencia Street.

Project Extents



Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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






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



0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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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



0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: jennifer.wong@sfmta.com

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Memorandum

AGENDA ITEM 8

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)



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
Table of Contents

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 County Transportation Authority Safe and Seamless Mobility Quick-Strike Program (MTC)
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	
	% 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

**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
TOTAL	\$2,100,000	\$0	\$0	\$2,100,000	

Comments/Concerns	
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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 (SFDPH) 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, SFDPH 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:

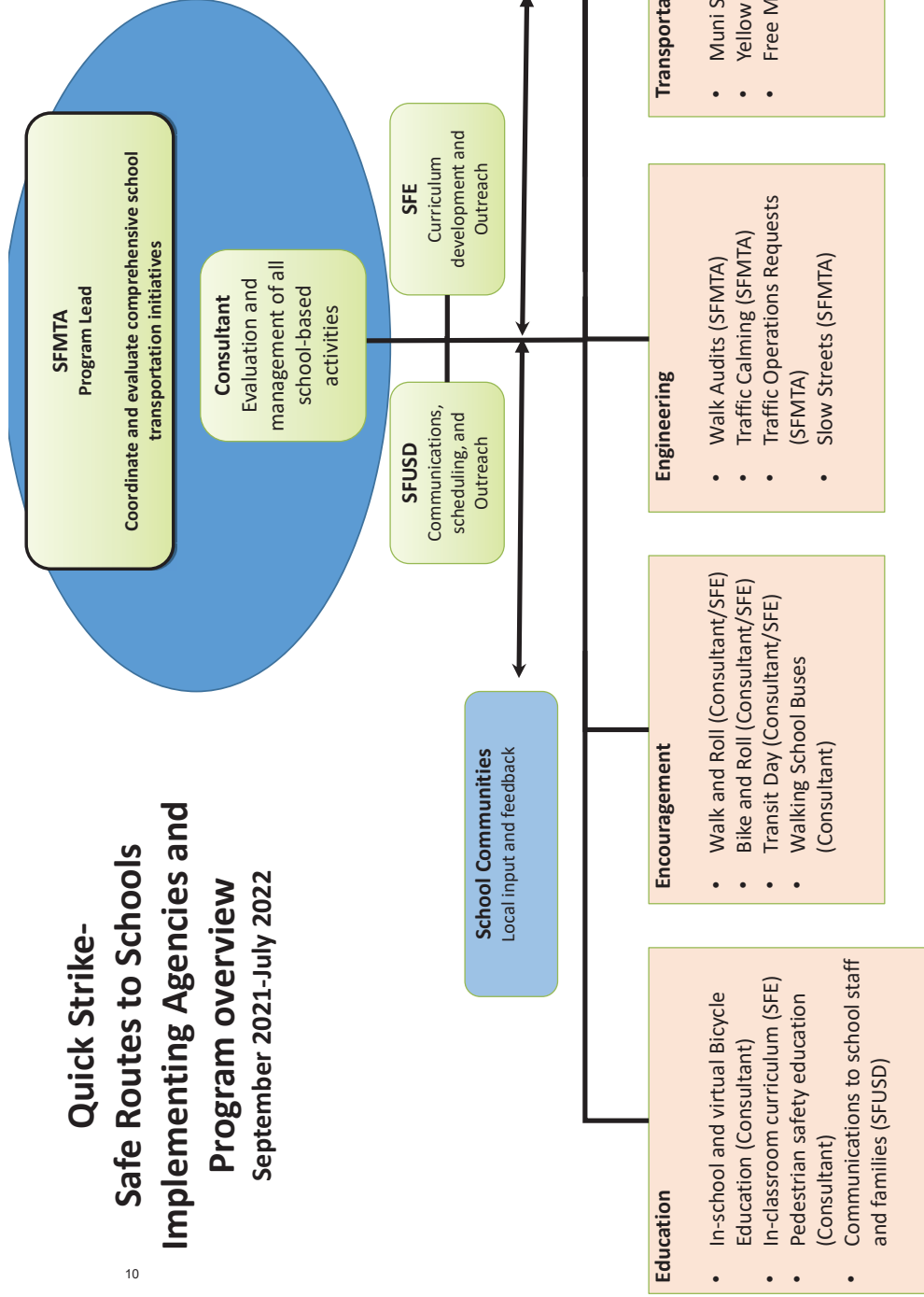
- Administration of the Quick-Strike Grant for Safe Routes to School, including program management for work to be completed by consultant(s) and city partners, such as the Department of the Environment and SFUSD.
- Strong internal coordination between all the SFMTA’s school serving programs, including 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



Legend:

Management Team

Input



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	
			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

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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

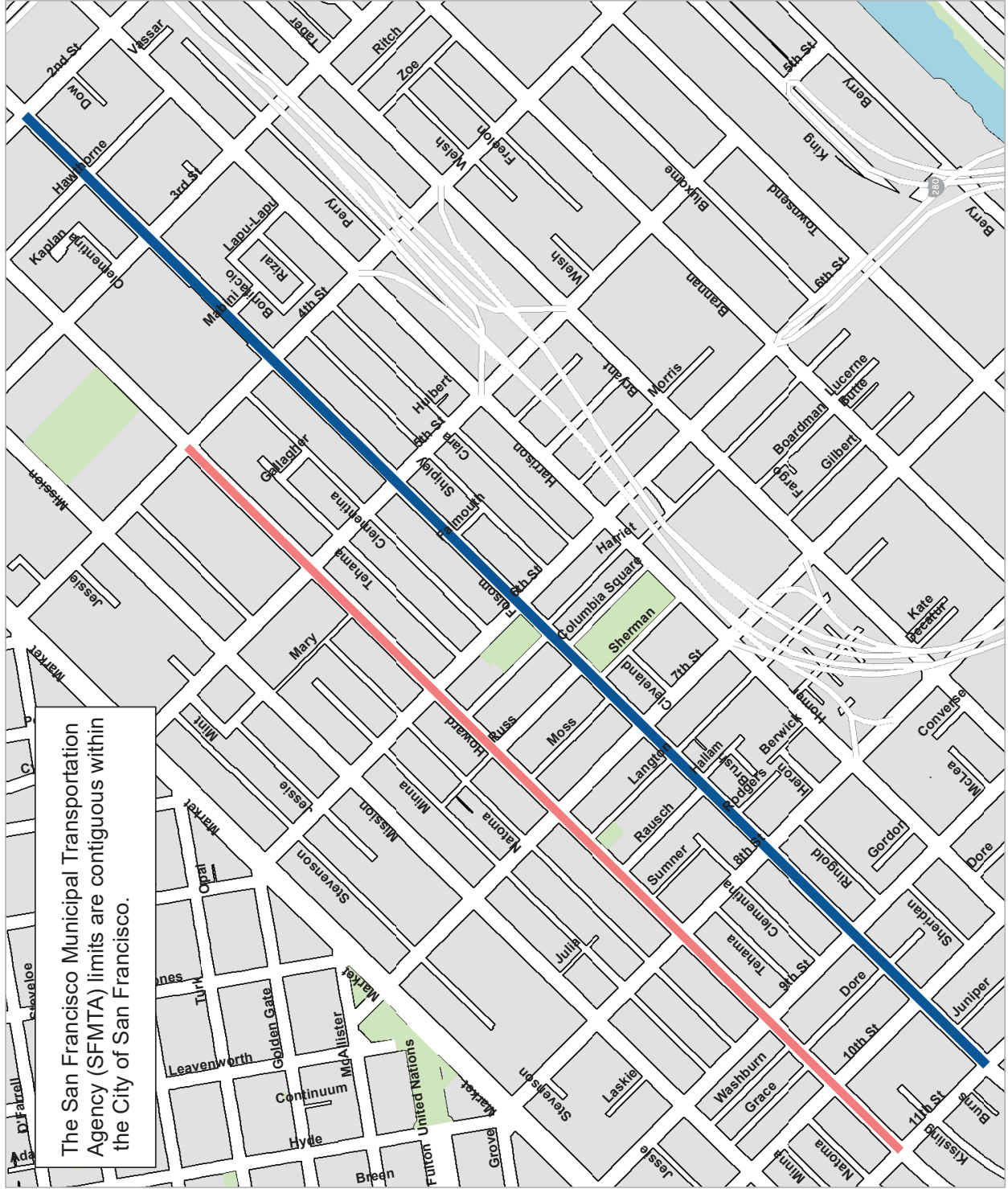
Legend

Corridor

- Folsom
- Howard



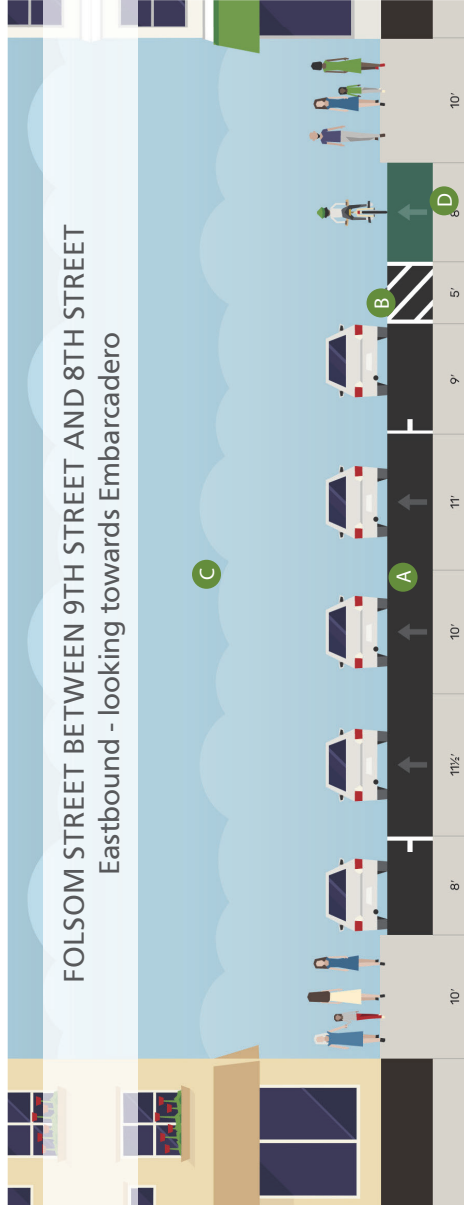
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") 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 intended by the City and County of San Francisco 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

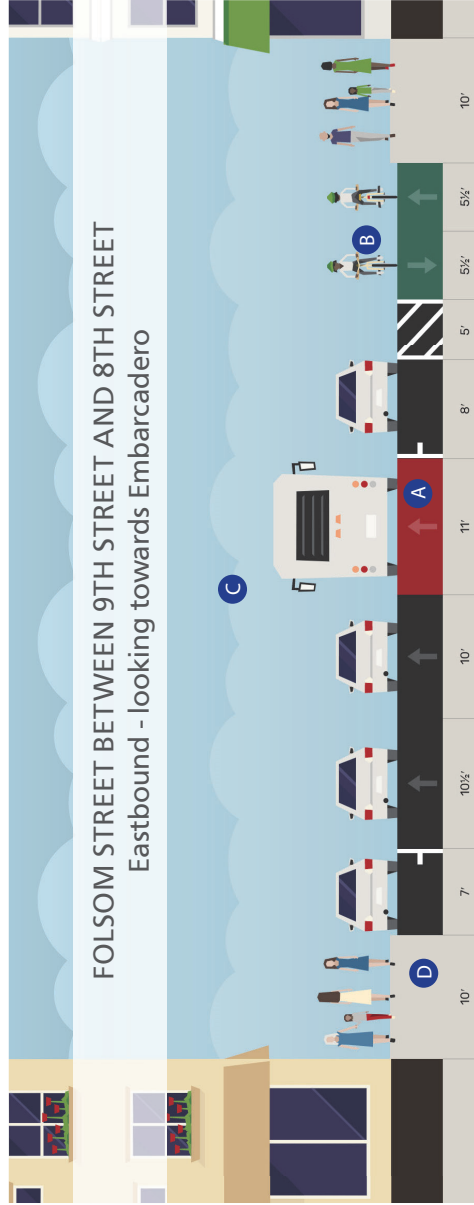
EXISTING CONDITIONS



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



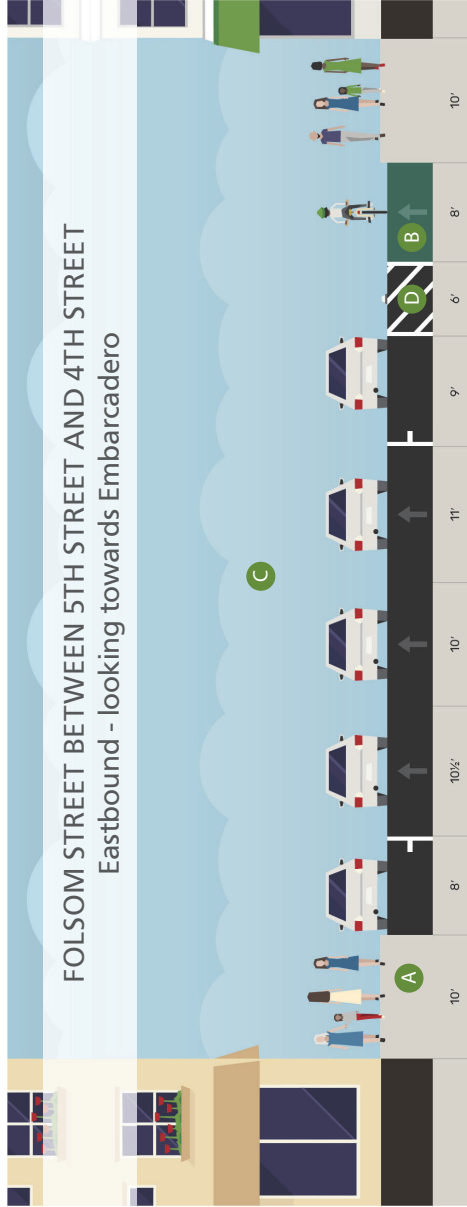
PROPOSED IMPROVEMENTS

- 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

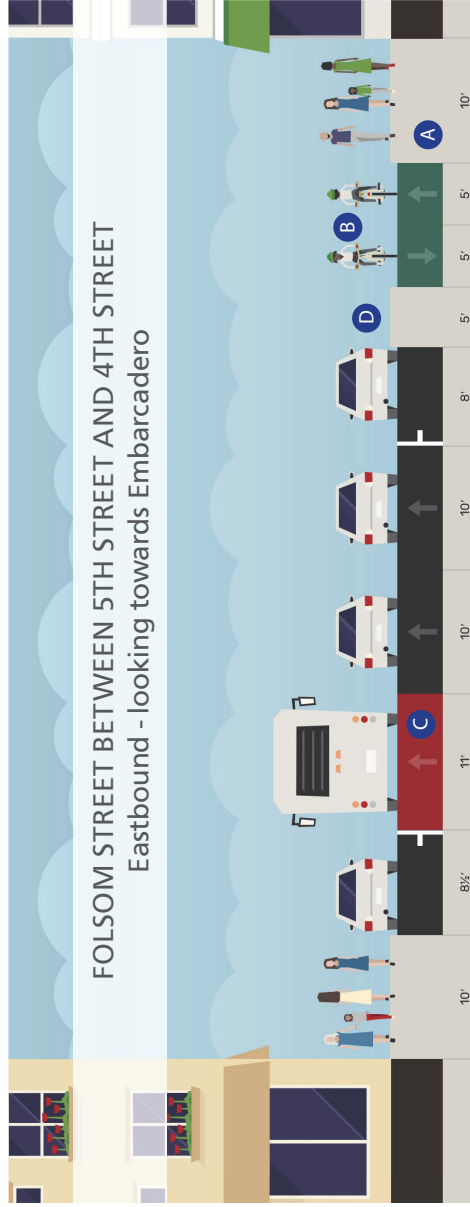
EXISTING CONDITIONS



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

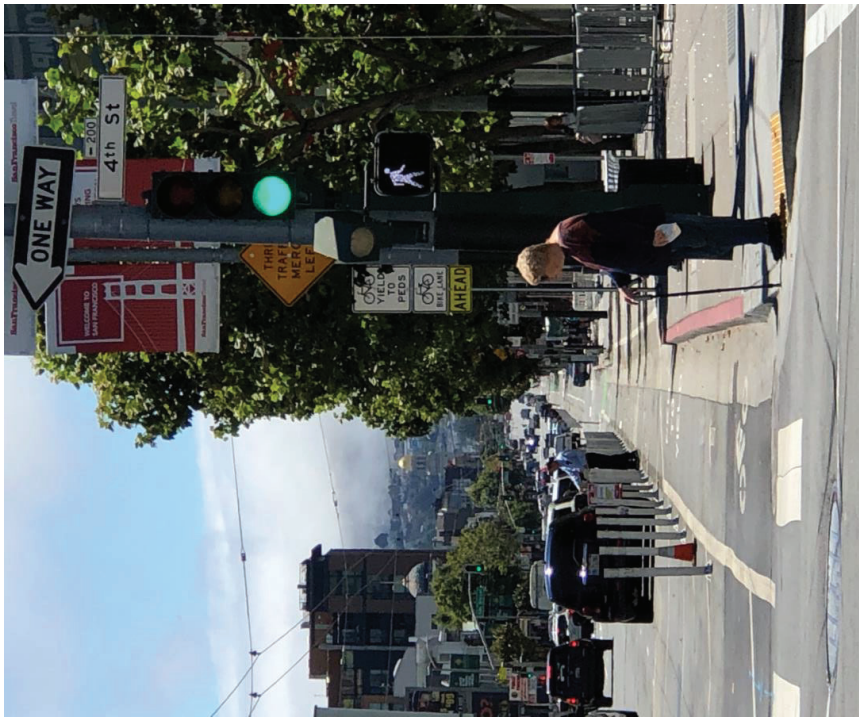


PROPOSED IMPROVEMENTS

- 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

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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

24



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





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 Phase	Status % Complete	Work In-house, Contracted, or Both	Start Date		End Date	
			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	
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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.

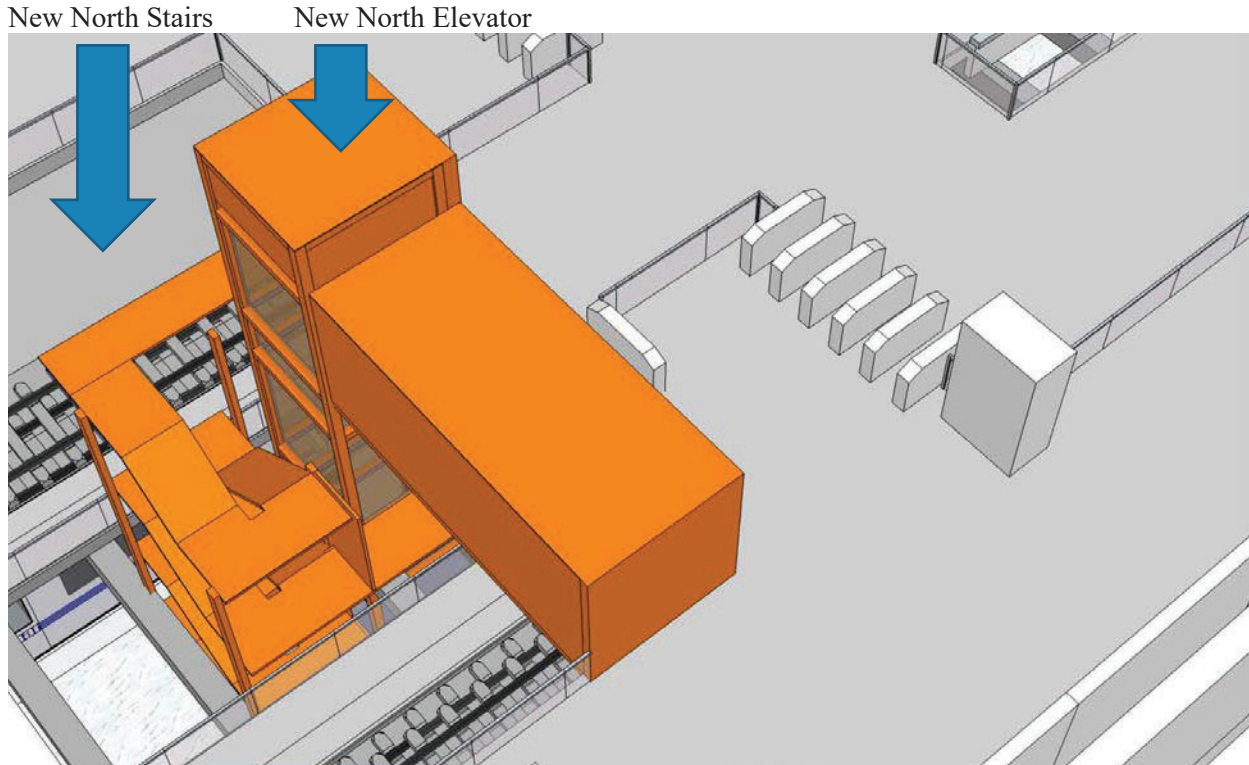
Project Location

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.

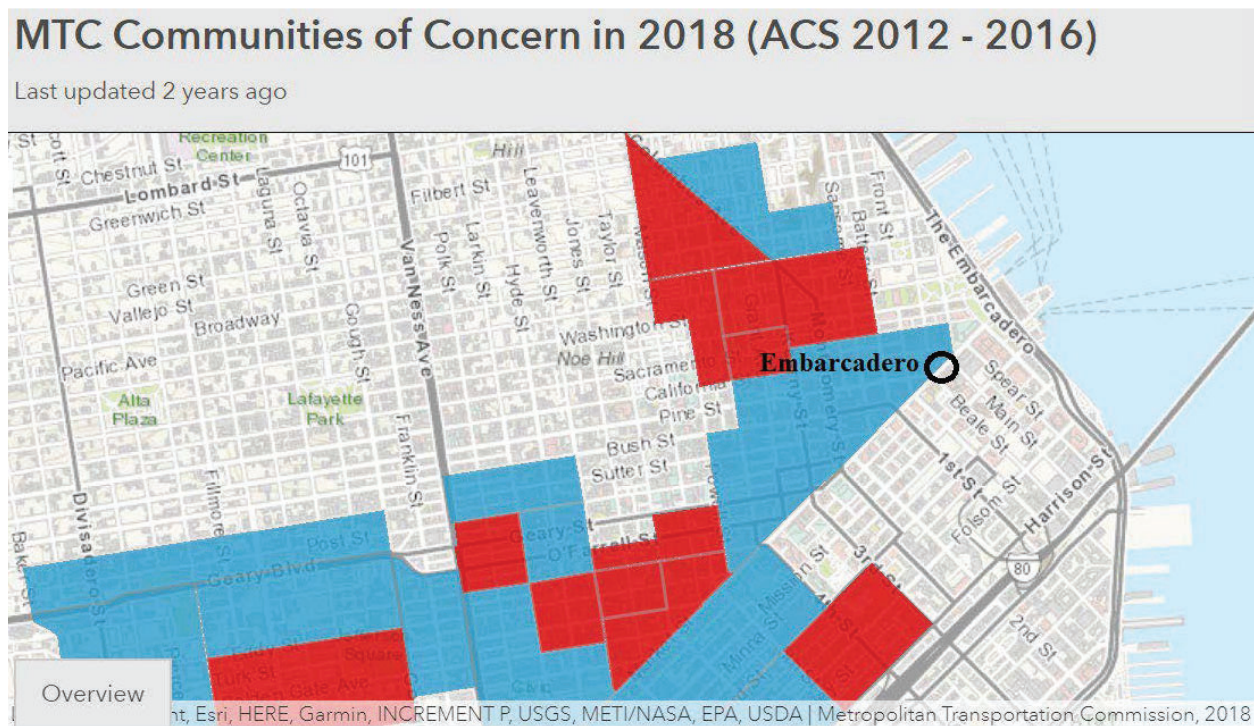


Figure 1: MTC Communities of Concern

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.

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RESOLUTION AMENDING THE SCOPE, SCHEDULE, AND BUDGET FOR
DOWNTOWN RAIL EXTENSION PROJECT PHASING AND PARTIAL 15% DESIGN
AND RELEASING \$6,210,000 IN PREVIOUSLY ALLOCATED PROP K FUNDS FOR
ACCELERATED DEVELOPMENT OF THE PROJECT

WHEREAS, In November 2019, through Resolution 20-15, the Transportation Authority Board accepted the Final Report of the Peer Review Expert Panel convened to recommend changes to the governance, oversight, management, and project delivery of the Downtown Rail Extension Project (DTX); and

WHEREAS, In April 2020, through Resolution 20-48, the Transportation Authority Board authorized the execution of a six-party Memorandum of Understanding (MOU) to implement many of the recommendations from the Expert Panel and establish a new organizational structure to support the efforts of the Transbay Joint Powers Authority (TJPA) in the development of the DTX to a ready-for-procurement status; and

WHEREAS, The MOU sets out a DTX development work program and establishes both an Integrated Program Management Team (IPMT), consisting of senior staff from all six agencies, to support delivery of the technical work program, and an Executive Steering Committee (ESC), consisting of senior executive leadership from all six agencies, to provide oversight of the work program, with the ESC reporting to the TJPA Board of Directors; and

WHEREAS, In April 2020, through Resolution 20-49, the Transportation Authority Board allocated \$11,906,558 in Prop K local transportation sales tax funds, with conditions, to the TJPA for DTX Phasing and Partial 15% Design; and

WHEREAS, The April 2020 allocation to TJPA was broken into two Notices to Proceed (NTPs), with the first NTP (NTP #1), valued at \$3,052,0001, to be initiated immediately and the second NTP (NTP #2), valued at \$8,854,557, to be subject to



later action by the Transportation Authority Board to release reserved funds; and

WHEREAS, Release of \$8,854,557 in NTP #2 funds was originally to be conditioned on acceptance by the Transportation Authority Board of the Project Phasing Strategy and Interim Budget and Schedule for DTX, and the identification of a new DTX Program Director; and

WHEREAS, DTX development activities within NTP #1 are proceeding, including the Project Phasing Study, Operations Analysis Study, Preliminary Real Estate Management Plan, Configuration Management Plan, Project Re-branding Study, and other work; and

WHEREAS, In December 2020, the TJPA Board of Directors approved the DTX Comprehensive Work Plan, as prepared by the IPMT and recommended by the ESC; and

WHEREAS, The largest single source of planned funding for DTX is the New Starts program of the Federal Transit Administration (FTA), which receives funding submissions on an annual basis in August of each year; and

WHEREAS, TJPA has prepared a potential accelerated schedule for DTX that would target advancing the FTA funding submission by one year from August 2024 to August 2023; and

WHEREAS, The Transportation Authority has received a request from TJPA to amend the scope and schedule of NTP #2 to identify a distinct NTP #2A and NTP #2B, as described in Attachment 1, and to release \$6,210,000 in previously allocated NTP #2 funds to undertake the NTP #2A scope of work; and

WHEREAS, The request would provide for accelerated development of DTX, to advance project readiness, prepare for near-term funding opportunities, and enable targeting the 2023 FTA funding submission date; and

WHEREAS, The scope of NTP #2A is limited to those activities not dependent



on acceptance of the DTX Phasing Strategy; and

WHEREAS, After reviewing the request, Transportation Authority staff recommended amending the scope and schedule of NTP #2 and releasing \$6,210,000 in previously allocated funds, with conditions, as described in Attachment 1; and

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

RESOLVED, That the Transportation Authority hereby amends the scope, schedule, and budget for NTP #2 of the DTX Project Phasing and Partial 15% Design, as described in Attachment 1; and be it further

RESOLVED, That the Transportation Authority hereby releases \$6,210,000 in previously allocated Prop K local transportation sales tax funds, with conditions as described in Attachment 1, for accelerated project development of DTX; and be it further

RESOLVED, That release of remaining NTP #2 funds, in the amount of \$2,644,557, is subject to action by the Transportation Authority Board at a later date; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual cash reimbursement of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedule in Attachment 1; and be it further

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

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



Executive Director shall impose such terms and conditions as are necessary for the project sponsor to comply with applicable law and adopted Transportation Authority policies and execute a Standard Grant Agreement to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program is hereby amended, as appropriate.

Attachment:

1. Amendment Request and Staff Recommendations

San Francisco County Transportation Authority Prop K Amendment Request

FY of Allocation Action:	FY2020/21
Project Name:	Downtown Extension - NTP 2 (Amendment)
Grant Recipient:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Prop K EP categories:	Transbay Terminal / Downtown Caltrain Extension
Current Prop K Request:	\$8,854,557
Supervisory District(s):	District 06

REQUEST

Brief Project Description

Extension of Caltrain 1.3 miles from Fourth and King Streets to the new Transbay Transit Center at First and Mission Streets, with accommodations for future high-speed rail. The requested funds will support preliminary engineering work including a phasing study, industry review, project delivery and other management plans, and development of 15% design submittals for key elements of the Caltrain Downtown Extension (DTX) project.

Detailed Scope, Project Benefits and Community Outreach

See attached revised scope of work

Project Location

First & Mission Streets, San Francisco, CA

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$8,854,557

**DTX Detailed
Scope of Work, Schedule, and Cost:
NTP#2A and NTP #2B
March 2021 – June 2022**

Transbay Joint Powers Authority's (TJPA) staff have reviewed the project master schedule to identify tasks that could be performed immediately which would support a submission a full funding grant agreement (FFGA) application to the Federal Transportation Administration (FTA) in 2023, one year earlier than shown in the approved master schedule. In reviewing opportunities to accelerate tasks, TJPA have honored the desire of the San Francisco County Transportation Authority (SFCTA) Board to not progress work that could potentially be affected by the outcome of the Project Phasing Study. The Project Phasing Study is currently being undertaken to determine if certain elements of the DTX could be deferred to reduce upfront capital costs while still allowing rail operations to commence at the earliest possible date.

It is anticipated that the Project Phasing Study will be complete and ready for TJPA Board approval in mid-August of this year following the approval by the Executive Steering Committee (ESC), of which SFCTA Executive Director is the chair. The approval of the Project Phasing Study will allow the balance of the design work to begin. The design work – and associated funding thereof - is on the critical path for achieving a FFGA a year ahead of the approved project schedule saving the project hundreds of millions of dollars in annual escalation.

Based upon direction from SFCTA staff, the scope of services is split into multiple terms, each of which will have a separate Notice to Proceed (NTP). NTP-1 was initiated in June 2020 and is expected to be completed in August 2021. The scope of previous approved NTP-2 is proposed to be split into two terms, each with a separate NTP, NTP-2A and NTP-2B. The scope of NTP-2A is anticipated to commence in March 2021, while the scope of NTP-2B will be initiated once the scope of NTP-1, in particular the Project Phasing Study, is complete.

NTP-2A (March 2021 – December 2021)

The scope of NTP-2A includes the following deliverables: a third-party agreement plan along with preliminary negotiations with third parties, a contract packaging and project delivery report, a qualitative risk management workshop and report, a draft risk and contingency management plan, a preliminary safety hazard analysis along with associated updated ground motions, an updated project management plan and project controls plan, and an updated quality management plan. Preliminary to a draft 30% design level including utilities, geotechnical, and design and coordination with the Pennsylvania Avenue Extension (PAX) for the u-wall and tunnel stub will be conducted. The project elements will not be impacted by the outcome of the Project Phasing Study. It is anticipated that the NTP-2A scope will take approximately 9 months after NTP.

A. Program Management

\$1,300,000

Manage program scope of work and develop and implement Program Management and Program Controls. Other direct office costs. Manage staff and coordinate the following activities.

A.1 Program Management Staff

- Maintain a Project Director in accordance with the Memorandum of Understanding prepared in coordination with all stakeholders. (TJPA)
- Provide a Program Manager and Deputy Program Manager (referred to collectively herein as the “Program Manager”) with overall responsibility for managing the program scope of work and developing and implementing PMPC. The Program Manager shall provide staff planning, supervision, and support for the Program Team, including coordination among project teams. As requested by TJPA, the Program Manager shall also assist the TJPA in the acquisition of funding for the Program, various Program approvals, and other third party agreements. The Program Manager, or his or her designee, will attend the TJPA’s weekly staff meetings and other meetings as required by the TJPA. The Program Manager will provide all other related services as requested by the TJPA. The Program Manager and Deputy Program Manager are designated as key personnel positions. The Program Manager also works with the project team to ensure schedule adherence.
- Program Management staff serve as a point of technical contact in connection to the planning and Phase 2 design. Coordinate and maintain contact with key Program members, PMPC consultant team members, the Transit Center design team, outside agency representatives, and others as directed.
- Staff provide assistance for the development and management of project cost estimates and schedule.
- Staff also provides technical and project specific assistance to TJPA, including preparation of letters and presentations.

A.2 Program Management Plans.

- Preparation of a third-party agreement plan. The plan will include a matrix showing the status of all existing third-party agreements. A third-party agreement plan will be developed to address:
 - New agreements with the operators Caltrain and CHSRA regarding design oversight, passenger facility charges, and operations and maintenance
 - Coordination with utility companies and government agencies to determine the location of existing utility infrastructure, who will be responsible for relocation costs and the party that undertakes the relocation work, the phasing of the design and construction work needed; and the needed agreements with the various public agencies and utility companies
 - Whether the existing agreements with the State and various City agencies and departments for various services can be amended or whether new agreements are required
- Update a Program Management Plan (PMP) and Project Controls Plan. Management practices and procedures for the Transbay Program are documented in the Transbay Program Management Plan (PMP). The PMP was most recently updated in January 2017, reviewed and accepted by the FTA, and implemented with oversight by the Program’s PMOC. The PMP will be reviewed and updated to focus on Phase 2 and delivery of the rail program. The Project Controls Plan will describe specific processes, procedures, tools, and systems that guide and support effective project control.

Deliverables:

1. *Third-party agreement plan (TJPA with support from PMPC)*
2. *Updated Program Management Plan (PMPC)*
3. *Updated Project Controls Plan (TJPA)*

A.3 Program Meetings and Coordination. PMPC will plan and attend project meetings including bi-monthly meetings with SFCTA staff and the design team. PMPC Program

Coordination activities including organizing project meetings with outside agencies and other stakeholder coordination activities to support design and stakeholder management efforts.

Deliverables:

1. *Bi-weekly meetings/meeting minutes (PMPC, attended by Design Team)*
2. *Analyze at a preliminary level impacts to the project if a specific concern or comment from a stakeholder increases project risk, scope, cost, or duration. (Design Team with support from PMPC)*

- A.4 Public Outreach.** TJPA and their consultants will conduct public outreach and advocacy group outreach. (TJPA)

B. Program Implementation and Support Activities \$1,220,000

B.1.1 Project Implementation Plan: Delivery and Contracting Strategy.

(Task Budget \$330,000)

An in depth, detailed study to determine the most appropriate delivery option for the DTX. This study will analyze traditional methods of delivery such as Design Bid Build and Design Build as well as alternative methods such as Construction Manager at Risk, Design Build Finance, Design Build Finance Maintain, and other forms of Public Private Partnerships as appropriate. Prepare and update the Contract Packaging Strategy Report including project phasing in consultation with the design teams and contractors. Provide recommendations for optimization of program delivery as necessary.

Deliverables:

1. *Project Delivery Report*
2. *Updated Contract Packaging Report*

- B.1.2 Project Implementation Plan: Work Plan Update.** Update the approved work plan to incorporate the output of the project phasing and contract packaging efforts.

Deliverables: *Updated Work Plan Memorandum (PMPC)*

- B.2 Issue Resolution.** Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders that have an interest or are participants in the Program. Maintain issue-action logs.

Deliverable: *On-going maintenance of issue logs. (PMPC)*

B.3 Risk Management.

- Provide Risk Manager
- Prepare a draft Risk and Contingency Management Plan in accordance with FTA guidelines. The plan will describe the quantitative risk management process, including: periodic risk management workshops and follow-up mitigations developed in conjunction with FTA and other stakeholders, risk simulation modeling, risk register, risk mitigation plans, and quarterly reporting. (TJPA)
- Organize and facilitate qualitative risk management workshop in conjunction with stakeholders. Develop and maintain Risk Register. Summarize all work in performed in risk memorandum. It is assumed that any external experts required to attend the workshop would be provided by the funding partner.

Deliverables:

1. *Draft Risk and Contingency Management Plan (TJPA)*
2. *Develop qualitative Risk Register (PMPC)*

3. *Qualitative risk memorandum (PMPC)*

- B.4 Coordination.** Provide limited utility coordination oversight to verify project teams are successful in making arrangements for timely and cost-effective relocations of existing facilities. (PMPC) Begin negotiating third party agreements as noted in the Program Master Schedule. (TJPA)

Deliverable: Initiated negotiating third party agreements. (TJPA)

C. Phase 2 Design

\$2,490,000

The PMPC Phase 2 Project Manager will be responsible for managing the project scope, schedule, budgets and contracting during the design phase. The PMPC Phase 2 Project Manager and support staff will perform the following:

- C.1 Design Criteria.** Update ground motions and prepare report. A PSHA and DSHA will be performed using the Uniform California Earthquake Rupture Forecast (UCERF3) seismic source model and the most recent NGA-West2 ground motion prediction equations (GMPEs) as implemented in the seismic hazard code HAZ45. Similar to the 2010 analysis, the scope will include developing response spectra that represent two earthquake scenarios: Ground Shaking Level 2 (GSL-2) and Ground Shaking Level 3 (GSL-3), as defined in the design criteria memorandum by Arup, dated August 25, 2009. The overall approach for conducting the study will be the same as that utilized in the 2010 analysis. Prepare updated Preliminary Safety Hazard Analysis. The Preliminary Hazard Analysis reviews the potential hazards for the project at a preliminary level. It identifies the critical hazards and associated criteria to be used as an input to the Safety and Security Management Plan and the Basis of Design Report.

Deliverables:

1. *Updated Ground Motions Report (PMPC)*
2. *Updated Preliminary Safety Hazard Analysis (PMPC)*

- C.2 Engineering Contract Management.** Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract. (PMPC)

- C.3 Project Management.** Provide project management oversight of the design team. (PMPC)

- C.4 Design Submittal Reviews.** Perform independent reviews of design submittal packages to verify that design intent is properly implemented, project scope is accurately represented in various contracts and QC/QA plans are effective.

Deliverable: Comments on design submittals, as needed. (PMPC)

- C.5 Design Work.** Perform design work for limited Phase 2 elements as described below:

- **Track:** Develop staging plans for cut-over of tunnel stub to a future rail connecting tunnel. Prepare draft submittal for inclusion in u-wall and tunnel stub deliverable. Exclusion: Incorporate Caltrain North Terminal design.
- **Geotechnical:** Conceptual evaluation of 655 Fourth Street impact. All field efforts (including tunnel stub explorations) and 80% of needed lab testing. Monitor groundwater in the existing and new wells for 6 months. Update Geotechnical Data Report (GDR) to include the new explorations and lab testing. Provide update parameters for the soil and rock units as given in the original Geotechnical Interpretive Reports (GIR) in a technical memorandum.

(No other evaluations and updates to the GIR to be performed.) Reapply permitting, signages, and re-start investigation program for additional tunnel stub explorations which were approved in 2018. Prepare draft submittals. Exclusion: Does not include preparation of GBR.

- **U-wall and Tunnel Stub:** Prepare technical memorandum and drawings for permanent structure and shoring to incorporate new track alignment (not to preclude future undergrounding of surface yard tracks by others) and tunnel stub transition. Perform impact analysis for U-Wall/Tunnel Stub adjacent to I-280 6th Street off-ramp foundations. Preparation of a draft submittal.
- **Utilities:** Support advanced utility relocation package scoping by PMPC. Update technical memorandum and 1"=20' PE relocation plans to extend to Townsend Street, Seventh Street and at-grade crossings, including identification of temporary relocations. Technical support of TJPA coordination with City and utilities by discipline lead. Assist in coordination with utility providers as part of the Accela Notice of Intent process. Update existing utility CAD linework based on utility coordination. Coordination for potholing process. Utility potholing to confirm locations/depths/ sizes of utilities. Preparation of draft submittal. Assumptions: Utility companies and agencies will participate in the Accela Notice of Intent process at their own expense.

Deliverables:

1. Draft Update to GDR and Limited Updates to GIR (Design Team)
2. Draft U-wall and Tunnel Stub Technical Memorandum and drawings (Design Team)
3. Draft Potholing Memorandum and Utility Drawings (Design Team)

D. Program/Project Controls

\$290,000

PMPC Program/Project Controls Manager will develop and implement program/project controls. The PMPC Program Controls Manager and support staff will work with the Project Managers in accomplishing the following scope of work.

- D.1 Program Budget.** Update and maintain a Baseline Budget for the Program based on the results of the phasing study in accordance with the updated Work Breakdown Structure. Incorporate construction budgets using cost estimates developed by design teams. Estimate other soft costs for each line item. Conduct market and escalation studies to forecast potential cost increases and market pressures over the life of the Program. Work with Risk Manager to develop contingency budgets at the project and Program level that are consistent with the risks associated with each Program element. Monitor, update and manage the budget over the course of the Program. (PMPC)
- D.2 Program Master Schedule.** Develop and maintain Program master schedule based on the WBS and the Project Delivery and Procurement Plan. Update the Program master schedule monthly, to include current information regarding project and contract progress. Prepare an updated baseline schedule at the conclusion of the NTP-2A.
Deliverables: Quarterly Program Master Schedule update including update to Program Baseline Schedule at conclusion of NTP-2A. (PMPC)
- D.3 Cash Flow Planning.** Working with the Authority's Program Grant Administration, Budgeting, Financial Management and Cost Control consultant, analyze, prepare and maintain current and projected cash flow requirements for the Program. Provide limited support for funding plan development by others. (PMPC)

- D.4 Status Reporting.** Prepare quarterly reports of Program status.
Deliverables: Quarterly Program Status Reports to the Authority Board, Stakeholders and Funding Agencies. (PMPC)
- D.5 Work Breakdown Structure.** Update and maintain a work breakdown structure (WBS) as needed for the implementation of the Program that will be used for organizing and reporting on cost, schedule and scope. (PMPC)
- D.6 Invoicing and Subconsultant Contract Management.** Draft and receipt of appropriate approvals of subconsultant agreements, amendments and work authorizations in accordance with company and contractual guidelines. Coordination with TJPA staff on approvals of subconsultants scopes of work and authorizations including management of billing rates, overhead, coding of invoices and eligibility of charges. Work with TJPA staff on invoicing issues. (PMPC)

E. Quality Control/Quality Assurance (QC/QA) \$160,000

- E.1 QA Oversight.** Provide oversight of design activities relative to implementation of the adopted QC/QA program. Identify areas needing improvement, recommend corrective action plans and provide oversight to confirm compliance.
Deliverables: Quarterly audit reports. (TJPA with support from PMPC)
- E.2 Quality Management Plan.** Prepare updated Quality Management Plan. The TJPA has an established quality policy and quality management system (QMS) that are based on the FTA's Quality Management System Guidelines. Under the Program QMS, each organization providing management, design, construction, consulting, or other services to the Program was required to develop, adopt, and implement a quality plan appropriate to the service being provided that defined the administrative and control measures to achieve the quality requirements of the QMS. The Program QMS will be reviewed for compliance with the FTA's most current guidelines, and updated accordingly for Phase 2.
Deliverable: Updated Quality Management Plan. (TJPA)

F. Document Management and Administrative Support \$710,000

- F.1 Administrative Support.** Administrative support will include, but not be limited to, documentation of meetings, report writing, and preparation of correspondence. Edits and produces technical documents and presentations issued by the PMPC team for the Transbay Program. This includes, but is not limited to: status reporting, Board reports and presentations, program plans and procedures, and letters and reports. Ensures that all documents reflect standard practices for good technical writing, are complete and accurate, and adhere overall to the Program's quality standards. Administrative staff are also responsible for day-to-day operations of the Program office operations and for management of office resources such as scheduling conference rooms. (PMPC). Provide administrative support for the Executive Steering Committee. (PMPC)
- F.2 Document Control.** Maintain document control to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files. Perform day-to-day handling of all documents provided to Document Control for coding, reproduction, distribution, file

sharing, storage and document searches and retrieval, and trouble-shooting office equipment such as printers and copiers. Provide quality assurance audits by checking documents for completeness. Provide the Program Information and Support Services as program software administrator responsible for creating and monitoring user accounts, profiles, permission levels, and training and assisting system users by trouble-shooting problems. Develop and updates databases used mostly by Document Control (e.g., software Interface, Protected Information List, Nondisclosure Agreements List, Annual Office Inventory, Reprographic Services, Messenger Services, and Agreements Lists). Implements the Program's compliance to its Protected Information Procedure by maintaining the Protected Information List and List of Approved Nondisclosure Agreement Holders while adhering to proper document handling protocol particularly involving the disseminating and securing of such documents. (PMPC)

- F.3 Presentation Support.** Provide data, graphics and other materials as required for internal, external and public presentation. Develop maps, diagrams, infographics and general graphics for the program including those needed for funding applications. Assist with all property issues including reviews of plats and legals, and existing and future use planning. (PMPC)

G. Management Information Systems (MIS) Support \$40,000

- G.1 Program Software.** Maintain the software to facilitate team communication and manage storage of Program documents. (PMPC)

NTP-2B (August 2021 – June 2022)

The remaining balance of the allocated SFCTA NTP-2 will be on reserve until released following: (1) Executive Steering Committee and subsequent TJPA Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for DTX, and (2) the identification of a new Program Director in accordance with the 6-party Memorandum of Understanding. Generally, this funding would fund scope associated with updating the tunnel design to be in line with the Tunnel Options Study, associated trackwork plans, ventilation studies and structure design, and fire life safety modeling. Additionally, conceptual design and technical memoranda would be prepared associated with the mined undercrossing of Howard Street. Limited management and progress reporting associated the above scope will also be provided. NTP-2B is anticipated to take approximately 10 months.

A. Program Management \$171,000

Limited management of program scope of work and develop and implementation Program Management and Program Controls. Other direct office costs. Manage staff and coordinate the following activities.

A.1 Program Management Staff

- Provide limited hours for a Program Manager and Deputy Program Manager (referred to collectively herein as the “Program Manager”) with overall responsibility for managing the program scope of work and developing and implementing PMPC. The Program Manager shall provide staff planning, supervision, and support for the Program Team, including coordination among project teams. The Program Manager, or his or her designee, will attend the TJPA’s weekly staff meetings and other meetings as required by the TJPA. The

Program Manager and Deputy Program Manager are designated as key personnel positions. The Program Manager also works with the project team to ensure schedule adherence.

- Program Management staff serve as a point of technical contact in connection to the planning and Phase 2 design. Coordinate and maintain contact with key Program members, PMPC consultant team members, the Transit Center design team, outside agency representatives, and others as directed.

B. Program Implementation and Support Activities **\$275,000**

B.2 Issue Resolution. Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders that have an interest or are participants in the Program. Maintain issue-action logs.

Deliverable: On-going maintenance of issue logs. (PMPC)

C. Phase 2 Design **\$2,082,557**

The PMPC Phase 2 Project Manager will be responsible for managing the project scope as described below in C.5, schedule, budgets and contracting during the design phase. The PMPC Phase 2 Project Manager and support staff will perform the following:

C.2 Engineering Contract Management. Assist in finalizing the scope, deliverables, schedule and budget for Engineering Contract. (PMPC)

C.3 Project Management. Provide project management oversight of the design team for scope described below in C.5. (PMPC)

C.4 Design Submittal Reviews. Perform independent reviews of design submittal packages as described below in C.5 to verify that design intent is properly implemented, project scope is accurately represented in various contracts and QC/QA plans are effective.

Deliverable: Comments on design submittals, as needed. (PMPC)

C.5 Design Work. Perform design work for limited Phase 2 elements as described below:

- **Track:** Revise precise 1"=40' PE track plan and profiles to include adjustments at Fourth and Townsend Street Station and lower profile for TBM+SEM. Verification of special trackwork elements and identification of long-lead specialty items. Revised at-grade interlocking design concept along Seventh Street, including MOW tracks, turnback tracks and provisions for at-grade crossings. Continue to coordinate with Transit Center Phase 2 planning. Update track alignment and profile design calculations. Prepare technical memorandum documenting assumptions, outstanding issues and variances. Prepare draft submittal. Exclusion: Incorporate Caltrain North Terminal design.
- **Fire/Life/Safety (FLS):** Update design plans for 2nd and Harrison emergency vent/exit building. Develop mechanical design for 3rd and Townsend emergency ventilation. Develop design for Fourth and Townsend Street Station emergency ventilation. Perform CFD station fire/life/safety modeling. Perform SES FLS modeling for DTX tunnel. Perform pedestrian flow/exit analysis for underground station. Update tunnel exiting technical memorandum (SES & CFD report). Prepare draft submittal. Assumption: Update for TBM+SEM and deeper tunnel profile.

- **Tunnel:** Replace and extend with TBM+SEM method proposed in Tunnel Options Study including mining under 235 Second Street (and associated underpinning, as necessary) and mining under Howard Street. Assumes no code updates or review comments for previously accepted memos, calculations or drawings. Preparation of a draft submittal. Design temporary shafts, as needed. Continue technical support of TJPA coordination with adjacent properties related to the staging locations by discipline lead.

Deliverables:

1. *Trackwork Technical Memorandum and draft updated trackwork drawings (Design Team)*
2. *FLS Modeling Technical Memorandum and draft updated submittal (Design Team)*
3. *Draft Tunnel Drawings for TBM+SEM method (Design Team)*
4. *Draft Underpinning Drawings for 235 Second Street (as necessary) (Design Team)*
5. *Draft Temporary Shaft Drawings (as necessary) (Design Team)*

D. Program/Project Controls \$16,000

The PMPC Program Controls Manager and support staff will work with the Project Managers in accomplishing the following scope of work.

- D.6 Invoicing and Subconsultant Contract Management.** Draft and receipt of appropriate approvals of subconsultant agreements, amendments and work authorizations in accordance with company and contractual guidelines. Coordination with TJPA staff on approvals of subconsultants scopes of work and authorizations including management of billing rates, overhead, coding of invoices and eligibility of charges. Work with TJPA staff on invoicing issues. (PMPC)

F. Document Management and Administrative Support \$100,000

- F.1 Administrative Support.** Provide limited administrative support which will include: documentation of meetings, report writing, and preparation of correspondence. Edits and produces technical documents and presentations issued by the PMPC team for the Transbay Program. This includes, but is not limited to: status reporting, Board reports and presentations, program plans and procedures, and letters and reports. Ensures that all documents reflect standard practices for good technical writing, are complete and accurate, and adhere overall to the Program's quality standards. Administrative staff are also responsible for day-to-day operations of the Program office operations and for management of office resources such as scheduling conference rooms. (PMPC).

- F.2 Document Control.** Provide limited document control support to serve as the official records management function for the Program and be the source for all official documentation and provide storage for all Program records and files. Perform day-to-day handling of all documents provided to Document Control for coding, reproduction, distribution, file sharing, storage and document searches and retrieval, and troubleshooting office equipment such as printers and copiers. Provide quality assurance audits by checking documents for completeness. Provide the Program Information and Support Services as program software administrator responsible for creating and monitoring user accounts, profiles, permission levels, and training and assisting system users by troubleshooting problems. Develop and updates databases used mostly by Document Control (e.g., software Interface, Protected Information List, Nondisclosure Agreements List,

Annual Office Inventory, Reprographic Services, Messenger Services, and Agreements Lists). Implements the Program's compliance to its Protected Information Procedure by maintaining the Protected Information List and List of Approved Nondisclosure Agreement Holders while adhering to proper document handling protocol particularly involving the disseminating and securing of such documents. (PMPC)

- F.3 Presentation Support.** Provide limited support for data, graphics and other materials as required for internal, external and public presentation. Develop maps, diagrams, infographics and general graphics for the program including those needed for funding applications. (PMPC)

EXCLUSIONS:

The scope identified in this document as NTP-1, NTP-2A, and NTP-2B does not include many of the documents and design required by the Federal Transportation Administration's New Starts Program to gain entry into the Engineering phase as noted below.

TJPA/PMPC. The required documents will need to be prepared by PMPC during the Project Development phase and include, but are not limited to: updated project management procedures, updated design criteria (including those for threat and vulnerability), project construction and procurement plan, safety and security management plan, negotiated third party agreements (preparation of the plan to develop these agreements is included along with preliminary negotiations), and a value engineering report.

Design Team. Other documentation needed to gain entry into the Engineering phase of the New Starts Program will need to be prepared by the design team including, but not limited to: final submittals of design documents (this proposed scope only includes draft submittals of limited scope), a geotechnical baseline report (also needed to include in procurement documents), further design work to advance certain elements beyond the 15% design level, a fully updated cost estimate for all design elements, and bid documents including specifications.

Other Exclusions. Additionally, this scope does not include any work by PMPC or the design team on advance construction packages such as utility relocation or building demolition. This scope also does not include PMPC or design team work on any bidding documents for the construction of Phase 2. Also, while general coordination with other projects and studies is included, no design engineering or expert panelist involvement related to other projects and studies is included in this scope. Financial planning including O&M and governance reviews are not included in this body of work. The scope also does not include any right-of-way acquisition or funds to pay for TJPA staff, financial consultants, re-branding/public outreach consultants, or legal consultants.

San Francisco County Transportation Authority

Prop K Amendment Request

FY of Allocation Action:	FY2020/21
Project Name:	Downtown Extension - NTP 2 (Amendment)
Grant Recipient:	Transbay Joint Powers Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)		1995	2001	
Environmental Studies (PA&ED)		2001	Oct-Nov-Dec	2018
Right of Way	Jul-Aug-Sep	2004	Oct-Nov-Dec	2022
Design Engineering (PS&E)	Jan-Feb-Mar	2005	Jul-Aug-Sep	2023
Advertise Construction	Apr-May-Jun	2023		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2023		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2032
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2032

SCHEDULE DETAILS

The construction phase start dates above refer to initiation of the Advance Utility Works contract package.

San Francisco County Transportation Authority

Prop K Amendment Request

FY of Allocation Action:	FY2020/21
Project Name:	Downtown Extension - NTP 2 (Amendment)
Grant Recipient:	Transbay Joint Powers Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K: Transbay Terminal / Downtown Caltrain Extension	\$0	\$0	\$8,854,557	\$8,854,557
Phases in Current Request Total:	\$0	\$0	\$8,854,557	\$8,854,557

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$0	\$8,854,557	\$8,854,557
DETAILS IN ATTACHED FUNDING PLAN	\$305,900,000	\$0	\$42,099,423	\$3,926,177,193
Funding Plan for Entire Project Total:	\$305,900,000	\$0	\$50,953,980	\$3,935,031,750

COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering (PLAN)	\$0	
Environmental Studies (PA&ED)	\$42,099,423	Previous allocation request
Right of Way	\$305,900,000	July 2018 TJPA Board presentation plus 15% Program Reserve
Design Engineering (PS&E)	\$132,363,400	July 2018 TJPA Board presentation plus 15% Program Reserve
Construction (CON)	\$3,454,668,927	July 2018 TJPA Board presentation plus 15% Program Reserve
Operations (OP)	\$0	
Total:	\$3,935,031,750	

% Complete of Design:	N/A
As of Date:	N/A
Expected Useful Life:	N/A

Summary of Scope of Work and Cash Flow: NTP# 2A & NTP#2B

Task	TJPA, PMPC, and GEC Team Scope Category	NTP#2A Scope	March 2021 - December 2021		NTP#2B Scope	August 2021 - June 2022	
			NTP#2A Budget	NTP#2A Cash Flow FY20-21		NTP#2B Budget	NTP#2B Cash Flow FY21-22
A	Program Management	Prepare a Program Management Plan. Update Project Controls Plan. Provide a Program Manager and Deputy Program Manager for 9 months. Provide a Project Director for 9 months. Conduct public outreach.	\$ 1,300,000	\$ 694,000	Limited Program Manager and Deputy Program Manager for management related to the track, fire/life/safety, and tunnel design work for 10 months.	\$ 171,000	\$ 171,000
B	B.1.1. Project Implementation Plan: Delivery and Contracting Strategy	Prepare agency project delivery questionnaire, project delivery report, and updated contract packaging strategy.	\$ 330,000	\$ 165,000	Not applicable	\$ -	\$ -
B	Other Program Implementation and Support Activities	Conduct a qualitative risk management workshop and prepare associated memorandum and updated risk register summarizing results. Update work plan. Prepare draft Risk and Contingency Management Plan. Prepare a third-party agreement plan. Begin negotiations of third party agreements. Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders. Provide coordination with utility operators to facilitate utility design work.	\$ 890,000	\$ 567,000	Track and resolve issues related to design, construction and operations with regulatory agencies and other stakeholders.	\$ 275,000	\$ 275,000
C	Design Management and Design	Prepare updated ground motions and associated report, prepare a Preliminary Safety Hazard Analysis. Prepare draft technical memoranda and drawings for the u-wall/tunnel stub and utilities. Perform utility potholing and limited geotechnical field explorations. Update the Geotechnical Data Report and Geotechnical Interpretive Report. Perform ground water monitoring. On-board and manage new GEC team including contract management and design submittal reviews for utilities, geotechnical, and u-wall/tunnel stub work. Technical staff support of qualitative risk management exercise and project delivery report.	\$ 2,490,000	\$ 1,794,000	Prepare draft technical memoranda and drawings for the Tunnel Options Study tunnel design and associated trackwork and ventilation design. Manage GEC team including contract management and design submittal reviews for track, fire/life/safety, and tunnel design work.	\$ 2,082,557	\$ 2,082,557
D	Project Controls	Maintain project budget and work breakdown structure. Support TJPA cash flow planning. Quarterly master schedule updates and Quarterly Program Status Reports for 9 months. Invoicing and subconsultant contract management for 9 months.	\$ 290,000	\$ 129,000	Limited invoicing and subconsultant contract management for 10 months.	\$ 16,000	\$ 16,000
E	Quality Control/Quality Assurance	Update Quality Management Plan. Prepare quarterly audit reports for 9 months.	\$ 160,000	\$ 72,000	To be included in a further work package.	\$ -	\$ -
F	Document Control/Administrative	Administrative support and ESC support for 9 months including documentation of meetings, report writing, and preparation of correspondence. Technical editing, document control, and graphics support for internal and external presentations and reports for 9 months.	\$ 710,000	\$ 317,000	Limited administrative support for 10 months including documentation of meetings, report writing, and preparation of correspondence. Limited technical editing, document control, and graphics support for internal and external presentations and reports for 10 months.	\$ 100,000	\$ 100,000
G	Program Software	Partial funding for Program Management Software	\$ 40,000	\$ 40,000	To be included in a further work package.	\$ -	\$ -
TOTAL			\$ 6,210,000	\$ 3,778,000		\$ 2,644,557	\$ 2,644,557

San Francisco County Transportation Authority

Prop K Amendment Request

FY of Allocation Action:	FY2020/21
Project Name:	Downtown Extension - NTP 2 (Amendment)
Grant Recipient:	Transbay Joint Powers Authority

SFCTA RECOMMENDATION

Resolution Number:	2020-049	Resolution Date:	04/28/2020
Total Prop K Requested:	\$8,854,557	Total Prop AA Requested:	\$0
Total Prop K Recommended:	\$0	Total Prop AA Recommended:	\$0

SGA Project Number:		Name:	Downtown Extension - NTP #2A
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	06/30/2022
Phase:	Design Engineering	Fundshare:	

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
	\$3,778,000	\$2,432,000	\$0	\$0	\$0	\$6,210,000

Deliverables

- Monthly progress reports shall be submitted through the Transportation Authority's grants portal. Monthly progress reports shall include % completion, work performed in the prior month, Quarterly Program Master Schedule update, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
- On completion of Task B.3 (estimated by June 2021) provide: Qualitative Risk Register and Qualitative Risk Memorandum.
- On completion of Task B.1.1 (estimated by December 2021) provide: Project Delivery Report; and Updated Contract Packaging Report.

Special Conditions

- Budgeted funds in the amount of \$330,000 for Task B.1.1 (Project Implementation Plan: Delivery and Contracting Strategy) are conditioned on pending staff-level agreement between TJPA and SFCTA regarding: the detailed scope of work for Task B.1.1 and TJPA-SFCTA co-management procedures for Task B.1.1. To the extent TJPA incurs expenses for Task B.1.1 before this agreement (anticipated by March 31, 2021), such expenses shall not be eligible for reimbursement by SFCTA.
- Allocation is conditioned upon continued compliance with the attached Oversight Protocol.
- Progress reports may be calendared on a regular or as-needed basis on the Transportation Authority Board and/or CAC meeting agendas, at the discretion of the Board Chair and Executive Director. Project updates may be consent items or discussion items with presentation by SFCTA staff. In either case TJPA staff shall be in attendance to present or answer questions from Board and CAC members, if requested.
- Any procurements funded wholly or partially by this Prop K grant shall be consistent with the City and County of San Francisco's Local Business Enterprise Program, local hire policies, and Ordinances 12.X and 12.X.2 to the extent allowable by the various revenue sources that are used to fund the approved scope of work.

SGA Project Number:		Name:	Downtown Extension - NTP #2B
Sponsor:	Transbay Joint Powers Authority	Expiration Date:	12/31/2022
Phase:	Design Engineering	Fundshare:	

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
	\$0	\$2,644,557	\$0	\$0	\$0	\$2,644,557

Deliverables

1. On completion of Task C (estimated by June 2022), provide technical memoranda and drawings for the design work undertaken through Task C.

Special Conditions

1. NTP #2B funds (\$2,644,557) are placed on reserve to be released by the Transportation Authority Board following: (1) Demonstrated progress in meeting FTA's requirements for securing funding commitments to undertake the FTA-defined Project Development phase of work (expected by August 2021); (2) Transportation Authority Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for Phase 2 (see Deliverables #2 and #3, respectively for NTP #1); and (3) the identification of a new Program Director in accordance with the 6-party MOU.

2. See Special Condition 1 for NTP #2A (SGA 105-914037).

3. See Special Condition 2 for NTP #2A (SGA 105-914037).

4. See Special Condition 3 for NTP #2A (SGA 105-914037).

Metric	Prop K	Prop AA
Actual Leveraging - Current Request	0.0%	No Prop AA
Actual Leveraging - This Project	99.77%	No Prop AA

San Francisco County Transportation Authority

Prop K Amendment Request

FY of Allocation Action:	FY2020/21
Project Name:	Downtown Extension - NTP 2 (Amendment)
Grant Recipient:	Transbay Joint Powers Authority

EXPENDITURE PLAN INFORMATION

Current Prop K Request:	\$8,854,557
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Skip Sowko	Mary Pryor
Title:	Senior Design & Engineering Manager	Financial Consultant
Phone:	(415) 597-4617	(415) 896-6945
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SFCTA OVERSIGHT PROTOCOL FOR THE TRANSBAY TRANSIT CENTER AND CALTRAIN DOWNTOWN EXTENSION

This oversight protocol sets the framework for a partnership between the Transbay Joint Powers Authority (TJPA) and the San Francisco County Transportation Authority (SFCTA) for the purpose of achieving the shared goal of on time and on budget delivery of a quality project for both the Transbay Transit Center (TTC) and the Caltrain Downtown Extension (DTX). The intent is to integrate the SFCTA Project Management Oversight representative (SFCTA PMO) into the TJPA Project Management Team's (TPMT) processes and protocols to serve as a resource to the team in addition to performing a traditional oversight role. In order to add value to this partnership, the SFCTA agrees that its PMO will have the appropriate technical, project management skills, and background to perform its duties. All SFCTA costs related to the PMO services will be borne by the SFCTA.

1. The TJPA Project Management Team (TPMT) will have an open door policy and work closely with the SFCTA PMO, who will have access to project Section Managers and available information through TJPA staff. The SFCTA understands that some information will be confidential and commits to honor that confidentiality by not sharing or divulging any information so defined.
2. The SFCTA PMO will attend all appropriate progress meetings with the TPMT, to stay abreast of all project activities and when warranted, may also attend, as observer, partnering sessions and progress meetings with the contractor. The TPMT will provide a list of current and anticipated regularly scheduled meetings, and the SFCTA PMO and TPMT will jointly determine the meetings that would be most useful.
3. Subject to FTA and FRA concurrence, the SFCTA PMO will also attend meetings with the FTA and FRA and its PMOCs.
4. The TPMT will make available to the SFCTA PMO all project deliverables, reports, plans, procedures, and progress and cost reports for review and comment, which will be performed within the stipulated review period and submitted to the TPMT for consideration. Should the SFCTA PMO not provide comments by the due date, the TPMT may assume that they are not forthcoming.
5. The SFCTA PMO will review progress and cost reports and provide comments.
6. The SFCTA PMO will participate as an observer in consultant selection panels and proposal/bid reviews.
7. The SFCTA PMO will monitor quality through regular discussions with the TPMT and the TJPA Quality Assurance Manager.
8. The SFCTA PMO will be a member of the Risk Management team and participate in all Risk Management meetings and receive copies of the original risk register, its monthly updates, and reports.
9. For the DTX, the TPMT will institute a Configuration Management Board (CMB), with the SFCTA PMO as voting member, to review all proposed changes, regardless of whether they are owner, designer, or contractor originated, to determine merit, agree on quantum, and ultimately authorize all changes for the project. The SFCTA agrees that its PMO will have the appropriate technical and Project Management background and will not have veto power. Recognizing that the TTC construction is well underway, and in lieu of establishing a new body for the TTC, voting participation by the SFCTA PMO in the existing change order review group will fulfil this requirement.
10. The SFCTA PMO will provide support to the TPMT on funding and financing issues, including proactively identifying grants and other funding opportunities.
11. The SFCTA PMO will review and approve project invoices submitted to the SFCTA and assure that they are processed in a timely manner.
12. The SFCTA PMO will assist the TPMT with development of grant amendments and funding requests which are submitted to the SFCTA for approval



Memorandum

AGENDA ITEM 10

DATE: March 2, 2021

TO: Transportation Authority Board

FROM: Eric Cordoba - Deputy Director for Capital Projects and
Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 03/09/21 Board Meeting: Amend the Downtown Rail Extension - Phasing and Partial 15% Design Project Scope, Schedule, and Budget and Release \$6,210,000 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for Accelerated Project Development

RECOMMENDATION Information Action

- Amend the Downtown Rail Extension (DTX) - Phasing and Partial 15% Design Project scope, schedule, and budget
- Release \$6,210,000 in previously allocated Prop K funds, with conditions, for accelerated project development

SUMMARY

In April 2020 through Resolution 20-49, the Transportation Authority allocated \$11,906,558 in Prop K funds to the Transbay Joint Powers Authority (TJPA) for DTX project development, with \$8,854,577 placed on reserve to be released upon Board acceptance of the Project Phasing Strategy and identification of a new Program Director. The TJPA has prepared, for consideration, an accelerated schedule for project development, that would target an earlier funding submittal to the Federal Transit Administration (FTA) New Starts Program in 2023 instead of 2024. The TJPA requests the release of \$6,210,000 of the Prop K funds on reserve to partially fund the work required to meet this accelerated schedule and to improve the sequencing of the DTX work program to more quickly advance project readiness, positioning the project for potential near-term funding opportunities. The released funds would support project development activity not directly dependent on the Phasing Strategy. The remaining \$2,644,577 would stay on reserve subject to future release by the Board. DTX will require an additional \$25-30 million to complete the FTA-defined Project Development phase, which needs to be secured by Fall 2021. Attachment 1 provides the Amendment Request, including the updated scope of work for the requested funds and the funds to remain on reserve, and the staff recommendations, including special conditions.

- Fund Allocation
- Fund Programming
- Policy/Legislation
- Plan/Study
- Capital Project Oversight/Delivery
- Budget/Finance
- Contract/Agreement
- Other: Grant amendment and release of reserved funds



BACKGROUND

The DTX is a linchpin transportation project for San Francisco, the Northern California mega-region, and the state. DTX will unlock transit connectivity to the region's jobs centers in Downtown San Francisco, the Peninsula, and Silicon Valley, and the project is planned for compatibility with future rail expansion across the Bay. The DTX is a longstanding regional priority for transit expansion, reconfirmed through the current Plan Bay Area process.

The DTX consists of the construction of an approximately two-mile rail extension from Caltrain's current terminus at Fourth and King streets to the new Salesforce Transit Center. The DTX will fully realize investments in the Transit Center, including the underground train station box. The DTX will bring Caltrain from its current north terminal at Fourth and King streets into the heart of downtown San Francisco, and the project will serve as a critical element of the first phase of the California High Speed Rail Project, linking the Bay Area to the Central Valley and Southern California. The previous capital cost estimate for the DTX, prepared in 2016, was \$3.9 billion, assuming project completion in 2028. The current timeline for project delivery assumes completion in the early 2030s.

The DTX is led by the TJPA. On April 28, 2020, the Transportation Authority Board approved a MOU between the major DTX stakeholders: TJPA, Metropolitan Transportation Commission (MTC), Peninsula Corridor Joint Powers Board (Caltrain), California High Speed Rail Authority (CHSRA), City and County of San Francisco (CCSF), and the Transportation Authority. Under the MOU, these six agencies have agreed to jointly undertake a multi-year effort to develop the DTX to ready-for-procurement status. The MOU codified agreement to pursue most of the recommendations resulting from the 2019 Expert Panel review of current and best practices for governance, oversight, management, funding, and project delivery for the DTX. The MOU also established a new organizational structure to support the efforts of the TJPA in the development of the DTX. Specifically, DTX development efforts are guided by an Executive Steering Committee (ESC) composed of senior executives of the MOU agencies, supported by an Integrated Program Management Team (IPMT) of senior management from the agencies.

On April 28, 2020, the Transportation Authority Board allocated \$11,906,558 in Prop K funds to the TJPA to undertake project development work for DTX. The project identified a specific scope of work, broken into two Notices-to-Proceed (NTPs). The first NTP (NTP #1), with a budget of \$3,052,001, is underway and is focused on completion of a Phasing Study, which will identify an initial operating phase for DTX. NTP #1 also includes development of a Comprehensive Work Plan, Preliminary Real Estate Management Plan, Configuration Management Plan, and initial contractor outreach. The second NTP of the TJPA work (NTP #2), with a budget of \$8,854,557, included design development, cost estimation, and risk assessment for the project, including furthering the design of the DTX tunnel and the 4th and Townsend Station.

The \$8.85 million in NTP #2 funds were placed on reserve, subject to release by the Transportation Authority Board. This Board action was to be conditioned on the following: (1) Transportation Authority Board acceptance of the Project Phasing Strategy and Interim



Budget and Schedule for DTX; and (2) the identification of a new DTX Program Director in accordance with the six-party MOU.

DISCUSSION

Progress Update. Since the allocation of funds, the multi-agency team has been progressing the DTX work program. The Phasing Study is underway, and multiple concepts have been proposed for consideration. These concepts include deferral or phased build-out of certain project elements, to reduce the cost of the first phase of the DTX. Work is also underway on the related Operations Analysis Study, which will identify the infrastructure required for a range of service levels. In addition, TJPA is advancing the Preliminary Real Estate Management Plan, Configuration Management Plan, risk management, and a project re-branding effort.

The IPMT and ESC prepared the DTX Comprehensive Work Plan and Program Master Schedule, which the TJPA Board approved in December 2020. The Program Master Schedule shows the DTX submitting a funding application to the FTA in August 2024. FTA receives applications to the New Starts capital investment grant program once per year in August. Some members of the ESC, including our Executive Director who serves as ESC Chair, expressed interest in targeting an advancement by one year of the DTX funding submission to August 2023. Other ESC members cautioned that this may be challenging given the need to assess other regional priorities, gather necessary local funds, and consider the effects of the pandemic. As a result, the DTX Work Plan recommended by the ESC and approved by the TJPA Board sets the FTA funding request in 2024, with a note that the ESC would further explore ways to advance this schedule to 2023.

Since the approval of the DTX Work Plan, TJPA staff have prepared an accelerated schedule for consideration that would provide the potential to advance the FTA submission to 2023.

Recommended Release of Portion of NTP #2 Funds. Delivery of the accelerated schedule will require initiating certain activities planned to occur within NTP #2 prior to completion and acceptance of the DTX Phasing Strategy. TJPA staff have worked with Transportation Authority staff to identify the scope and budget of additional project development activities that would be suitable for initiation prior to completion of the Phasing Strategy. This work includes: design development for foundational infrastructure, such as utilities; geotechnical field investigations and seismic studies; advancing the project delivery strategy; and preparation of various management and controls plans, as required by FTA, to demonstrate project readiness. The IPMT is supportive of moving forward with these activities in the immediate term.

Our recommendation is to split NTP #2 into two sub-phases, as follows:

- a) *NTP #2A*, to be released immediately with a budget of \$6,210,000, to advance certain project development activities not conditioned on completion and acceptance of the DTX Phasing Strategy, with this work to be delivered concurrently to completion of NTP #1; and
- b) *NTP #2B*, with a remaining budget of \$2,644,557, for project development activity to be initiated following completion of the Phasing Study.



The partial release of NTP #2 funds requires an amendment to the scope of work for the allocation. Updated scopes of work for NTP #2A and NTP #2B are provided in Attachment 1 to this memorandum. The scope and budget of NTP #1 is unchanged.

The scope of NTP #2A reflects a combination of work originally planned for NTP #2 and work originally planned to follow NTP #2 activity, but now recommended for initiation based on the more detailed Work Plan and accelerated schedule. Accommodation of these scope changes within the original budget limit of the \$11.9 million allocation will result in the deferral of certain less-urgent NTP #2 activities to a later package of project development activity.

Rationale. The phased release of NTP #2 funds is supportive of multiple objectives, including:

- *Rationalize delivery of the technical work program over the next approximately 12 months.* By advancing certain development activities, NTP #2A will reduce the bottleneck of project work originally planned to occur following the phasing decision. This will utilize mobilized resources more evenly and better sequence the detailed set of work activities identified in the recently-approved Comprehensive Work Plan.
- *Support project readiness for near-term funding opportunities.* There is potential for federal investment in the coming months in infrastructure projects. NTP #2A work, including utility design and management planning, will increase the readiness of the project to pursue these opportunities, including for potential early or advance construction packages, as well as for subsequent phases of project development and design.
- *Provide the ability to target a 2023 funding submittal to FTA.* The federal government receives New Starts submittals on a once-per-year basis in August. The 2023 date would permit FTA review and Congressional authorization to occur within the term of the current administration.

The release of funds would enable but not guarantee achieving the 2023 target date for funding application to FTA. Our assessment is that initiating NTP #2A activities has overall merit beyond simply the FTA timing goal.

Challenges and Risks. There a number of significant challenges associated with the advancement of NTP #2A and continued project development for the DTX work program. The existing allocation, including NTP #2A and NTP #2B funds, does not provide for all the activities that will be necessary to bring the DTX to ready-for-procurement status. The project plans to formally request entry into the FTA New Starts project development process in Fall 2021. FTA consideration of this request will require the demonstration of committed funding to complete the activities within the FTA-defined Project Development phase. This phase is expected to have costs of approximately \$25-30 million, beyond NTP #1/NTP #2 work. The subsequent Engineering phase of development is expected to have costs on the order of \$20-25 million, with the specific scope of work and cost dependent, in part, on the project delivery method selected for DTX.

The Transportation Authority, TJPA, and the other MOU signatory agencies will need to work together to develop a funding approach to complete project development. The current DTX work is 100% Prop K-funded. TJPA was planning to use a portion of the Regional Measure 3



funds programmed for DTX to support project development; however, these funds are currently held up by litigation. We are working with TJPA and other project partners to identify funding alternatives and expect to have preliminary recommendations by May 2021.

Revised Special Conditions. In association with splitting NTP #2 into two sub-phases and recommending a partial release of NTP #2 funds, we have identified some additional special conditions, consistent with the intent of the MOU and the original April 2020 allocation and reflecting the current context for project development. These conditions are specified in Attachment 1 to this memorandum. The primary changes are described below.

NTP #2A includes development of the Project Delivery Strategy. This work will assess alternatives for designing, procuring, and constructing the project, with an eventual recommendation to the TJPA Board of Directors. Under the MOU and Work Plan, this task is to be co-led by TJPA and the Transportation Authority. Budgeted funds (\$330,000) for this work will be conditioned on staff-level agreement between TJPA and the Transportation Authority regarding the detailed scope of work and co-management approach for this task.

Future release of \$2,644,557 in NTP #2B funds will remain subject to the previously identified conditions for NTP #2, specifically: Transportation Authority Board acceptance of the Project Phasing Strategy and Interim Budget and Schedule for DTX; and the identification of a new DTX Program Director in accordance with the six-party MOU. Release of NTP #2B funds will additionally be contingent upon demonstrated progress in meeting FTA's requirements for securing funding commitments for the FTA Project Development phase of work.

FINANCIAL IMPACT

The recommended action would not allocate any additional funds beyond those funds authorized in April 2020. Further the revised cash flow for the project, shown in Table 1 below, is less aggressive than that approved as part of the original allocation, so it will have a reduced impact on the finance costs of the Prop K program.

Table 1: Cash Flow Comparison	FY 2020/21	FY 2021/22	Total
NTP #2 Cash Flow as allocated	\$5,100,000	\$3,754,557	\$8,854,557
NTP #2 Revised Cash Flow (#2A + #2B)	\$3,778,000	\$5,076,557	\$8,854,557

Sufficient funds are included in the Fiscal Year 2020/21 budget to accommodate the recommended action. Furthermore, sufficient funds will be included in the Fiscal Year 2021/22 budget to cover the cash flow distribution for the next fiscal year.



CAC POSITION

None. This item is being brought directly to the Board due to the timing urgency associated with the accelerated project development schedule for DTX. The item was not ready in time to be presented to the CAC at its February 24 meeting; however, we provide a preview of the item as part of a progress report update on the DTX at the February CAC meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Amendment Request and Staff Recommendations



SFMTA

SFMTA Transportation Recovery Plan

Julie Kirschbaum, Director of Transit
Tom Maguire, Director of Streets
SFCTA Board
March 23, 2021

Transportation Recovery Plan





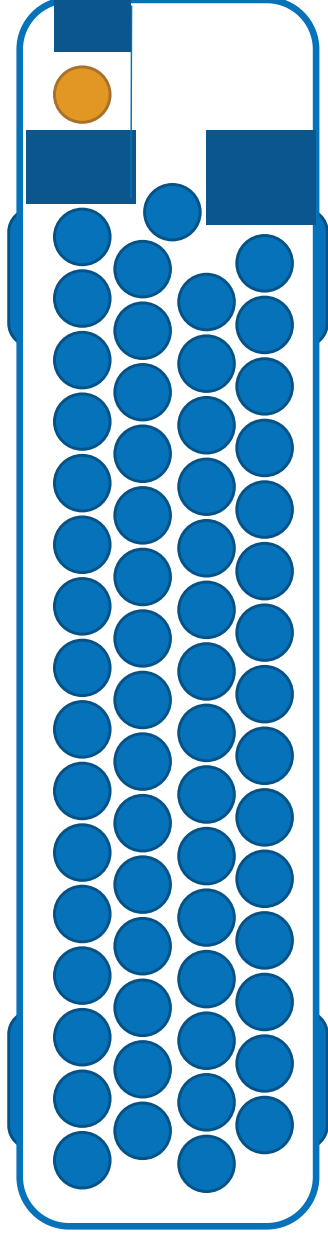


Service Restoration

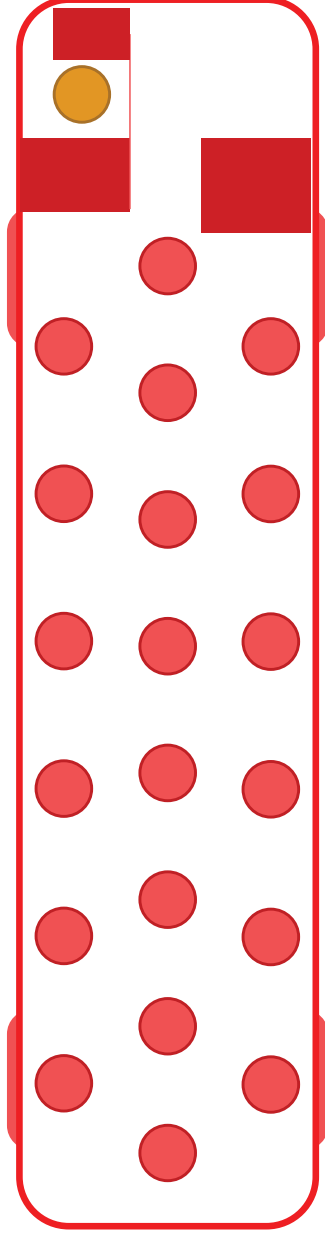
Primary Transit Constraints

- Safety during COVID
- State of good repair
- Revenue/finances
- Hiring and training

Capacity has been cut by 70%

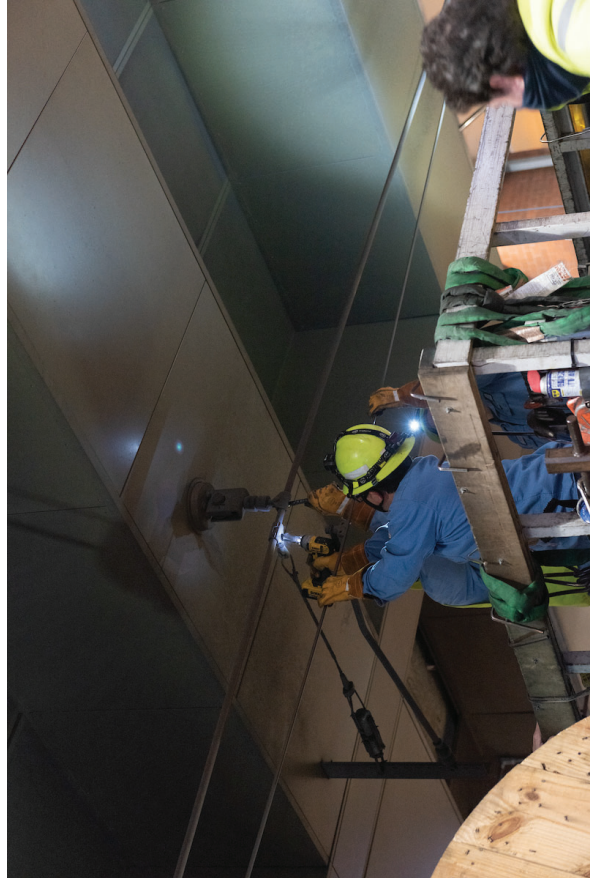


Before
COVID crisis



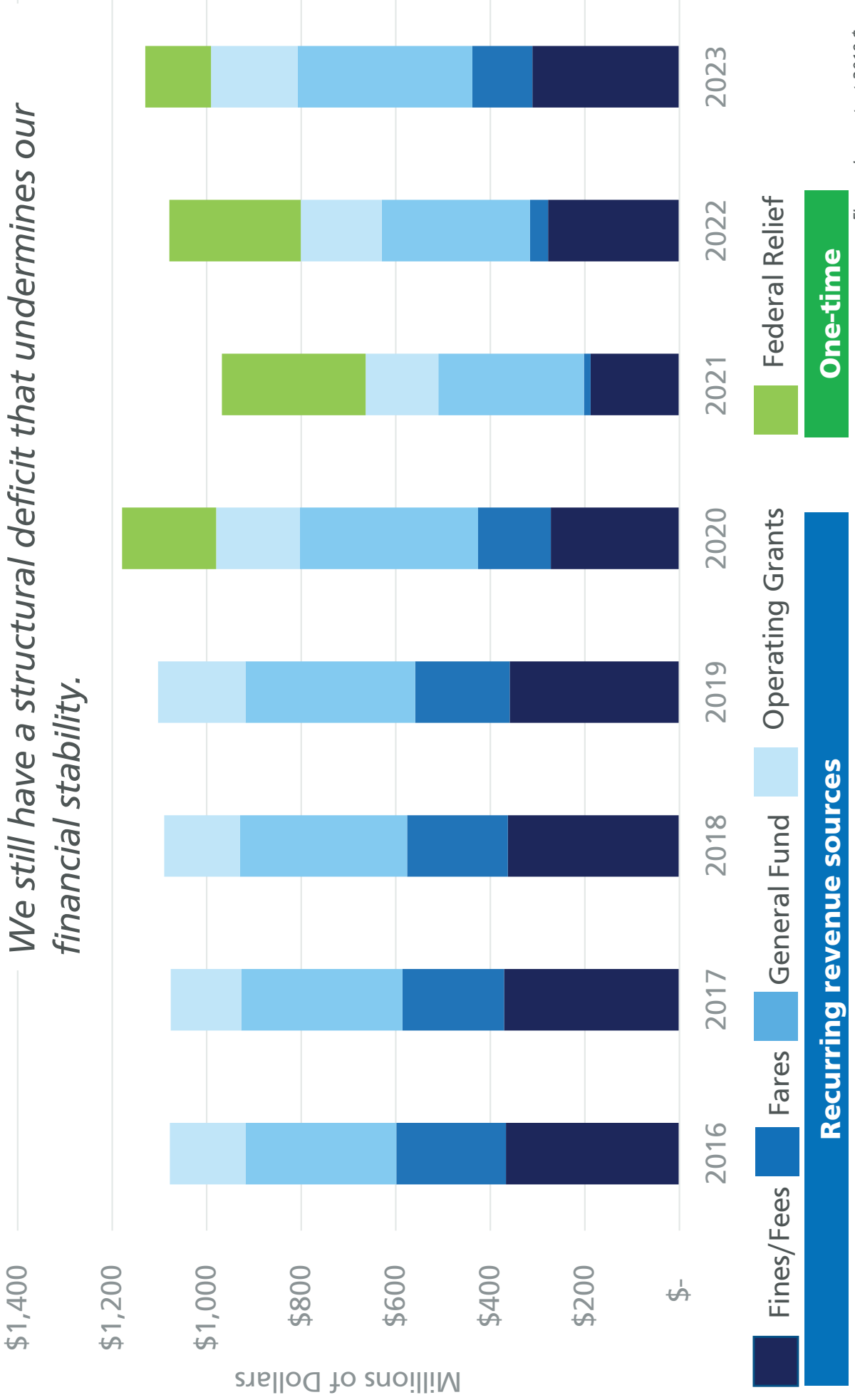
Today

State of Good Repair Work



Revenue

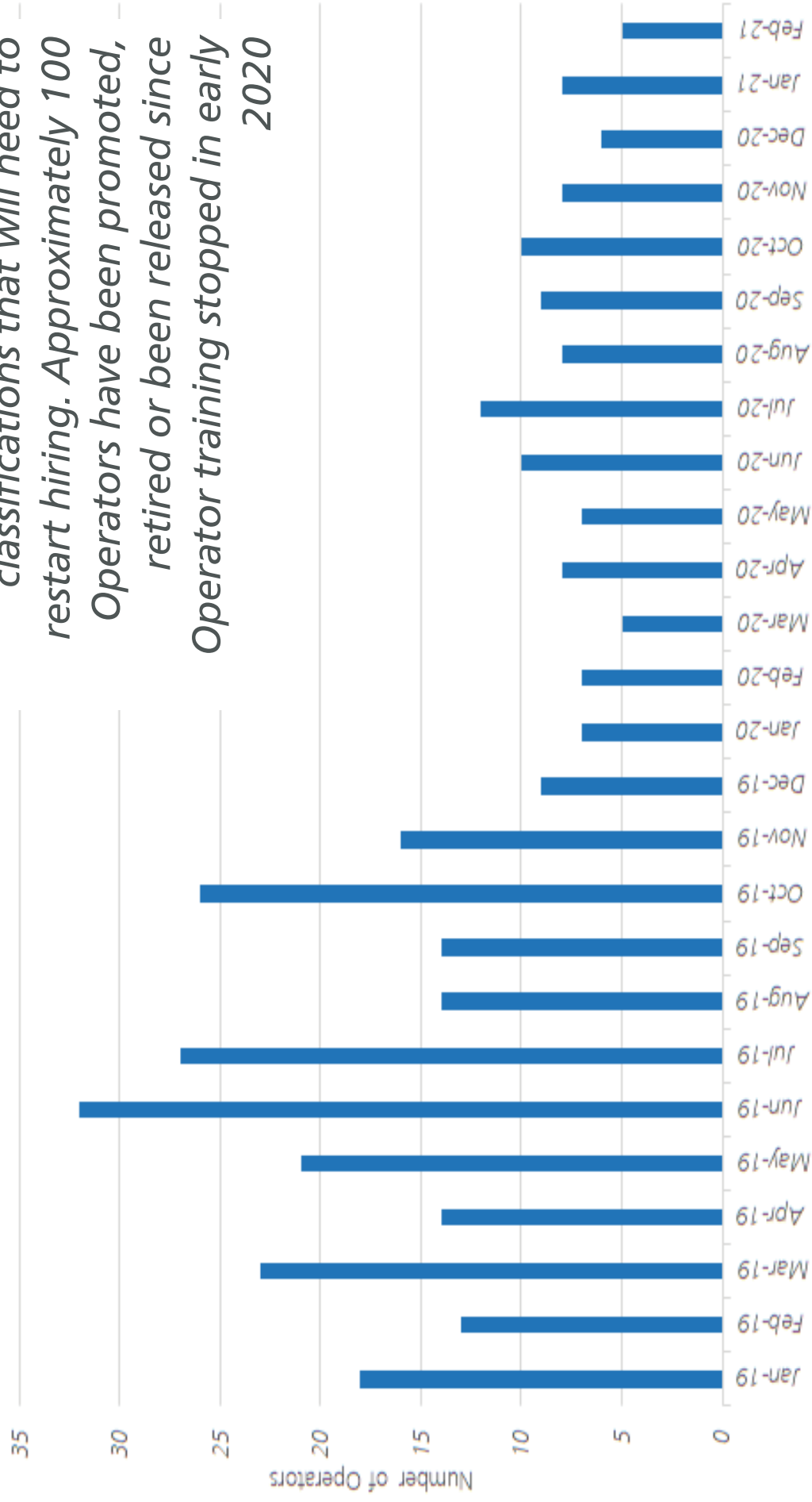
Federal funds are offsetting pandemic-induced shortfalls. We still have a structural deficit that undermines our financial stability.



Figures in constant 2019 \$

Hiring

Operator Attrition since 2019

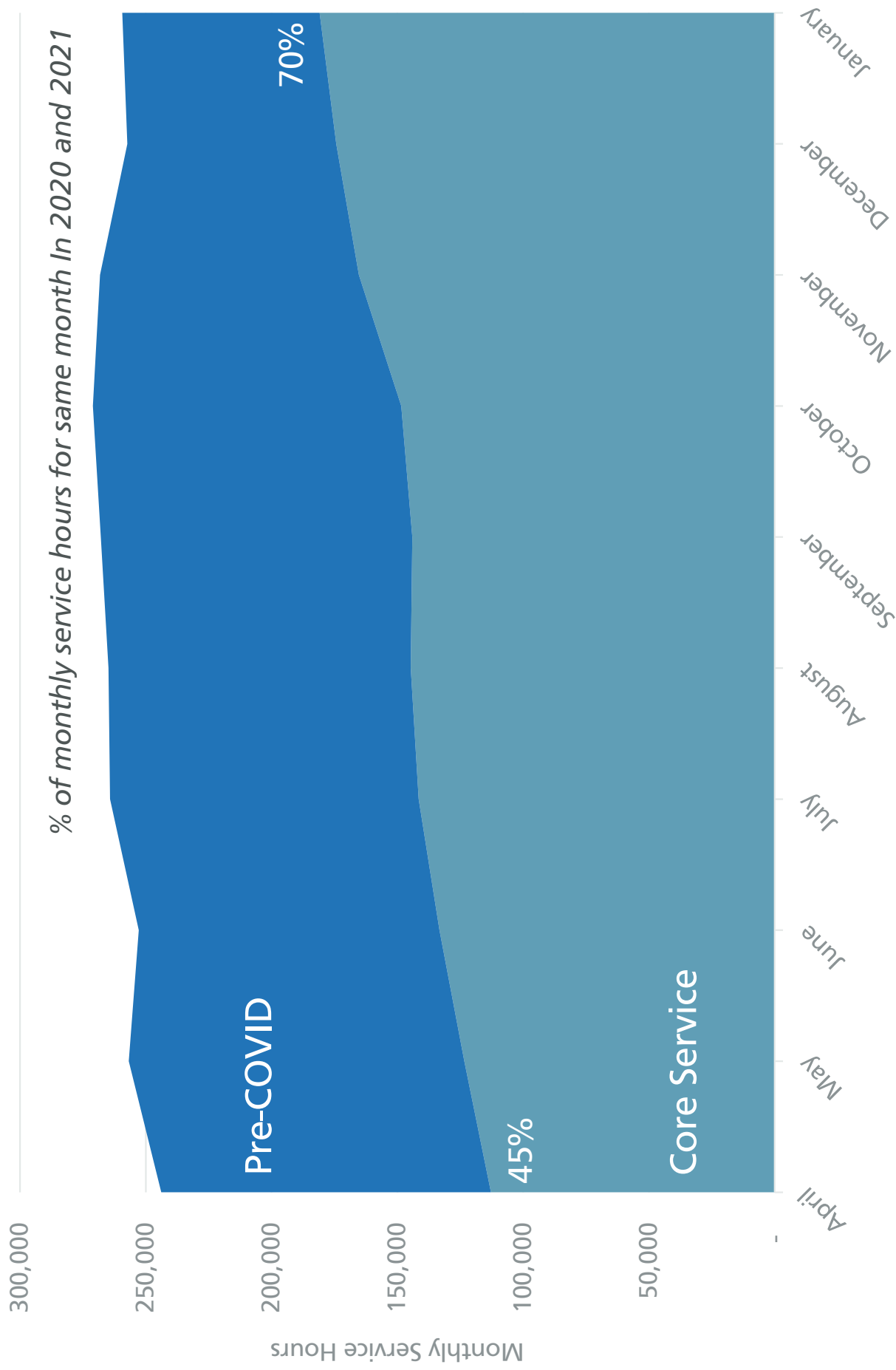


Operators are one of many job classifications that will need to restart hiring. Approximately 100 Operators have been promoted, retired or been released since Operator training stopped in early 2020

Training



Service Hours Delivered



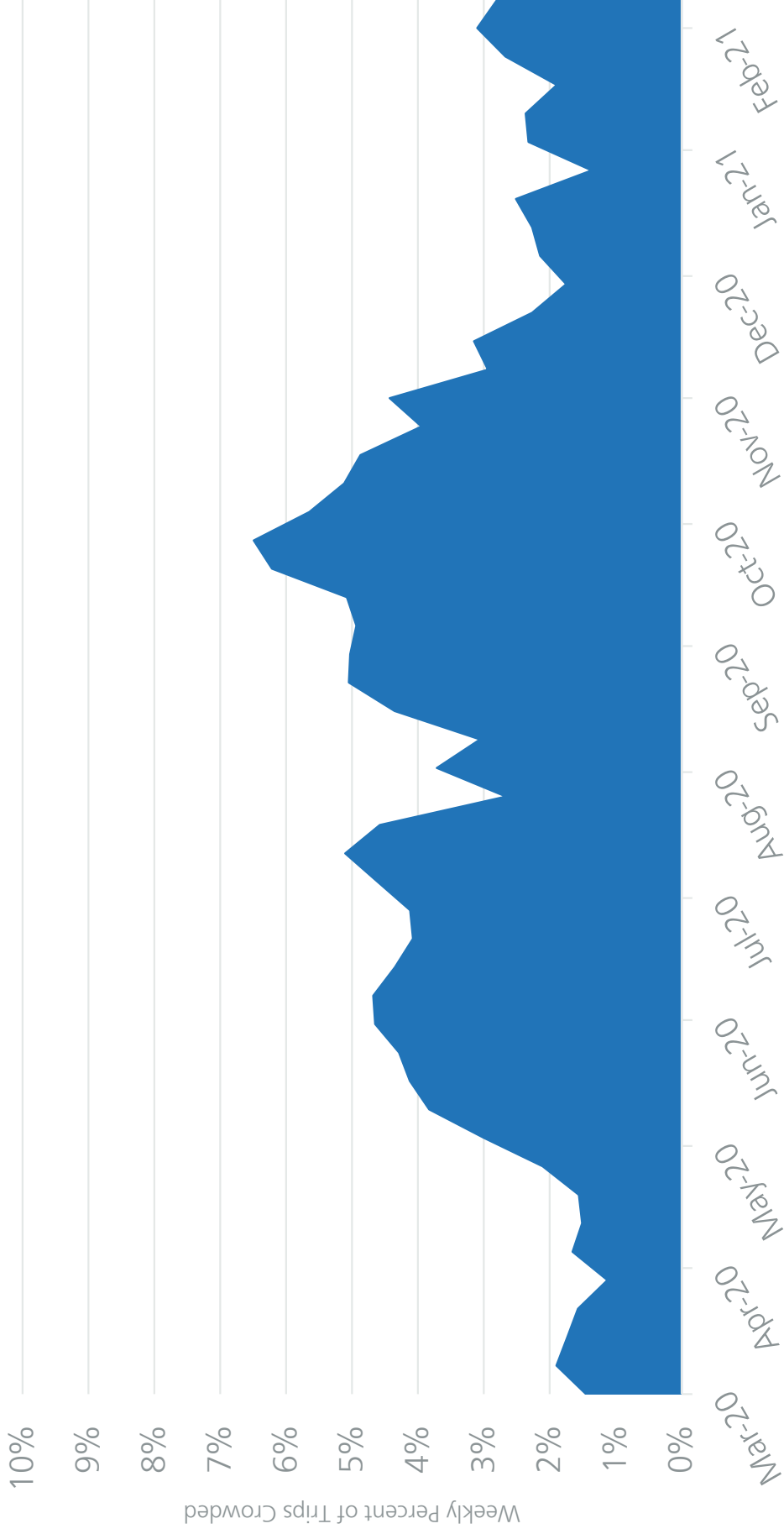
Key performance metrics for transit service recovery have been crowding/pass ups and coverage

Stop Level Ridership Data



Percent of Trips Crowded

Riders continue to be left at the curb due to COVID capacity restrictions



*Due to a data issue, ridership data is likely undercounted on rail substitution routes between 8/25 and 10/31.

Accelerated vaccination of SFMTA
staff and the riding public
combined with Federal stimulus
funding key to the next phases of
service restoration

May Service Restoration

Metro

- Open all subway stations from Embarcadero to West Portal
- Restart N-Judah rail from Ocean Beach to Caltrain

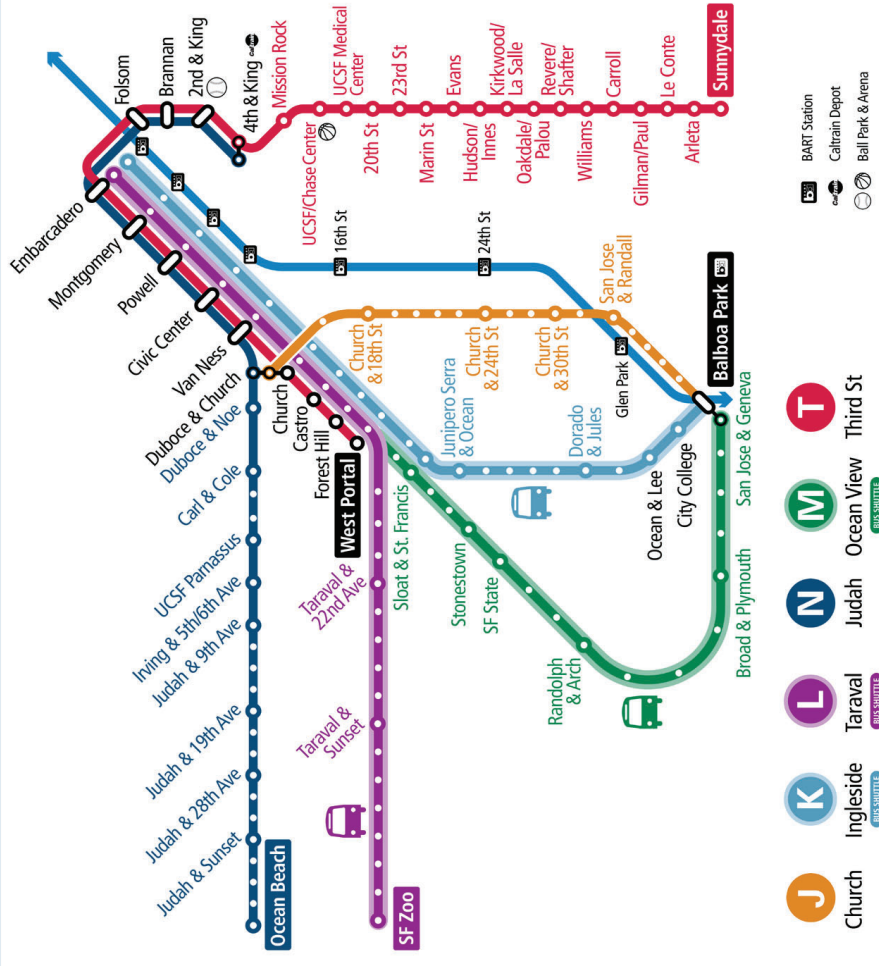
Historic

- Restore F line service 7 days a week (afternoon/evenings)
- Better Market Street constructions starts Fall 2021

Bus

- Increase frequency for crowding management
- Close hilltop gap between Forest Hill and Glen Park

Muni Metro & Bus Shuttles



Fall Service Restoration

Bus - Contingent on removing COVID capacity restrictions

- Continue to expand hilltop service and close coverage gaps in preparation for school reopening and increased business activity

Metro

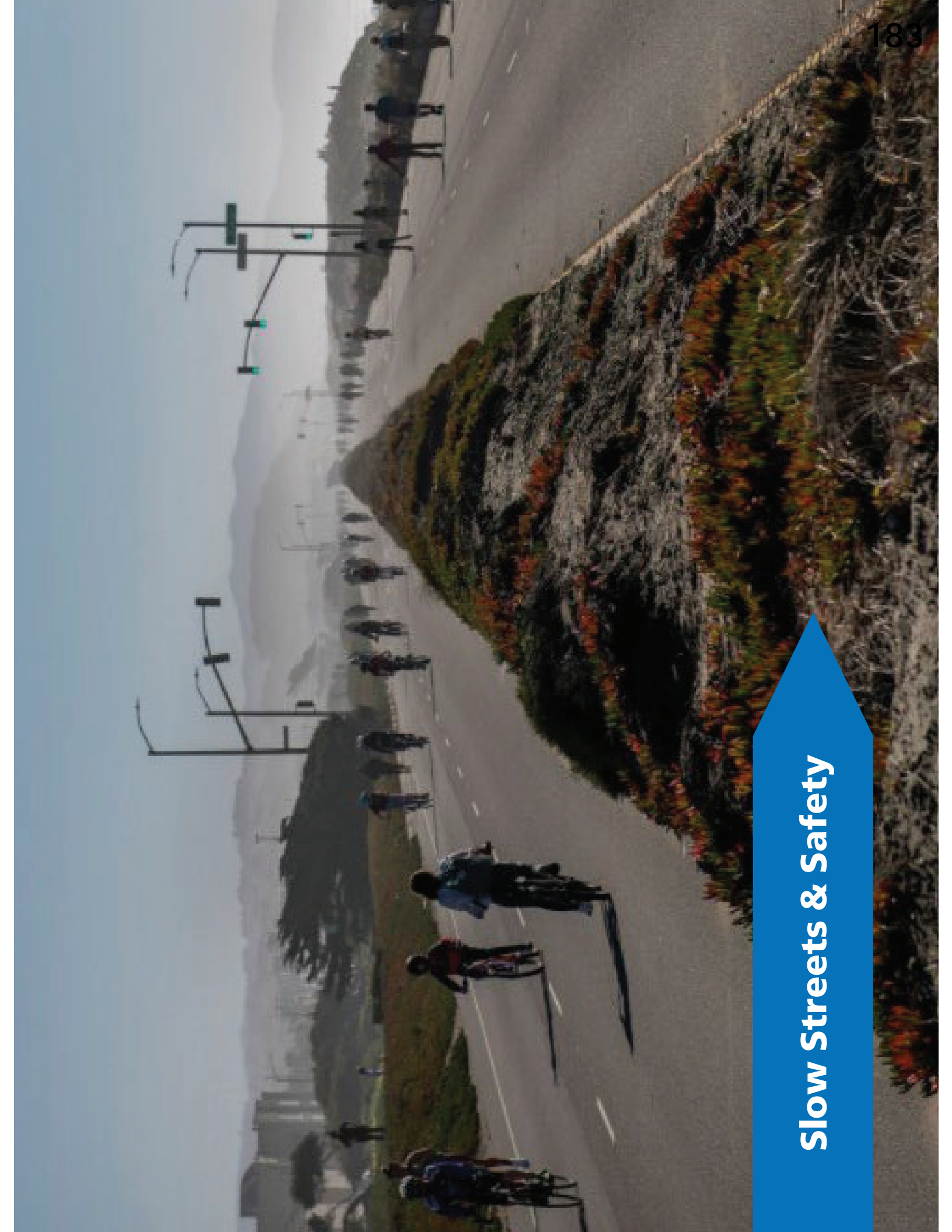
- Rail Operator training to be prioritized
- Buses to deliver K, L, M until staffing levels are sufficient



2022 Service Changes

- Continue to restore rail and bus service up to 85% of pre-COVID levels
- Work with Citywide stakeholders to weigh tradeoffs such as:
 - Deliver 5 min network including equity priorities (e.g., 29R Sunset Rapid)
 - Re-introduce routes with parallel service (e.g., 21 Hayes)
 - Fully restore cable car system
 - Re-introduce downtown express service





Slow Streets & Safety

Slow Streets Expansion



Program Benefits

Public Health

Ensuring space for social distancing is imperative to preventing the spread of COVID-19

Economic Recovery

Bike and pedestrian networks provide more choices when transit capacity is reduced

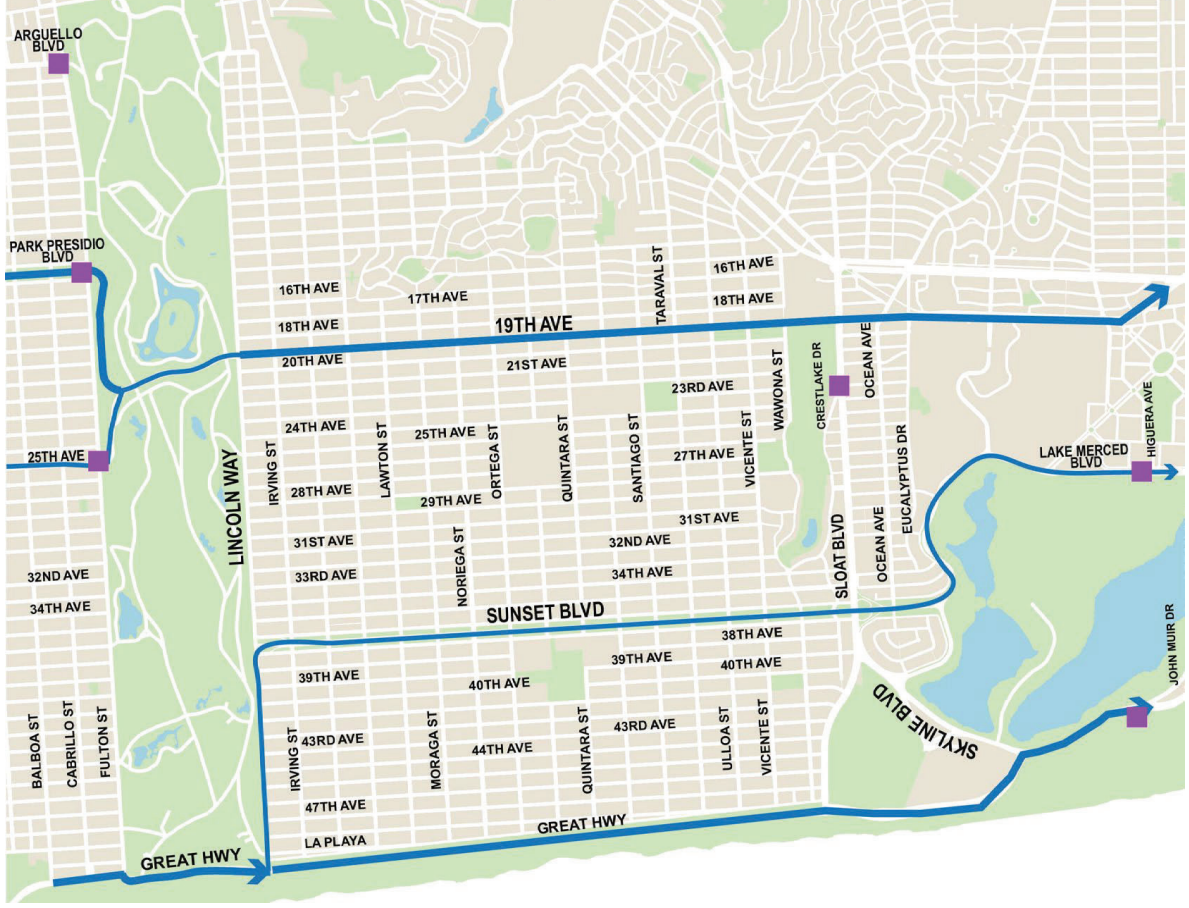
Quality of Life

Repurposing roadway space for low-stress bike routes and public spaces that create ways for neighbors to build connections

Bike Network



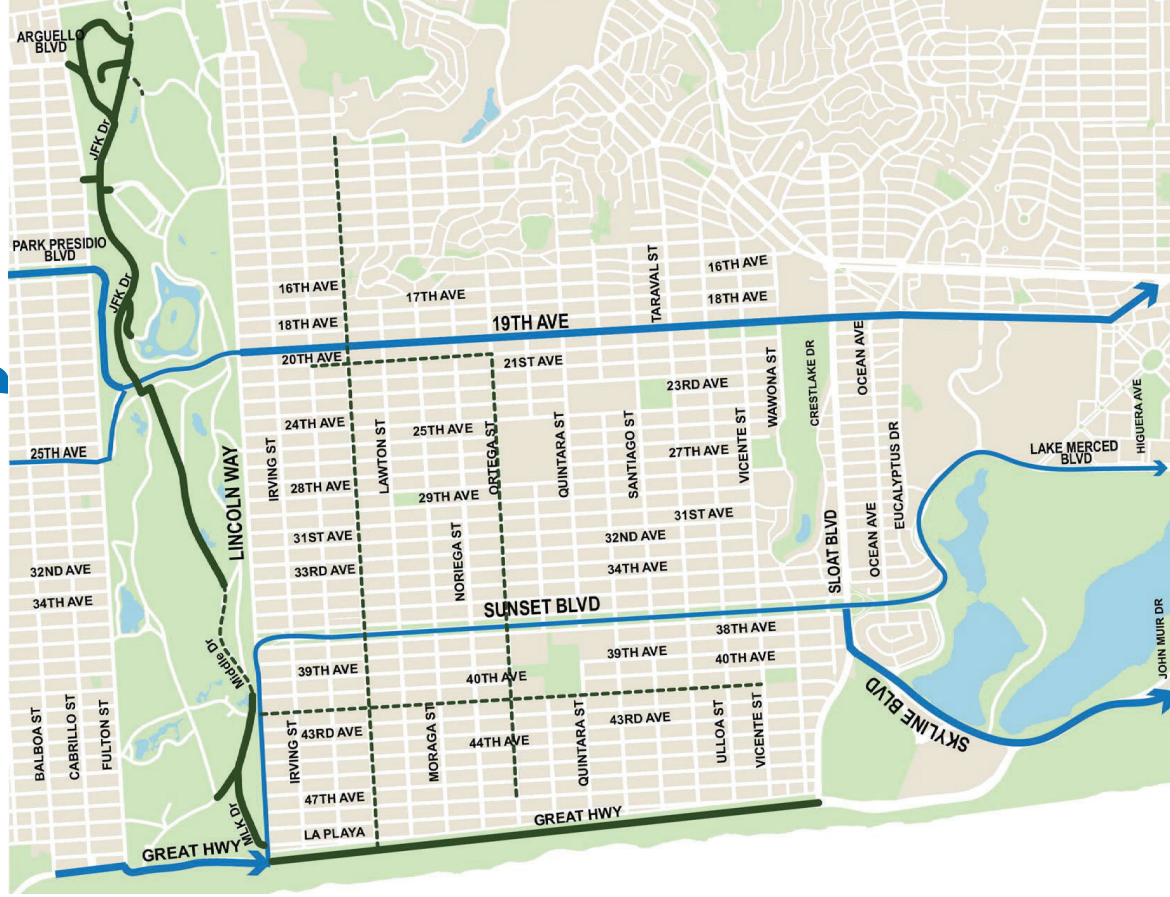
Primary Traffic Routes - PreCOVID



Pre COVID:

- **Upper Great Highway: 2 lanes**
- **Sunset Boulevard: 3 lanes, fed by 1-lane streets**
- **19th Avenue: 3 lanes**
- **Total: 6 lanes**

Temporary COVID Street Closures and Primary Traffic Routes



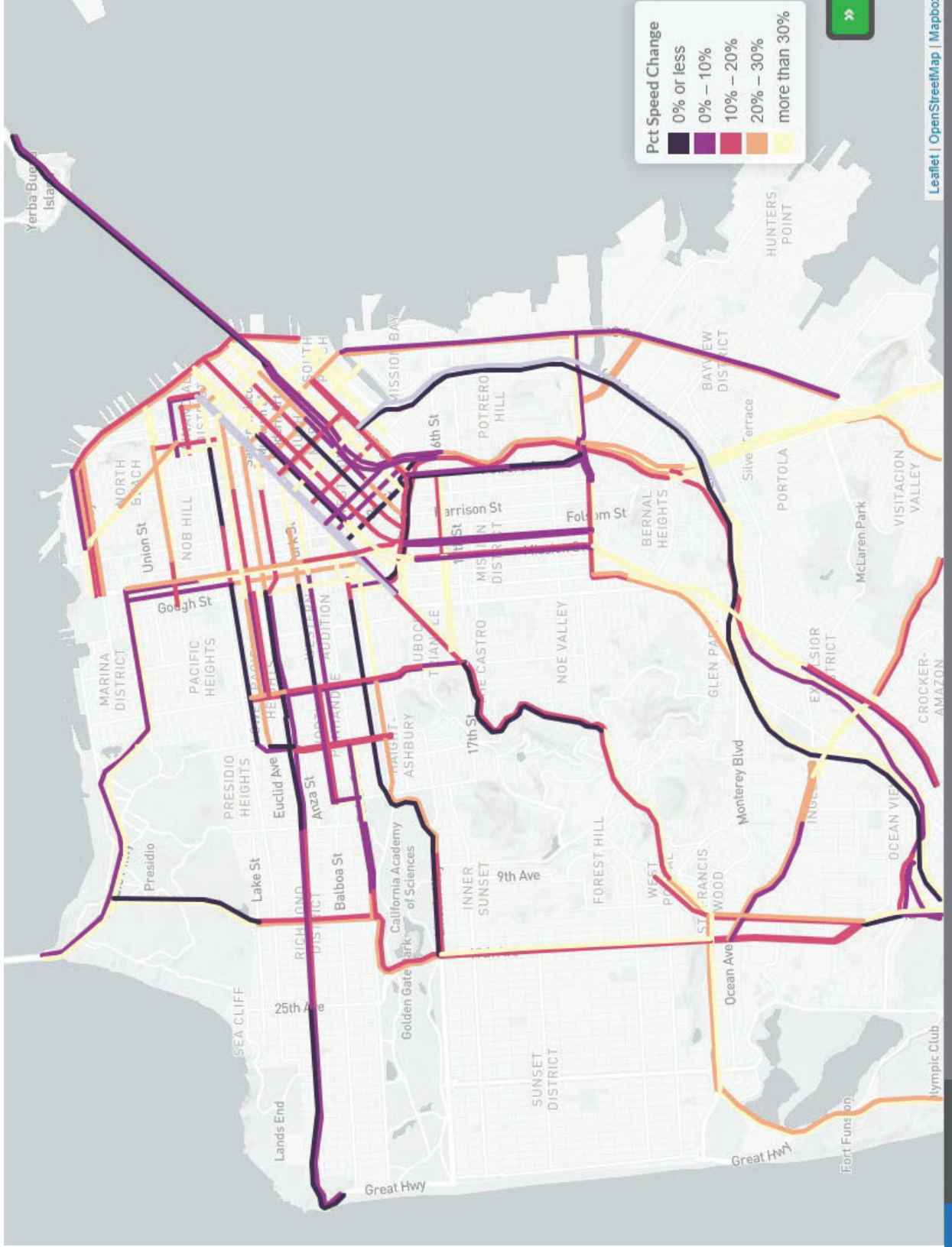
Current:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19th Avenue:** 3 lanes
- **Total: 6 lanes**

Legend

- Slow Street
- Temporary Road closure

Traffic Speeds



Leaflet | OpenStreetMap | Mapbox

With 19th Ave Construction



During construction:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19th Avenue:** 2 lanes
- **Total:** 5 lanes

Legend

- Slow Street
- Temporary Road closure



Network Management



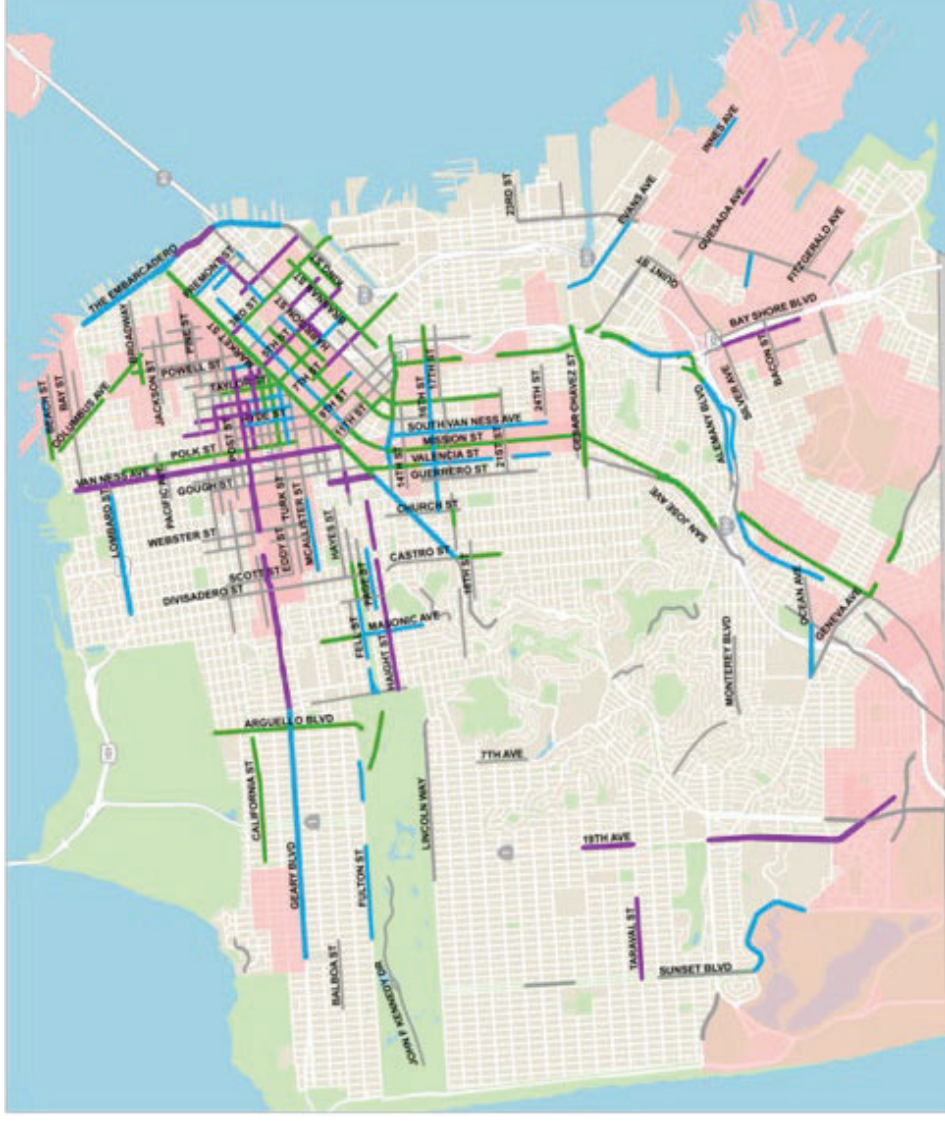
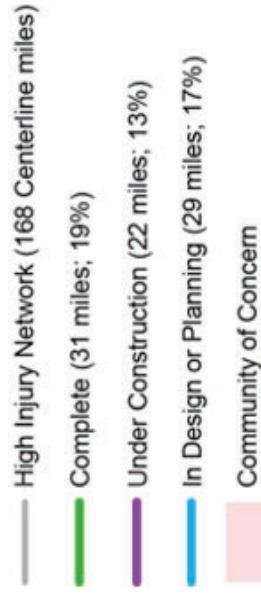
During construction:

- **Upper Great Highway:** closed
- **Sunset Boulevard:** 3 lanes
- **19th Avenue:** 2 lanes
- **Total:** 5 lanes

- Legend**
- Slow Street
 - Temporary Road closure
 - Changeable Message Signs
 - Local traffic management
 - Key locations for targeted traffic operation improvements
 - ↔

Accelerate Safety Improvements

- Expand Quick Build Corridors
- Accelerate proven systemwide tools
- Exhaust authority and innovate to lower speeds



80+ miles of corridor improvements on the High-Injury Network completed/ in planning/in construction

Making Westside Streets Safer

- Improve pedestrian and bicycle safety on key corridors
- Projects complete or in process on:
 - California
 - Anza
 - Fulton
 - 19th Ave
 - 20th Ave



Thank you

