



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, March 9, 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: 187 587 2662 # #

To make public comment on an item, when the item is called, dial '\*3' to be added to the queue to speak. Do not press \*3 again or you will be removed from the queue. When the system says your line is unmuted, the live operator will advise that you will be allowed 2 minutes to speak. When your 2 minutes are up, we will move on to the next caller. Calls will be taken in the order in which they are received.

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

**Clerk:** Britney Milton

1.	Roll Call	<b>Page</b>
2.	Citizens Advisory Committee Report - <b>INFORMATION*</b>	<b>5</b>
<b><u>Consent Agenda</u></b>		
3.	Approve the Minutes of the February 23, 2021 Meeting - <b>ACTION*</b>	<b>17</b>
4.	<b>[Final Approval]</b> Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - <b>ACTION*</b>	<b>25</b>
5.	<b>[Final Approval]</b> Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - <b>ACTION*</b>	<b>33</b>
<b><u>End of Consent Agenda</u></b>		
6.	Appointment of Up to Two Members to the Citizens Advisory Committee - <b>ACTION*</b>	<b>39</b>
7.	State and Federal Legislation Update - <b>ACTION*</b>	<b>55</b>
	<b>Support:</b> Assembly Bill (AB) 117 (Horvath), AB 1499 (Daly)	
	<b>Oppose:</b> AB 5 (Fong)	



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|------------|--|------------|
| <b>8.</b>  | Allocate \$945,258 in Prop K Funds, with Conditions, and \$2,020,000 in Prop AA Funds for Four Requests - <b>ACTION*</b>   | <b>63</b>  |
|            | <p><b>Projects:</b> (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)</p>  |            |
| <b>9.</b>  | 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 - <b>ACTION*</b>   | <b>73</b>  |
| <b>10.</b> | Approve the Transportation Authority's Project Nominations for \$10,444,302 from the Safe and Seamless Mobility Quick-Strike Program - <b>ACTION*</b>  | <b>109</b> |
| <b>11.</b> | 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. - <b>ACTION*</b>  | <b>159</b> |
| <b>12.</b> | Update on Bicycle and Pedestrian Safety Improvements at Lake Merced - <b>INFORMATION*</b>  | <b>187</b> |
|            | <p>At the February 9, 2021 meeting, Commissioner Melgar requested that San Francisco Municipal Transportation Agency (SFMTA) staff give a presentation on current and future efforts to improve bicycle and pedestrian safety and access to Lake Merced. At this meeting, SFMTA staff will present on the recently completed Prop K Neighborhood Transportation Improvement Program (NTIP) funded Lake Merced Bikeway Feasibility Study (attached), including background, findings, recommendations, and next steps. Staff will also present on the currently underway Lake Merced Pedestrian Safety Community-Based Transportation Plan, including the process, purpose, schedule, and plan for community engagement.</p> |            |

### Other Items

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

## **Citizens Advisory Committee**

Wednesday, February 24, 2021

### **1. Call to Order**

Chair Larson called the meeting to order at 6:01 p.m.

**Present at Roll:** Robert Gower, David Klein, John Larson, Jerry Levine, Stephanie Liu, Kevin Ortiz, Peter Tannen, Danielle Thoe, and Sophia Tupuola (10)

**Absent at Roll:** Nancy Buffum (1)

### **2. Chair's Report - INFORMATION**

Chair Larson reported that Citizens Advisory Committee (CAC) members were provided the link to the Executive Director's Report that was presented a day prior at the San Francisco County Transportation Authority (Transportation Authority) Board meeting.

Chair Larson reported that the San Francisco Municipal Transportation Agency (SFMTA) is in the process of updating the Vision Zero Action Strategy, which outlines the initiatives and actions the city will take to advance Vision Zero and work to meet its goal to eliminate traffic fatalities by 2024. He said to ensure the update represents the input of San Francisco's diverse communities, SFMTA has created a survey and Story Map. He added that the survey serves as an opportunity to inform the priorities and initiatives for safer streets and the Story Map provides context by laying out current strategies and policies. Chair Larson shared that the survey will be available online until March 5th in English, Spanish, Chinese, and Filipino, and SFMTA staff will provide a Vision Zero Action Strategy update to the CAC and Board this spring. He provided the following link to view the story map and online survey: <https://www.sfmta.com/getting-around/walk/vision-zero-sf>.

Chair Larson also reported that for nearly a year, San Francisco lacked Muni Metro service in the Market Street subway. He shared that at their recent Board meeting, SFMTA announced they would be bringing back Muni Metro service from West Portal to the Embarcadero by May of 2021. He said that if the city continues to dictate COVID - 19 restrictions and vaccination rates, it is possible that the targeted reopening date can be accelerated. He reported that bus service is anticipated to continue to run in place of trains on the K-Ingleside, L-Taraval and M-Ocean View through spring. He also added that SFMTA said that bringing back the trains would allow them to reallocate bus resources and workforce towards other transit routes, and other priorities such as state of good repair, Vision Zero and Slow Streets.

Chair Larson reported that staff anticipates that Jeffrey Tumlin, SFMTA Director of Transportation, will present on SFMTA's Transportation Recovery plans to support the "reopening" of the city to the Transportation Authority Board in late March. He said he would like to request that staff reach out to Director Tumlin to invite him to present on the same topic at the March 24th CAC meeting.



Lastly, Chair Larson followed up on comments made at the last CAC meeting and said he is working with staff to develop a regular schedule for major capital project updates to the CAC. He said he wants to be able to provide a look ahead so that they know what to expect, but also said that staff has asked for flexibility to juggle the schedule when unexpected issues arise that should be addressed in a timely fashion. He added that he would like to stagger the updates so that they have a more manageable agenda. Chair Larson shared that the regular updates for projects include: Better Market Street, Potrero Yard Modernization, Van Ness Bus Rapid Transit (BRT), and Caltrain Electrification. Others with as needed/when there is something to report may include Central Subway, Downtown Extension, and Pennsylvania Alignment.

Peter Tannen asked if the Muni Metro would be serving passengers in only one direction.

Maria Lombardo, Chief Deputy Director, clarified that it would be operating in both directions.

There was no public comment.

### **Consent Agenda**

#### **3. Citizen Advisory Committee Vacancy - INFORMATION**

#### **4. Approve the Minutes of the January 27, 2021 Meeting - ACTION**

There was no public comment.

Peter Tannen motioned to approve the consent agenda, seconded by Jerry Levine.

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (9)**

**Nays: (0)**

**Absent: Buffum (1)**

### **End of Consent Agenda**

#### **5. Racial Equity Action Plan - Phase 1 Internal Programs & Policies - INFORMATION**

Camille Guiriba, Senior Transportation Planner, presented the item.

Robert Gower expressed his appreciation for the plan.

David Klein expressed appreciation for the work towards the plan and for public agencies holding themselves accountable and making participation equitable. He noted that demographics is suggested for leadership, but that data is only provided for all staff. He asked if demographic data could be provided for the management and possibly mid-level staff. Cynthia Fong, Deputy Director for Finance and Administration responded that the Transportation Authority has fewer than 10 members of our leadership team, and the City Attorney has indicated that this means the agency does not have to indicate demographics for the management team because it would be too easy to identify individuals based on the data.



Mr. Klein indicated that he understands the point but expressed concern about the City Attorney's logic. He indicated that much information is already available online and that he does not agree that the agency should follow this direction.

Ms. Fong said she would bring that feedback back to the City Office of Racial Equity.

Ms. Tupuola expressed thanks to Ms. Guiriba for the presentation and said she was excited to see the outcomes in the future. Ms. Guiriba indicated that staff would provide periodic updates the CAC.

Mr. Ortiz expressed appreciation for this work and agreed with Mr. Klein that we should present leadership demographics and should expand leadership if needed so that we would be over the 10 person threshold. He also indicated a desire to see data on the age distribution for leadership as well as information about promotional pathways and the demographics of staff receiving promotions.

Ms. Guiriba indicated that there are specific actions (not all are shown in the slides) to track promotions. Mr. Ortiz appreciated that this was being pursued and flagged that SFMTA has only one Latina among its leadership and would like to review this information for the Transportation Authority as well.

Mr. Ortiz also asked how many employees the Transportation Authority has. Ms. Fong confirmed that the agency has 43 staff currently.

Ms. Thoe also expressed appreciation for this work and extensive set of actions. She encouraged staff to bring back an item to change the CAC's name change to Community Advisory Committee instead of Citizens Advisory Committee as soon as possible. She also suggested, in relation to Section 1.3 about investing in a diverse talent pool, that Transportation Authority's work lends itself to limited term duration internships, for example for NTIP projects. She would like to see a diversity internship/apprenticeship type program developed similar to what other Bay Area organizations are working on to try and diversify the transportation planning field.

Ms. Guiriba appreciated Ms. Thoe's comments and indicated that staff hope was to bring the Administrative Code changes back soon.

Mr. Larson agreed that the CAC name change is small but significant.

Mr. Levine expressed thanks and indicated support for others comments. Regarding the City Attorney's direction on demographics, he asked if that is a mandate or if the agency can disclose demographics if desired. Ms. Guiriba indicated that staff would check with the Office of Racial Equity and explore sharing this information.

Mr. Larson indicated his support for this work and said he looks forward to seeing upcoming Administrative Code changes.

There was no public comment.

## **6. Major Capital Update: Downtown Rail Extension - INFORMATION**

Jesse Koehler, Rail Program Manager, presented the item.

Chair Larson referenced the Link 21 proposal, highlighting that the Salesforce Transit Center train box was said to have the capabilities to potentially allow trains to run through



it to/from the Bay Area, and asked if that was a project they would continue and coordinate with.

Mr. Koehler replied that the agency partners see the Downtown Rail Extension (DTX) project as a foundational project and that the multi-agency DTX team is coordinating with the Link 21 team, which he added is staffed by BART and Capital Corridor. He said that the project is a linchpin to not only the Peninsula connection but longer term rail connectivity into the East Bay, and ultimately Sacramento.

Stephen Polechronis with the Transbay Joint Powers Authority (TJPA) echoed Mr. Koehler's comments and said they have been coordinating with the sponsors of the Link 21 project for several years. He said they prepared two technical memos outlining various connections and routes that a future link 21 connection can take east out of the transit center. He added that they are working to ensure that whatever they do in terms of the extension of the train box, that it does not preclude that connection. Mr. Polechronis said that Link 21 staff is working on procuring an environmental consultant that will help them study and make decisions of the route that is used, and TJPA will make sure that the east end of the train box will accommodate a future prospect transbay connection.

Chair Larson asked about the Pennsylvania Avenue alignment, and the sequencing of the projects in the future.

Mr. Koehler said they are considering a lot of different scenarios. He said it's important to note that the DTX project has a fully approved Record of Decisions including the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA), and said they are very ready to move the project into intensive design and delivery. He shared that the Pennsylvania Avenue Extension (PAX) project is in an early, pre-environmental stage, and depending on how the timing of the projects work over time, there may or may not be opportunities to coordinate implementation of the projects in a more efficient manner. He added that right now they want to be prepared to not only deliver DTX but deliver it in a fashion that when PAX is ready, it can be delivered with no harm done to either of the projects.

Chair Larson asked if there were technological advances in construction, that relate to tunnel technology that they can use to help reconceive the project.

Mr. Polechronis replied yes and provided an example of earth pressure balance machines. He said they press up against the face of the unexcavated earth and are more efficient and safer for the operators as well as the tunneling activity itself. He added, they are also looking into sequential excavation methods, a European way of tunneling, which will be more efficient and cost effective. He also shared examples of advances in street decking technology and said that it could help them minimize disruption, speed up construction, reduce impacts, and save money.

During public comment Roland Lebrun suggested that there should be a condition to the allocation where the costs per element are broken down. He said the DTX and PAX should be able to be implemented for under \$1 billion. With respect to Link 21, he suggested inviting the same team that presented at the January TJPA CAC meeting.

Edward Mason said in the past there was discussion of the platform levels to accommodate high speed rail. With regard to Link 21, he asked about the platform levels



required and asked if there would be a downward spiral related to platform heights when it is time to begin negotiations.

Mr. Polechronis said because of the different operating styles between high-speed rail and Caltrain, that it is typical to have dedicated platforms for each service. He said because the Caltrain cars have high and low doors, there is an unusual situation where a train breaks down, that way they can have interchangeability. He said they are working with BART, and it may be a Caltrain-type service that will go through the station.

**7. Adopt a Motion of Support to 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.

Chair Larson asked how pavement conditions were assessed and how the city schedules assessments.

Ramon Kong, Pavement Program Manager with San Francisco Public Works, replied that they have consultants that survey the city by driving around and scoring every street using electronic sensors. He said that the information is stored in Public Works' database and is used to calculate the Pavement Condition Index (PCI) for each street. Mr. Kong shared that they survey the pavements every year for about two months in November and December. He said that the citywide average PCI was 74.

Stephanie Liu asked how the success metrics for Bike to Wherever Day, previously known as Bike to Work Day, had changed compared to last year.

Mr. Pickford replied that in 2020 SFMTA measured a 4% increase in riders on Bike to Wherever last year. He introduced Crysta Highfield with SFMTA to respond to Ms. Liu's question.

Ms. Highfield said that neither last year or the current year are expected to be comparable to past years Bike to Work Days. She said they are measuring the same metrics as prior years, including bike counts, the number of people being directly reached by promotions, and the number of incentive items, such as tote bags, given out. She said instead of comparing year to year, they are focusing on comparing the weeks before and after the event and day of. She said it still gives them a good idea of whether the event successfully encouraged biking.

Ms. Liu asked if the goal was not only to encourage biking overall, but to also shift trips for those who would get into a car instead of transit because of the pandemic.

Ms. Highfield responded that it was and said if they could encourage anyone to ride a bike, they would be happy. She said that they have a broader target beyond those who might otherwise drive cars, and that they want to encourage those transit riders who might be afraid of using transit during the pandemic or facing crowding on their transit route by making biking accessible, easier, and lowering the barriers to get more people to try it out.

Ms. Liu said that focusing Bike to Wherever Day on Slow Streets this year made a lot of sense and she asked if there will be education efforts to increase awareness around Slow Streets.



Ms. Highfield said promotion for Slow Streets is ongoing, and the organizer of the event, the San Francisco Bicycle Coalition (SFBC), intends to do a broader outreach for slow streets before the event. She said that the SFBC was very supportive of Slow Streets in general.

David Klein asked where the bike counters that collect ridership data would be and where incentive tote bag distributions would be located. He asked how they would distribute throughout the city and if they are concentrated in certain districts. He said that concentrated locations could skew data.

Mr. Pickford said that SFMTA has permanently installed bike counters around the city and that staff would send the CAC a map of the counter locations. He said that the locations of the energizer stations have not yet been finalized, but that the energizer stations would be located in each supervisorial district.

Danielle Thoe noted that there was not a written requirement in the allocation request that the energizer stations be spread through all of the districts, as there had been in prior years. She suggested that energizer stations and incentive distribution locations be required to be in each supervisorial district.

Mr. Pickford agreed and said staff would add a condition to the allocation request requiring energizer stations in all supervisorial districts.

During public comment, Roland Lebrun said that repairing the Guadalupe River Bridge was important to supporting Caltrain service along the entire corridor.

Chair Larson agreed, and said it is important to remember how the whole Caltrain route has an impact on San Francisco and that is why we contribute money to bridges and other infrastructure outside of San Francisco.

Brian Wiedenmeier, Executive Director of SFBC shared his support of the allocation request for Bike to Wherever Day. He said that SFBC would be the main organizer of Bike to Wherever Day, which is being branded that way in response to the pandemic and in recognition that people bike for many reasons. He said that they have a commitment to adding energizer stations in each supervisorial district in the scope and had no issues with making that a condition of the allocation. With regard to promotion, he said they will have a robust marketing plan that will reach people in multiple languages across multiple channels, encouraging people to choose biking. He said this was the time to promote biking, to take advantage of the growing Slow Streets network, and to address the pressures that transit systems are facing, and to prevent a return to single occupant vehicle trips after the pandemic.

Sophia Tupuola motioned to approve the item, seconded by Robert Gower.

The motion was approved by the following vote:

**Ayes: CAC Members Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen. Thoe, Tupuola (10)**

**Nays: (0)**



**8. Adopt a Motion to 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.

Peter Tannen asked about the \$20 million available in incentive funding and how that was distributed among jurisdictions passing new measures.

Ms. Lyons responded that \$20 million is available each cycle, with a maximum amount of \$5 million per jurisdiction. She said that if more than four jurisdictions pass measures that cycle, the amount distributed to each jurisdiction is proportionately reduced.

Kevin Ortiz commented on the 13<sup>th</sup> Street Safety Project, indicating that a lot of development was happening in the area and would like to make sure residents are aware of protections they may need to have in place as development continues in the area.

Chair Larson indicated support for the focus on Vision Zero in the projects presented. He referenced a recent pedestrian fatality in District 7 and said that Vision Zero should remain a priority.

During public comment, Edward Mason asked that funds be conditioned on receiving regular updates after completion of the projects. He said there should be comparison after new improvements are made as efforts are made to engineer solutions to reach the goal of Vision Zero. He said receiving reports would allow an analysis on the effectiveness of engineering solutions and whether there was a lack of police enforcement preventing the traffic incidents from occurring.

Anna LaForte, Deputy Director for Policy and Programming, responded that the CAC and Board recently approved a Prop K allocation request for Safe Streets Evaluation. She said SFMTA has been and would continue doing annual reporting on the effectiveness of Vision Zero safety improvements being implemented. She said the 2020 evaluation report would be released in the summer of 2021 and the 2021 report would be released the year after, funded through the recent Prop K allocation.

Mr. Ortiz expressed support for making a motion but would like a timely report back on project progress in six month.

Ms. LaForte indicated that within six months the funds would likely just becoming available to the projects. Mr. Ortiz said he would like a timely report back.

Ms. LaForte indicated that some of the projects have Prop K funds as matching funds so the CAC would receive updates via that avenue and said updates could be provided on any of the projects.

Mr. Ortiz said with that information from staff, he was willing to make a motion to support the item as proposed.

Kevin Ortiz motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**



**9. Adopt a Motion of Support to 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.

Sophia Tupuola asked how the COVID-19 pandemic has affected implementation of the Safe Routes to School (SRTS) Non-Infrastructure Program and whether the focus would be on Communities of Concern and ensuring vulnerable populations are getting equitable access to schools and community learning hubs.

Ana Vasudeo, SFMTA, responded that current programming has been adapted to live on a virtual platform as well as in-person. She said the current program serves 103 schools and prioritizes 33 schools based on equity considerations such as Free and Reduced Price Meal program participation and the High Injury Network. She also noted that students may not be traveling to schools but are traveling to community learning hubs that are providing free Wi-Fi and other resources. She said the SRTS program had partnered with community learning hubs to host some education offerings and looks forward to serving schools this coming year.

Jerry Levine asked if a full funding plan must be in place for each project by the time funds were awarded.

Ms. Lyons responded that each project would need to have a full funding plan in place. She explained that the Folsom Streetscape Project has an outstanding request for Active Transportation Program Regional funds and if those were not awarded, the project would be scaled accordingly. She said staff were working closely with project sponsors and were confident in the funding plans put forward.

Mr. Levine asked if awards would be scaled back if the remaining funds from other sources were not available for a project.

Ms. LaForte responded that these were federal funds that must be fully obligated by September 2022 and Caltrans would require a fully funded project or useful segment at that time. She said there were decision points between now and then regarding the level of funding, but staff were confident these projects would be fully funded by that time, with coordination continuing between now and then.

Mr. Levine expressed that he wanted to be sure it would not reach a point where funds would need to be given back.

Peter Tannen asked for a description of protected corners, in relation to the Folsom Streetscape Project.

Alan Uy, SFMTA, answered that a protected corner was a corner that provides physically separated moves between turning vehicles and bicycles going through, including treatments such as concrete islands or signal separation.

Mr. Tannen asked about the two-way protected bikeway proposed for Folsom Street, indicating that it was used in short stretches, but there were already bike lanes on Howard Street in one direction and Folsom Street in the other which seems safer since it avoids bicyclists navigating intersections with traffic going the opposite direction.



Mr. Uy responded that the two-way design was developed through community and stakeholder outreach. He said the main concern going westbound on Howard Street was bicyclists making a jog on 11<sup>th</sup> Street to get to Folsom Street. He said stakeholders also voiced concern about numerous closures in the area and wanted to have a reliable option to get to the Rincon hill area and the Mission District without detours and unprotected bike facilities.

Mr. Tannen asked why the transit only lane shifts from one side of the street to the other side on 5<sup>th</sup> Street.

Mr. Uy said the need to get to the left is for closer access to the new Central Subway portal at 4<sup>th</sup> and Folsom streets and indicated that a majority of bus routes that would be on Folsom Street would be making a left on 3rd Street, so they need to be prepared for that movement. He said the decision was made after meeting with Muni operators and discussing their safety concerns.

Nancy Buffum expressed the importance of continuity for the Safe Routes to School program and said families were having difficulties handling the pandemic and was pleased with the emphasis on working with Communities of Concern and community learning hubs. She also said that keeping the program high profile during this period is important as parents think about going back to school and consider walking and biking as a way to get there. She also said that physical movement makes a big difference in a child's ability to concentrate, and it is important to encourage exercise and use that in messaging.

Chair Larson expressed agreement that it is imperative that once children go back to school, they can transition safely. He also said that traffic and movement is different now and as people go back to school and work, they are used to different patterns and it is important to make sure people are safe and conflicts do not increase.

During public comment, Christopher White, Program Director at San Francisco Bicycle Coalition, thanked the CAC and staff for considering the proposal and recognizing the importance of the program in creating a culture of sustainable, safe transportation, especially during this time. He said that during the pandemic, the SRTS partnership had remained nimble while schools and families have a reduced ability to engage. He said they had shifted programs online, developed a downloadable guide, and conducted webinars with a very large demand. He said they held a Biking with Children webinar four times and had over 425 registrants. He also said that in addition to working with community learning hubs, they had also been working with community-based organizations at food distribution sites, talking to people about their concerns. He said SFBC would be doing a Spanish language workshop for recent arrivals as well. He expressed that SRTS will only become more important as there would be some concern about usual ways of getting to school, such as transit and carpools, and stemming the tide of turning to single occupant vehicles would be critical.

Nancy Buffum motioned to approve the item, seconded by Kevin Ortiz.

**The motion was approved by the following vote:**

**Ayes: CAC Members Buffum, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (10)**

**Nays: (0)**



### Other Items

#### **10. Introduction of New Business – INFORMATION**

Kevin Ortiz said that \$10 billion in federal funds for removal of federal freeways was coming in to play and he would like to learn more about the Transportation Authority's plans for some of these projects for freeway removal. Since the allocations are coming up soon, he asked to hear about this at the next meeting coming up to get a good understanding of how these allocations will be used, for what projects, and also providing time to air community concerns, which he noted is always a best practice.

Mr. Larson said he would appreciate hearing more about this topic, as well.

Robert Gower said he had an escalation based on community concerns that he would like to see addressed in a presentation at an upcoming meeting. Mr. Gower described concerns related to the interplay of different agencies over the issue of street sanitation in District 11, citing the San Jose Avenue corridor where there are large dumpings. He said that the community is struggling and needs help with identifying the appropriate entities to get the garbage off the streets and cleaned up, both for the safety of vehicles trying to get through and the bike lanes, which are completely blocked in places. Mr. Gower said calls to 311 weren't proving to be effective.

Chair Larson agreed and added that he has too witnessed the garbage dumped along the San Jose Avenue corridor, noting he sometimes uses the segment near the Monterey exit and has observed large pieces of trash like carpets in the roadway.

Mr. Gower said it's become precipitously worse over the past six months and the community is struggling to find the right resources to address the dumping and associated safety concerns.

Chair Larson appreciated that this is likely an area where are intersections of many different agencies that have jurisdiction in this area.

David Klein inquired about any longitudinal trends regarding district-by-district budget appropriations to projects. He said they are all taxpayers and wants to see if they are all receiving a good amount of investment in their unique districts. He said this information may already be somewhere and he would appreciate being directed to it. He said he is curious how monies, as well as projects themselves – since it isn't just about the amount of investment but the type of investments, how many residents can benefit, etc. are invested. Mr. Klein said he sees meeting by meeting where the funds are going, but he lacks a sense of continuity prior to his time about how these investments are made across the city. He said he didn't have a preference about whether it's a chart or a heat map, looking a Prop K or fund source by fund source, but he would like an update or layout about how the investments are made across the city, and he leaves it up to staff to offer the best way to present it.

Chair Larson acknowledged the request. He noted there are more transit intensive areas in the city, but it is good to remember that there are transportation needs all over the place.

Nancy Buffum said she just learned yesterday that there would be temporary HOV lanes on Lombard and Park Presidio to help speed up Muni because these are state highways, and the proposal is that they are HOV 2, which she said is a very low bar. Ms. Buffum



continued by stating that the lanes should be set at a higher bar such as HOV 3 because HOV 2 means it will be a Muni and Uber/Lyft lane. She expressed concerns about traffic impacts of Uber and Lyft and reiterated that the lanes should be starting at a higher bar as not doing so could potentially cause more traffic issues. She suggested it might be worth talking to SFMTA about the choice of HOV 2 or HOV 3 for those lanes.

With regard to the freeway removal request he made earlier, Mr. Ortiz asked for a traffic impact report, which he acknowledged would be a longer term effort. He also said he would be interested in hearing about development plans if there was a freeway removed, such as the freeway at the Octavia exist.

Mr. Ortiz reminded staff of his prior request regarding a potential Prop K allocation for a Free Muni Program, which he hoped would be agendized at an upcoming meeting.

There was no public comment.

#### **11. Public Comment**

During public comment, Roland Lebrun said it is critical that they reach out to BART for a Link 21 presentation. He also asked the staff to consider changing to a different meeting platform.

Chair Larson said he, too, would like to hear a Link 21 update in the near future.

#### **12. Adjournment**

The meeting was adjourned at 8:19 pm

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# DRAFT MINUTES

## San Francisco County Transportation Authority

Tuesday, February 23, 2021

### 1. Roll Call

Chair Mandelman called the meeting to order at 10:09 a.m.

**Present at Roll Call:** Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (11)

**Absent at Roll Call:** (0)

### 2. Chair's Report - INFORMATION

Chair Mandelman reported that he had been enjoying the return of outdoor dining through the Shared Spaces program. He added that he is working closely with the Mayor's office to extend this into a permanent program, as well as the Slow Streets program. He said it has been refreshing to see the local businesses out in the streets and on the sidewalks again, but they also know they have a long way to go, and that the economic recovery will have to include the return of transit service that's been severely limited during the pandemic. Chair Mandelman thanked Commissioner Melgar for her resolution calling on the restoration of community bus routes, and said he is encouraged by the conversations their offices are having with the San Francisco Municipal Transportation Agency (SFMTA) on that front so far. He also thanked Commissioner Chan for requesting a hearing on the city's transportation recovery plans, that they will look forward to next month at second March meeting on the Transportation Authority.

Chair Mandelman also shared regional efforts that his office and the Transportation Authority staff have been busy working on. He said that he is pleased to see Bay Area Rapid Transit (BART) and Capitol Corridor's Link 21 vision of a regional rail system for the 21-county Bay Area megaregion. He said that by connecting the Bay Area, Sacramento, San Joaquin, and Monterey regions, the rail vision would promote equity by better connecting displaced households with job centers, easing congestion, and improving travel times, and benefitting the economy and environment significantly, according to the Bay Area Council Economic Institute's business case findings. He added that anchoring the plan was a second transbay rail link, which is potentially a standard gauge rail connection for services like Caltrain, High Speed Rail, Capitol Corridor, or BART. He added that the planning is just beginning and will take at least 20 years, with the possibility of service beginning in 2040.

Chair Mandelman also reported that he met with BART Directors Bevan Dufty and Janice Li to talk about how BART and San Francisco can coordinate more effectively on a range of issues. He said they discussed BART's recent efforts to advance



alternatives to policing and the use of ambassadors and social workers to ensure a safe experience for all riders, while providing the appropriate support and services for people experiencing homelessness or behavioral health issues at San Francisco BART stations, many of which are also Muni stations. He said he looks forward to partnering with BART leadership to stabilize and strengthen the regional transit system over the coming year, and he hopes they'll have an opportunity to discuss this topic more with the Transportation Authority Board in the coming months.

Chair Mandelman also shared that he met with Transbay Joint Powers Authority (TJPA) leadership recently, to discuss their strategy and progress on the Downtown Rail Extension under co-management of TJPA and Transportation Authority staff. He said he looks forward to having similar conversations about regional governance and investments with Caltrain representatives soon as well.

Lastly, Chair Mandelman shared that his office has been working with Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), San Francisco Planning Department, and Transportation Authority staff on providing input on the Plan Bay Area equity alternative, which he reported on last month, saying that this is something that the San Francisco delegation, including Commissioners Ronen and Mar, pushed for as an alternative to MTC's last minute changes to the final Plan Bay Area draft blueprint. He said that it would dramatically shift growth from suburban communities, especially rich areas of the Peninsula to some of San Francisco's and the region's most vulnerable communities. He expressed his sincerity in hoping to see a thoughtful and viable alternative land use scenario emerge out of the discussions before ABAG and MTC leadership are asked to adopt a final plan at the end of the year.

During public comment, Roland Lebrun suggested the Transbay Crossing service go live in 2030 versus 2040.

### **3. Executive Director's Report - INFORMATION**

Tilly Chang, Executive Director, presented the Executive Director's Report.

Chair Mandelman expressed his excitement towards the expansion of the Essential Transit Card (ETC) program. He said it is a big deal for people in hard-to-reach areas that have lost their bus service.

There was no public comment.

### **Consent Agenda**

- 4. Approve the Minutes of the February 9, 2021 Meeting - ACTION**
- 5. [Final Approval] Allocate \$7,524,841, with Conditions, and Appropriate \$60,000 in Prop K Sales Tax Funds for Thirteen Requests - ACTION**
- 6. [Final Approval] Allocate \$5,773,403 and Appropriate \$150,000 in Prop K Sales Tax Funds, with Conditions, for Potrero Yard Modernization - ACTION**
- 7. [Final Approval] Approve the 2021 State and Federal Legislative Program - ACTION**

There was no public comment.



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

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

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

Absent: (0)

### **End of Consent Agenda**

#### **8. [Final Approval] Allocate \$11,634,000, in Prop K Funds, with Conditions, to San Francisco Public Works for Better Market Street - 5th to 8th Streets - ACTION**

Anna LaForte, Deputy Director for Policy and Programming, presented the item.

Commissioner Haney asked if staff from San Francisco Public Works (SFPW) and SFMTA would present on their responses to the various follow up requests he had made at the last meeting. He said SFPW and SFMTA provided him an update and that he relayed to SFMTA Director of Transportation Jeffrey Tumlin that he was not satisfied with the vague and non-committal response. Commissioner Haney said Director Tumlin indicated that they would provide more information at the Board meeting.

Britt Tanner, Senior Engineer with SFMTA, responded that they shared Commissioner Haney's concerns and wanted to ensure that there was compliance with car-free Market Street. She said it was important to address the safety issues and to reduce traffic injuries and fatalities along the corridor. Ms. Tanner explained that the goal was to find the best solution between effective compliance and enforcement measures and to also have self-enforcing project design. She continued by saying that SFMTA would begin collecting data to help understand what is happening on the street. She said SFMTA intended to conduct a study in March 2020, but could not, due to the pandemic. Now, SFMTA would study how many cars were on Market Street and where they were, which would inform their enforcement plan. She confirmed that SFMTA committed to deploying Parking Control Officers (PCO) to Market Street but could not provide a specific plan until there was data to inform the deployment. She said SFMTA met with the San Francisco Police Department to discuss enforcement and confirm deployment of their traffic company to assist with enforcement at the beginning of car-free Market Street. Ms. Tanner explained that SFMTA emphasized using human resources due to the flexibility of deploying staff based on the data and that they would monitor the effectiveness and supplement as needed with additional police support or installing cameras at targeted locations. She said they focused on making car-free Market Street self-enforcing and would also install quick build measures such as required right turns and the conversion of Jones Street from one-way to two-way. For taxis, she said SFMTA would extend the transit-only lane east to Main Street in the spring to evaluate how taxis and buses interact in the summer. She said SFMTA would have two segments to evaluate because the segment that was extended east to 3rd Street would be a transit only lane.

Cristina Calderón Olea, Project Manager at SFPW, said they would return in May as part of their quarterly update and would provide information on the long term vision



for Market Street and the implementation process. She said the next steps depended on the city's Transportation Recovery Plan and transit service along the corridor. She said the first phase of construction would address important infrastructure repairs and replacement and would not preclude the City from constructing the full vision for the corridor.

Commissioner Haney said the SFMTA memo scaled back commitments and referenced that they would not recommend automated photo enforcement, which was previously part of the plan. He said the memo did not provide detail on PCO deployment and the acceptable level of compliance and asked if there was updated information that Director Tumlin could share.

Director Tumlin asked Ms. Tanner to discuss the work done with the police department.

Ms. Tanner said she provided a summary of the information and that the critical issue heard from Commissioner Haney were questions on the photo enforcement. She clarified that photo enforcement had capital costs and SFMTA would need to revise contracts to install the equipment. She reiterated that using human resources would be the quickest way to improve compliance and that data collected would help to efficiently deploy staff. She said PCOs were in limited supply and were supporting vaccination efforts.

Director Tumlin added that SFMTA had data from their work in January to March 2020 when both police officers and PCOs were directing traffic and that they were able to reduce the number of PCOs while maintaining compliance. He said the data was important to understand where motorists were and that most compliance was achieved by having a uniformed presence. He added that SFMTA saw the same level of compliance with police officers as with the presence of uniformed PCOs and committed to deploying PCOs to Market Street.

Commissioner Haney asked for the quick build timeline.

Ms. Tanner responded that the quick build elements would be installed in the spring and summer and included the two-way conversion of the unit block of Jones Street and the unit block of Spear Street, the required right turn eastbound at Hayes Street for commercial vehicles (not taxis), and a transit lane extension to Main Street, which allowed for the evaluation of taxis using the transit lane.

Commissioner Haney said there was stakeholder frustration and that they wanted more clarity and focus on the enforcement plan. He provided a metric example and said staff could monitor hotspots on Market Street twice a month to track when conditions worsen and if non-compliance of private vehicles were observed by a given metric, that PCOs would be deployed until compliance reached an acceptable level. He said he understood the importance of data collection but wanted more of a commitment on enforcement. He asked, based on the data collection in March, if there was a time the project team could present a more specific enforcement plan.

Director Tumlin said it was important to have outcome-based targets to efficiently direct resources and that a combination of enforcement and design would be necessary to deliver the Market Street the city wants. He committed to developing a plan, once there was more data, and committed to work with Commissioner Haney's



office regularly. He said, based on experience from January 2020, that behavior would be unpredictable and he wanted to ensure that the plan accommodated adjustments.

Chair Mandelman offered to agendize an update on the enforcement plan at the Board.

During public comment, Barry Toronto thanked Commissioner Haney for bringing up issues with the project. He said there was no compliance with car-free Market Street at night and motorists ignored the signage. He said there was a need for disabled access between 7th and 8th streets and that access would be non-existent if taxis were forced to turn right on 8<sup>th</sup> Street. He mentioned that there was a right turn requirement at 1st Street and asked if they would be forced to turn right when driving eastbound.

Janice Li, with the San Francisco Bicycle Coalition, thanked Commissioner Haney for his requests and said she was calling the enforcement plan a compliance plan. She said she was disappointed by the lack of detail and that preexisting issues with car-free Market Street would be aggravated by the changes in Phase 1 of the project that would put bicyclists in a shared lane with motorists. She said she understood that data would be helpful, but that we were all aware of the issues with Market Street. She said enforcement was being scaled back and that the compliance plan should include new methods and not rely on more police officers and PCOs. Lastly, she hoped SFMTA showed more of a commitment to compliance especially given all the essential trips happening on Market Street.

Bob Planthold, with the San Francisco group of the California Alliance for Retired Americans said they raised the issue of taxi restrictions on Market Street out of concern that it would impair paratransit use. He said collecting data, including on taxi and transit use in the center lane, was a helpful approach and showed responsiveness to stakeholders. He said once the subway reopened, there would be fewer buses and asked how taxis in the center lane would impact Muni access. He said SFMTA has not provided data about this issue yet despite previously requests and he asked for responsiveness to requests.

Jodie Medeiros, Executive Director with Walk San Francisco and with the Market Street CAC, thanked Commissioner Haney for asking for a concrete plan for car-free Market Street compliance. She said Market Street still had half of the city's most dangerous intersections and was surprised that the use of cameras was no longer being considered because of cost. She said it would be helpful to understand the city's philosophy around the use of technology for law compliance, particularly because the Vision Zero Action Strategy included technology as a transformative policy. She added that the technology was already legislated but was not considered. She asked how and when technology would be used for traffic compliance and what would it take to get automated speed enforcement approved at the state level.

Mark Ruberg, taxi driver, believed enforcement for private vehicles was important and was encouraged that the SFMTA would study taxis on Market Street. He hoped the study would show that taxis could use the center red lanes. He expressed that bicyclists deserved their own lane and added that the project should be put on hold until a more satisfactory solution could be found for the project.



Evelyn Engle, taxi driver, thanked Commissioner Haney for addressing questions on taxis and the project team for assessing the data. She said they were not trying to stop the project and that the changes proposed to taxi access were made recently. She expressed that this change would be devastating to taxi service and to their ability to make a living if they are forced off of Market Street. She said she believed taxis were being swept up in an effort to make the ban on private vehicles self-enforcing. She provided a reminder that taxis served a purpose in sustainable transportation. She said they were a service to those unable to use transit, a compliment to transit, and that there were only a limited number of taxis. She reiterated that it would be devastating if they were forced off of Market Street and that more than half of the taxi fleet were already banned from working at the airport.

Commissioner Haney thanked the public callers and asked the project team when they could return to provide an update on the data collection from March.

Ms. Tanner said it would take time to analyze the data and proposed that it be incorporated into the May quarterly update in addition to an update on the broader vision for the corridor. Ms. Olea agreed and said they would also cover construction mitigation at the May update to the Board.

Commissioner Haney agreed and said he would appreciate an earlier update if possible. He said he was clear about his conditions for his approval of the item before the Board and said that he would be voting no on the item. He said it was not his intention to hold up the funding, but his expectations were not met.

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

The item was approved by the following vote:

Ayes: Commissioners Chan, Mandelman, Mar, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (10)

Nays: Haney (1)

Absent: (0)

**9. Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria - ACTION**

Mike Pickford, Senior Transportation Planner for Policy and Programming, presented the item.

There was no public comment.

Commissioner Peskin motioned to approve the item, seconded by Commissioner Haney.

The item was approved without objection by the following vote:

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

Absent: (0)



**10. Accept the Audit Report for the Fiscal Year Ended June 30, 2020 - ACTION**

Cynthia Fong, Deputy Director for Finance and Administration, and Ahmad Gharaibeh, Partner at Eide Bailly presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: (0)

**11. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Six Months Ending December 31, 2020 - INFORMATION**

Cynthia Fong, Deputy Director for Finance and Administration presented the item.

There was no public comment.

**Other Items**

**12. Introduction of New Items - INFORMATION**

There were no new items introduced.

**13. Public Comment**

There was no general public comment.

**14. Adjournment**

The meeting was adjourned at 11:23 a.m.

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RESOLUTION ADOPTING THE FISCAL YEAR 2021/22 TRANSPORTATION FUND FOR  
CLEAN AIR LOCAL EXPENDITURE CRITERIA

WHEREAS, The Transportation Fund for Clean Air (TFCA) Program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area and forty percent of the revenues collected are available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions; and

WHEREAS, The Transportation Authority is the designated Program Manager for the TFCA Program; and

WHEREAS, The passage of Assembly Bill 434 required that the designated Program Manager annually adopt criteria establishing a set of priorities for expenditure of funds for certain types of projects; and

WHEREAS, Drawing on the agency's past experience as the Program Manager for TFCA the Transportation Authority staff developed the attached draft Fiscal Year 2021/22 TFCA Local Expenditure Criteria; and

WHEREAS, At its January 27, 2021 meeting, the Citizens Advisory Committee considered the staff recommendation and unanimously adopted a motion of support for its adoption; now, therefore, be it



RESOLVED, That the Transportation Authority hereby adopts the attached Fiscal Year 2021/22 TFCA Local Expenditure Criteria; and be it further

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

Attachment:

- Attachment 1 - FY 2021/22 TFCA Local Expenditure Criteria

Enclosure:

- County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2021

**Attachment 1**  
**Fiscal Year 2021/22 Transportation Fund for Clean Air (TFCA)**  
**DRAFT LOCAL EXPENDITURE CRITERIA**

The following are the Fiscal Year 2021/22 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

**ELIGIBILITY SCREENING**

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2022. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO<sub>2</sub>) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

**Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2021/22 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.**

**PROJECT PRIORITIZATION**

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2021/22 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2021, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

**Local Priorities**

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

**1. Project Type** - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

**2. Cost Effectiveness of Emissions Reduced**– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NO<sub>x</sub>, PM, and CO<sub>2</sub> emissions. However, the Air District’s calculation only includes the reductions in ROG, NO<sub>x</sub>, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO<sub>2</sub> emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO<sub>2</sub> emissions is consistent with the City and County of San Francisco’s 2013 *Climate Action Strategy*.

**3. Project Readiness** – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2022 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

**4. Community Support** – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

**5. Benefits Communities of Concern** – Priority will be given to projects that directly benefit Communities of Concern, whether the project is directly located in a Community of Concern (see map) or can demonstrate benefits to disadvantaged populations.

**6. Investment from Non-Public Project Sponsors or Partners** – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

**7. Project Delivery Track Record** – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

**8. Program Diversity** – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.



## Memorandum

### AGENDA ITEM 4

**DATE:** January 22, 2021  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 2/09/2021 Board Meeting: Adopt Fiscal Year 2021/22 Transportation Fund for Clean Air Local Expenditure Criteria

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Adopt the Fiscal Year (FY) 2021/22 Transportation Fund for Clean Air (TFCA) Local Expenditure Criteria</p> <p><b>SUMMARY</b></p> <p>The TFCA program is funded by a \$4 vehicle registration fee collected by the California Department of Motor Vehicles in the nine-county Bay Area. The Bay Area Air Quality Management District (Air District) makes 40 percent of the TFCA program revenues available to each county on a return-to-source basis to implement strategies to improve air quality by reducing motor vehicle emissions, in accordance with the Air District's Clean Air Plan. As the County Program Manager for San Francisco, the Transportation Authority is required annually to adopt Local Expenditure Criteria to guide how projects will be prioritized for San Francisco's share of TFCA funds. Our proposed FY 2021/22 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2021/22. The criteria establish a prioritization methodology for applicant projects, including ranked project types, emission reduction benefits, program diversity, project readiness, and sponsor's project delivery track record. Additional criteria give higher priority to projects that benefit communities of concern, demonstrate community support, and, for projects with non-public entity applicants or partners, include commensurate non-public investments. Following Board approval of the criteria, we will issue the FY 2021/22 call for projects for approximately \$730,000.</p>	<p><input 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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### BACKGROUND

In 1991, the California Legislature authorized the Air District to impose a \$4 vehicle registration surcharge to provide grant funding to projects that address on-road motor vehicle emissions, helping the Bay Area meet state and federal air quality standards and greenhouse gas emission reduction goals. The Air District awards sixty percent of the TFCA funds through the TFCA Regional Fund, a suite of competitive grant programs for projects



that reduce emissions from on-road motor vehicles. The Air District holds calls for projects for each of the project categories available (i.e. bikeways, electric vehicle charging stations, zero-emission and partial-zero-emission vehicles, and shuttle and ridesharing projects).

The Air District transfers the remaining forty percent of the TFCA funds to designated County Program Managers, such as the Transportation Authority, in each of the nine Bay Area counties to be awarded to TFCA-eligible projects. Each year the Air District adopts the County Program Manager Fund Expenditure Plan Guidance, which includes the list of eligible projects and defines policies for the expenditure of the County Program Manager Fund. The latest guidance document (enclosed) includes policy changes, such as modifying the cost-effectiveness eligibility limit (e.g. making it easier to qualify) for electric vehicle chargers, shuttle service, arterial management, and other infrastructure improvements that support alternative transportation modes and are identified in the Air District's 2017 Clean Air Plan trip reduction, to incentivize these projects.

As in past years, any public agency may be a project sponsor for a TFCA-funded project. Private entities may sponsor vehicle projects such as alternative-fuel vehicles and infrastructure projects, or partner with public agencies for all other project types.

## **DISCUSSION**

Our proposed FY 2021/22 Local Expenditure Criteria (Attachment 1) do not include any changes from last year and are consistent with the Air District's TFCA policies for FY 2021/22. Our experience with previous application cycles shows that the projected TFCA revenues generally are sufficient to fund most, if not all, of the projects that satisfy TFCA eligibility requirements established by the Air District, including a requirement that each project must achieve a cost effectiveness ratio as established in the adopted TFCA County Program Manager Fund Guidance. Thus, while some counties have established a complex point system for rating potential TFCA projects across multiple local jurisdictions and project sponsors, our assessment is that over time San Francisco has been better served by not assigning a point system to evaluate applications.

Upon application, projects first undergo an eligibility screening. As in prior years, only projects that meet all of the Air District's TFCA eligibility requirements will be prioritized for funding using the Transportation Authority's Local Expenditure Criteria. The prioritization criteria include consideration of the following factors:

- Project type (e.g., highest priority to zero-emissions non-vehicle projects like bike projects)
- Cost effectiveness
- Project readiness (e.g., ability to meet TFCA timely-use-of-funds guidelines)
- Program diversity
- Community Support
- Benefits Communities of Concern
- Investment from Non-Public Project Sponsors or Partners



- Other factors (e.g., the project sponsor's recent delivery track-record for TFCA projects).

We continue to work with the Air District and other County Program Managers to improve the TFCA program's effectiveness at achieving air quality benefits, decrease its administrative burden, and allow the County Program Manager's more flexibility to address each county's unique air quality challenges and preferred methods of mitigating mobile source emissions.

**Next Steps.** Following board approval of the Local Expenditure Criteria, we will release the TFCA call for projects, anticipated by March 5, 2021. After reviewing and evaluating project applications, we anticipate presenting a recommended TFCA FY 2021/22 program of projects to the Citizens Advisory Committee in May and the Board in June 2021 for approval. Attachment 2 details the proposed schedule for the FY 2021/22 TFCA call for projects.

## **FINANCIAL IMPACT**

There are no impacts to the Transportation Authority's adopted FY 2020/21 budget associated with the recommended action. Approval of the Local Expenditure Criteria will allow the Transportation Authority to program approximately \$730,000 in local TFCA funds to eligible San Francisco projects and to receive about \$42,000 for ongoing administration of the TFCA program. These funds will be incorporated into the FY 2021/22 budget and subsequent year budgets to reflect anticipated TFCA project cash reimbursement needs.

## **CAC POSITION**

The Citizens Advisory Committee considered and unanimously approved this item at its January 27, 2021 meeting.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Draft FY 2021/22 TFCA Local Expenditure Criteria
- Attachment 2 - Draft Schedule for FY 2021/22 TFCA Call for Projects
- Enclosure - County Program Manager Fund Expenditure Plan Guidance for Fiscal Year Ending 2022

**Attachment 2**  
**San Francisco County Transportation Authority**  
**Fiscal Year 2021/22 Transportation Fund for Clean Air**

**Draft Schedule for Fiscal Year 2021/22 TFCA Call for Projects\***

Wednesday, January 27, 2021	Citizens Advisory Committee Meeting - ACTION Local Expenditure Criteria
Tuesday, February 9, 2021	Transportation Authority Board Meeting - PRELIMINARY ACTION Local Expenditure Criteria
Tuesday, February 23, 2021	Transportation Authority Board Meeting - FINAL ACTION Local Expenditure Criteria
By Friday, March 5, 2021	Transportation Authority Issues TFCA Call for Projects
Friday, April 23, 2021	TFCA Applications Due to the Transportation Authority
Wednesday, May 26, 2021	Citizens Advisory Committee Meeting - ACTION TFCA staff recommendations
Tuesday, June 8, 2021	Transportation Authority Board Meeting - PRELIMINARY ACTION TFCA staff recommendations
Tuesday, June 22, 2021	Transportation Authority Board Meeting - FINAL ACTION TFCA staff recommendations
Sept 2021 (estimated)	Funds expected to be available to project sponsors

\* Meeting dates are subject to change. Please check the Transportation Authority's website for the most up-to-date schedule ([www.sfcta.org/agendas](http://www.sfcta.org/agendas)).



MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S  
AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2020

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2020.

Enclosure:

1. Audit Report for the Year Ended June 30, 2020



# Memorandum

## AGENDA ITEM 5

**DATE:** January 21, 2021  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 2/9/2021 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2020

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Accept the audit report for the fiscal year ended June 30, 2020</p> <p><b>SUMMARY</b></p> <p>The Transportation Authority’s financial records are required to be audited annually by an independent, certified public accountant. The Comprehensive Annual Financial Reporting (Audit Report) for the year ended June 30, 2020, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the I-80/Yerba Buena Island Interchange Improvement Project. The Transportation Authority received all unmodified audit opinions from Eide Bailly, with no findings or recommendations for improvements. A representative from Eide Bailly will present the audit report and answer any questions at the Board meeting.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input checked="" type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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## BACKGROUND

Under its Fiscal Policy (Resolution 18-07), the Transportation Authority’s financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2020, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative



Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

## **DISCUSSION**

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of the Transportation Authority's financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that Eide Bailly issued all unmodified opinions and had no findings or recommendations for improvements. The Transportation Authority recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Eide Bailly has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of the Transportation Authority. Since more than \$750,000 in federal grants were expended during the year, a single audit was performed on the I-80/Yerba Buena Island Interchange Improvement Project. For the single audit, Eide Bailly has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report and separate report containing other required communications to the Board are enclosed.

## **FINANCIAL IMPACT**

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year 2019/20 budget. Budgeted expenditures that were not expended in FY 2019/20 will be included in the FY 2020/21 mid-year amendment.

## **CAC POSITION**

The CAC was briefed on this item at its January 27, 2021 meeting, and unanimously adopted a motion of support.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Separate Report Containing Other Required Communications to the Board
- Enclosure 1 - Comprehensive Annual Financial Report for the Year Ended June 30, 2020



December 17, 2020

The Board of Directors of the  
San Francisco County Transportation Authority  
San Francisco, California

We have audited the financial statements of San Francisco County Transportation Authority (Authority) for the year ended June 30, 2020, and have issued our report thereon dated December 17, 2020. Professional standards require that we advise you of the following matters relating to our audit.

**Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance**

As communicated in our letter dated April 17, 2020, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Authority's major federal programs. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Authority's major federal program compliance, is to express an opinion on the compliance for each of the Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Authority's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 17, 2020. We will also provide our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance.

### **Planned Scope and Timing of the Audit**

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

### **Compliance with All Ethics Requirements Regarding Independence**

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

### **Qualitative Aspects of the Entity's Significant Accounting Practices**

#### *Significant Accounting Policies*

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Authority is included in Note 2 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

#### *Significant Accounting Estimates*

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimates affecting the financial statements are related to the Authority's pension liability and related deferrals.

Management's estimate of the pension liability is based on actuarial valuations performed by management specialists. We evaluated the key factors and assumptions used to develop these liabilities and determined that they were reasonable in relation to the basic financial statements taken as a whole.

**Significant Difficulties Encountered during the Audit**

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

**Uncorrected and Corrected Misstatements**

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. There were no uncorrected misstatements noted.

**Disagreements with Management**

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

**Representations Requested from Management**

We have requested certain written representations from management which are included in the management representation letter dated December 17, 2020.

**Management's Consultations with Other Accountants**

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

**Other Significant Matters, Findings, or Issues**

In the normal course of our professional association with the Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Authority's auditors.

This report is intended solely for the information and use of the governing board, and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.



San Mateo, California



RESOLUTION APPOINTING TWO MEMBERS 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 will review and consider all applicants' qualifications and experience and will consider appointing two members 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 two members 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 6

**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><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor CAC members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></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"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointment</li> </ul>
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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](http://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 <sup>1</sup>

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 <sup>1</sup>

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 Larocche*	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	Visitation 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.

<b>No.</b>	<b>Name</b>	<b>District</b>	<b>Neighborhood</b>	<b>Affiliation/Interest</b>	<b>Page</b>
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	Visitacion 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

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

### 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

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

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

2/27/2019

NAME OF APPLICANT

DATE

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

<b>Sophia</b>	<b>Tupuola</b>	<b>Female</b>	<b>Native Hawaiian or Other Pacific Islander</b>
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	ETHNICITY (OPTIONAL)
<b>10</b>	<b>Bayview - Hunters Point</b>	<b>REDACTED</b>	<b>REDACTED</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>REDACTED</b>	<b>San Francisco</b>	<b>CA</b>	<b>94124</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>10</b>	<b>Bayview - Hunters Point</b>	<b>REDACTED</b>	<b>REDACTED</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
	<b>San Francisco</b>	<b>CA</b>	
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	<a href="#">AB 5</a> <a href="#">Fong</a> R	<p><b>Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan.</b></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	<a href="#">AB 43</a> <a href="#">Friedman</a> D	<p><b>Traffic Safety.</b></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	<a href="#">AB 117</a> <a href="#">Horvath</a> D	<p><b>Air Quality Improvement Program: electric bicycles.</b></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	<a href="#">AB 122</a> <a href="#">Horvath</a> D	<p><b>Vehicles: required stops: bicycles.</b></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	<a href="#">AB 455</a> <a href="#">Bonta</a> D	<p><b>Bay Bridge Fast Forward Program.</b></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	<a href="#">AB 773</a> <a href="#">Nazarian</a> D	<p><b>Street closures and designations.</b></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	<a href="#">AB 1499</a> <a href="#">Daly D</a>	<p><b>Transportation: design-build: highways.</b></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	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry D</a> <a href="#">Gonzalez D</a> <a href="#">Chiu D</a>	<p><b>Local government financing: affordable housing and public infrastructure: voter approval.</b></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	<a href="#">SB 66</a> <a href="#">Allen D</a>	<p><b>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</b></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	<a href="#">SB 339</a> <a href="#">Wiener</a> D	<p><b>Vehicles: road usage charge pilot program.</b></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 <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging			District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	
Prop K	22P	PCJPB	Guadalupe River Bridge Replacement and Extension <sup>5</sup>	\$ 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
<b>TOTAL</b>						<b>\$ 15,232,094</b>	<b>61%</b>	<b>70%</b>		

## Footnotes

<sup>1</sup> "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.

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

<sup>3</sup> "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%.

<sup>4</sup> "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.

<sup>5</sup> 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 <sup>1</sup>

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 [NTPP 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 NTPP-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.
<b>TOTAL</b>			<b>\$945,258</b>	<b>\$2,020,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations <sup>1</sup>

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	\$ -	<b>5-Year Prioritization Program (5YPP) Amendment:</b> 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	\$ -	<b>Special Condition:</b> Funds are conditioned upon SFBC locating one or more energizer station(s) per district.
Street	SFPW	Richmond Residential Streets Pavement Renovation	\$ -	\$ 2,020,000	
<b>TOTAL</b>			<b>\$ 945,258</b>	<b>\$ 2,020,000</b>	

<sup>1</sup> See Attachment 1 for footnotes.

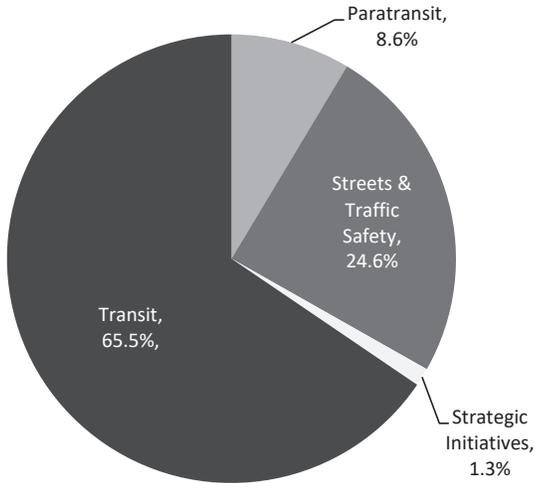
Attachment 4.  
Prop K Allocation Summary - FY2020/21

**PROP K SALES TAX**

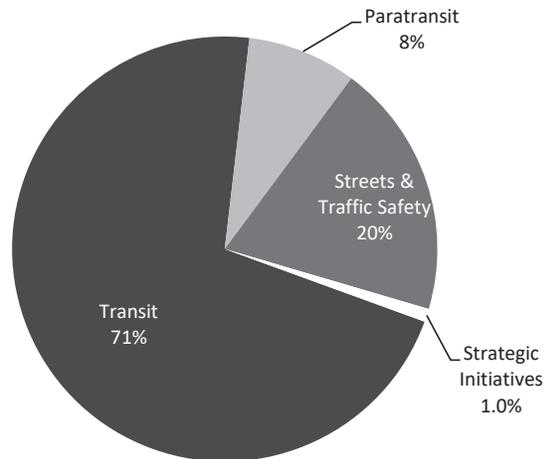
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 75,224,477	\$ 19,765,002	\$ 28,463,165	\$ 20,219,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 945,258	\$ 122,800	\$ 612,458	\$ 210,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 76,169,735	\$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

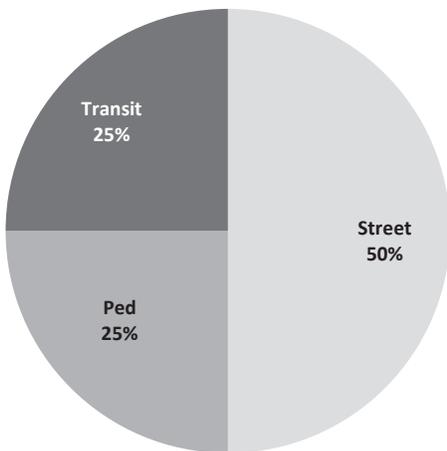


**PROP AA VEHICLE REGISTRATION FEE**

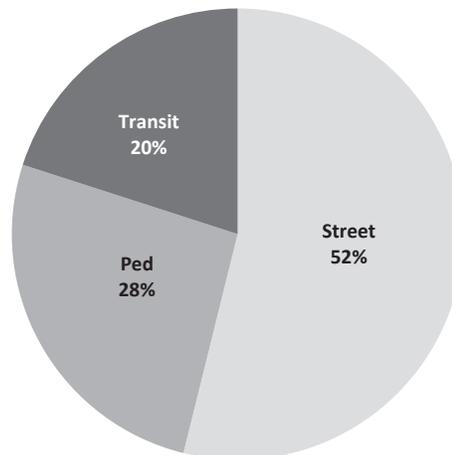
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 5,320,434	\$ 2,799,901	\$ 2,520,534	\$ -	\$ -	\$ -
Current Request(s)	\$ 2,020,000	\$ -	\$ 1,212,000	\$ 808,000	\$ -	\$ -
New Total Allocations	\$ 7,340,434	\$ 2,799,901	\$ 3,732,534	\$ 808,000	\$ -	\$ -

recommended allocation(s).

**Investment Commitments, per Prop AA Expenditure Plan**



**Prop AA Investments To Date**





# Memorandum

## AGENDA ITEM 8

**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><b>SUMMARY</b></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) Priorities<sup>1</sup>

Fiscal Year	Sponsor <sup>2</sup>	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
<b>Total</b>						<b>\$ 24,298,211</b>	<b>\$ 6,359,000</b>

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

<sup>2</sup> 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**

<b>No.</b>	<b>Project Sponsor<sup>1</sup></b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>	<b>Page No.</b>
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
<b>Total Requested</b>				<b>\$ 6,359,000</b>	

<sup>1</sup> Acronyms: SFMTA (San Francisco Municipal Transportation Agency)



<b>Project Name:</b>	Traffic Signal Upgrade - Contract 36
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	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.
<b>Supervisory District(s):</b>	Districts 1, 2, 3, 5, 6, 7, 8, 9, 10
<b>Project Manager and Contact Information</b> (phone and email):	Geraldine de Leon, geraldine.deleon@sfmta.com
<b>Brief Project Description</b> (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.
<b>Detailed Scope</b> (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.
<b>Community Engagement/Support</b> (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.
<b>Additional Materials:</b> 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
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Public Works - Chi Iao, (628) 271-2738
<b>Type of Environmental Clearance Required/Date Received:</b>	Categorically Exempt

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

**Comments**

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Table 1: Traffic Signal Upgrade Contract 36 Locations

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

# Traffic Signal Modifications - Contract 36

Traffic Signal Modifications - Contract 36



All items

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

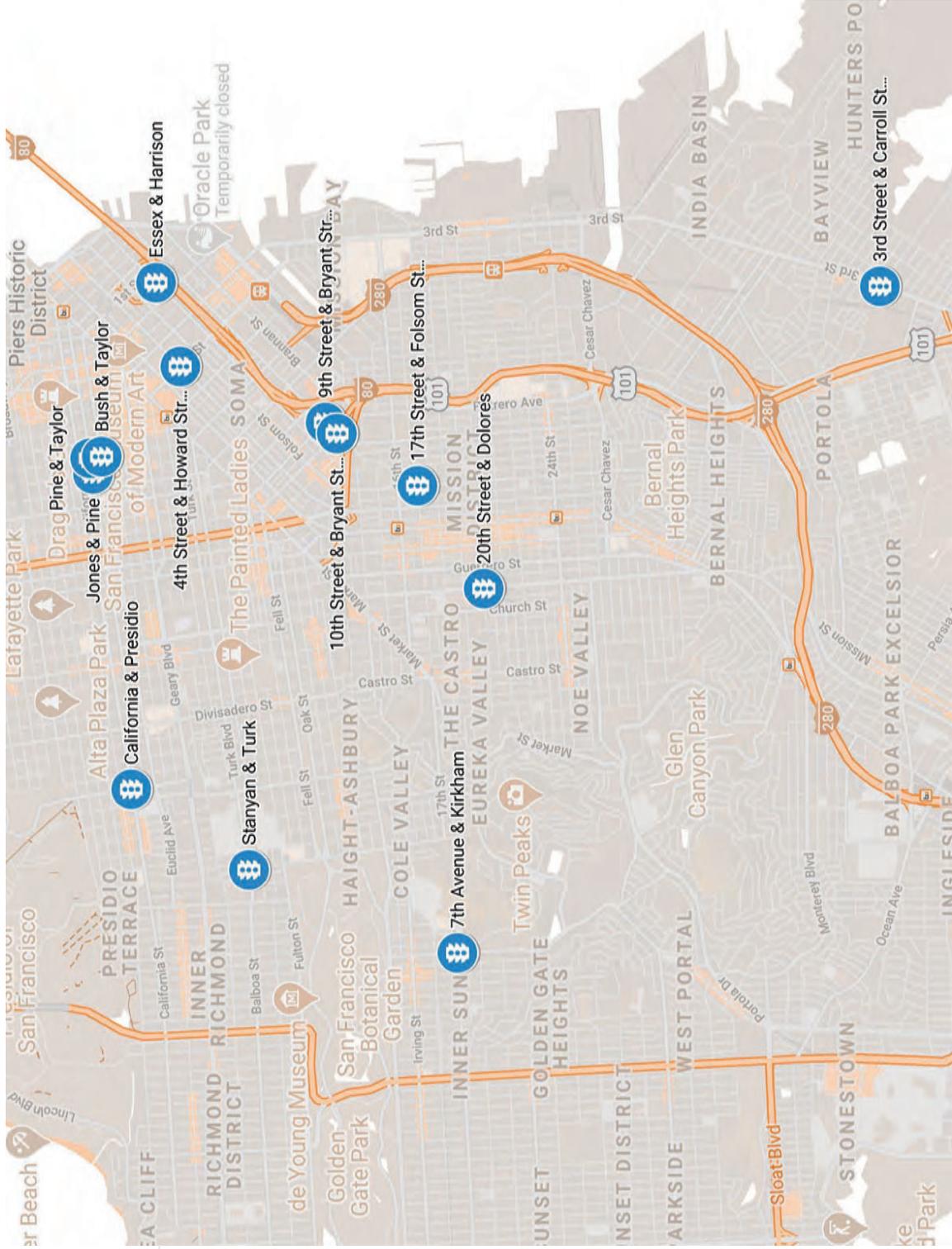


Table 1: Traffic Signal Upgrade Contract 36 Locations (As Designed)

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

## Details on the Contract 36 Scope Reduction

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

- Bayshore & Silver – The Contract 36 scope at this intersection involved replacement of a streetlight pole that had been damaged previously. MTA has asked Caltrans to replace the damaged streetlight pole as part of an APS project that already involved scope at this intersection. The Caltrans project is expected to advertise by this summer.
- Kezar & Martin Luther King – This intersection already has interconnected work as part of New Traffic Signals Contract 65. The pole replacement work from Contract 36 can be moved to Contract 65.
- 8<sup>th</sup> 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.
- 6<sup>th</sup> Avenue & Fulton Street; 8<sup>th</sup> Avenue & Fulton Street; and 10<sup>th</sup> 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.



<b>Project Name:</b>	Western Addition Traffic Signal Upgrades
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	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.
<b>Supervisorial District(s):</b>	5
<b>Project Manager and Contact Information</b> (phone and email):	Geraldine de Leon, geraldine.deleon@sfmta.com
<b>Brief Project Description</b> (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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, current conditions, to support understanding of the project.	See attachment.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Public Works - Chi Iao, (628) 271-2738
<b>Type of Environmental Clearance Required/Date Received:</b>	Categorically Exempt

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Month	Calendar Year	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		



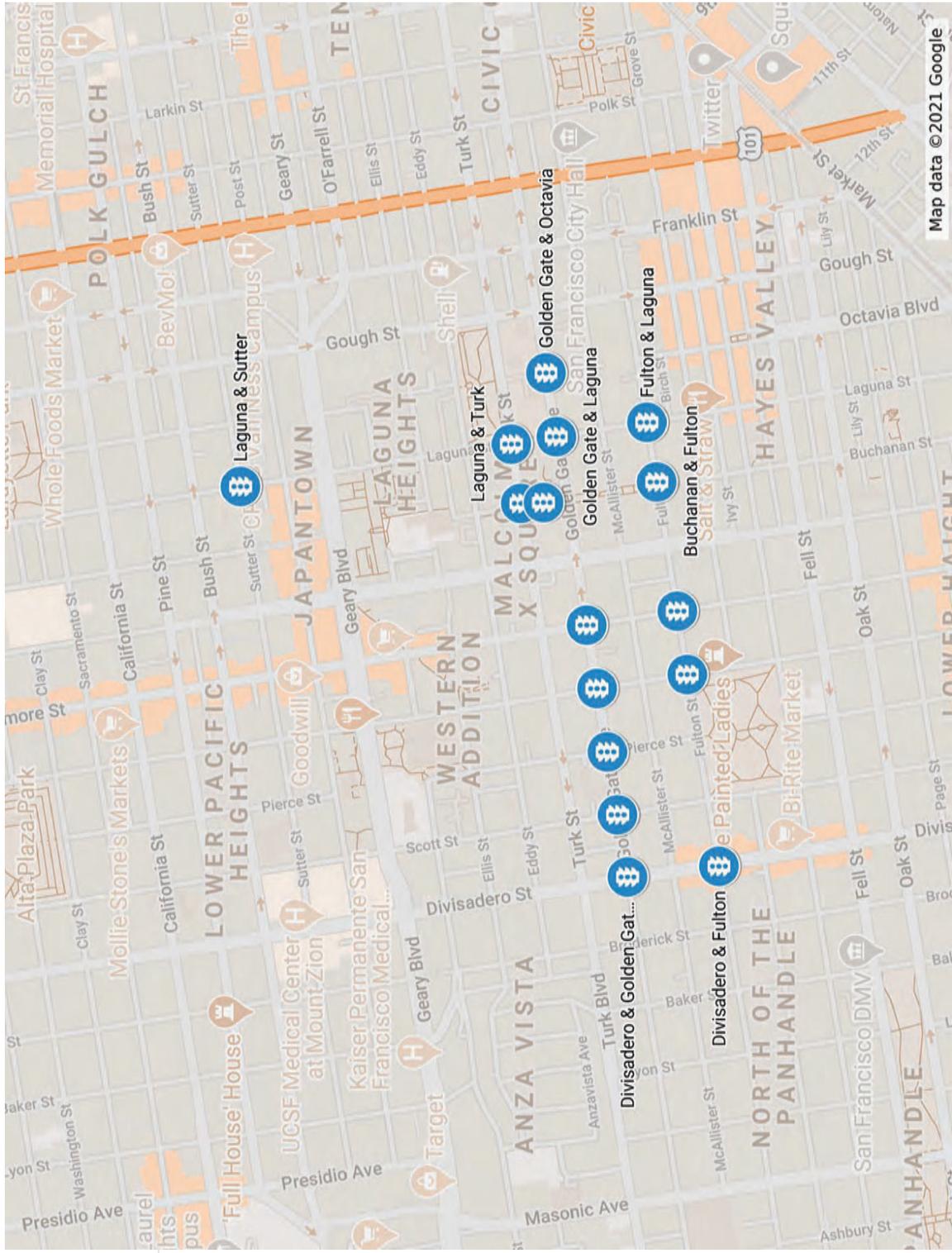
Western Addition Area Traffic Signal Upgrades

#	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



<b>Project Name:</b>	5th Street Improvement Project
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	5th Street & Bryant Street, 5th Street & Harrison Street
<b>Supervisory District(s):</b>	District 6
<b>Project Manager and Contact Information (phone and email):</b>	Thalia Leng; thalia.leng@sfmta.com; 415.701.4762
<b>Brief Project Description (50 words max):</b>	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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See Attachment.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	Public Works- Marcia Camacho: Marcia.Camacho@sfdpw.org
<b>Type of Environmental Clearance Required/Date Received:</b>	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**

<b>Project Name:</b>	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
<b>TOTAL PROJECT COST</b>	<b>\$3,700,000</b>	<b>\$850,000</b>	<b>\$2,850,000</b>	

Percent of Total 23% 77%

**FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES**

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

Comments/Concerns

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## 5<sup>th</sup> 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 5<sup>th</sup> Street at Harrison Street, and new bulbs and a signal upgrade at 5<sup>th</sup> 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 5<sup>th</sup> 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



<b>Project Name:</b>	13th Street Safety Project
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency (SFMTA)
<b>Project Location:</b>	13th Street from Folsom Street to Mission Street and Duboce Avenue from Mission Street to Valencia Street
<b>Supervisory District(s):</b>	6, 9
<b>Project Manager and Contact Information (phone and email):</b>	Jennifer Wong - jennifer.wong@sfmta.com - 415-701-4551
<b>Brief Project Description (50 words max):</b>	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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attachment.
<b>Partner Agencies:</b> 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
<b>Type of Environmental Clearance Required/Date Received:</b>	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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> Street and Duboce Avenue corridor between Folsom Street and Valencia Street. New protected bikeways in both directions of 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> Street and Mission Street and the intersection of 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> Street and Mission Street, drivers crashed when making illegal left turns from northbound Mission Street onto westbound 13<sup>th</sup> Street, drivers hit pedestrians while making right turns from northbound Mission Street onto eastbound 13<sup>th</sup> Street, and bicyclists experienced collisions resulting from red light violations.

### 13<sup>th</sup> Street Safety Project Detailed Scope

This project proposes to install new Class IV protected bikeways in both directions of 13<sup>th</sup> 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 13<sup>th</sup> Street & Mission Street and 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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 13<sup>th</sup> 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](mailto:jennifer.wong@sfmta.com)

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SFMTA

# Bicycle Network

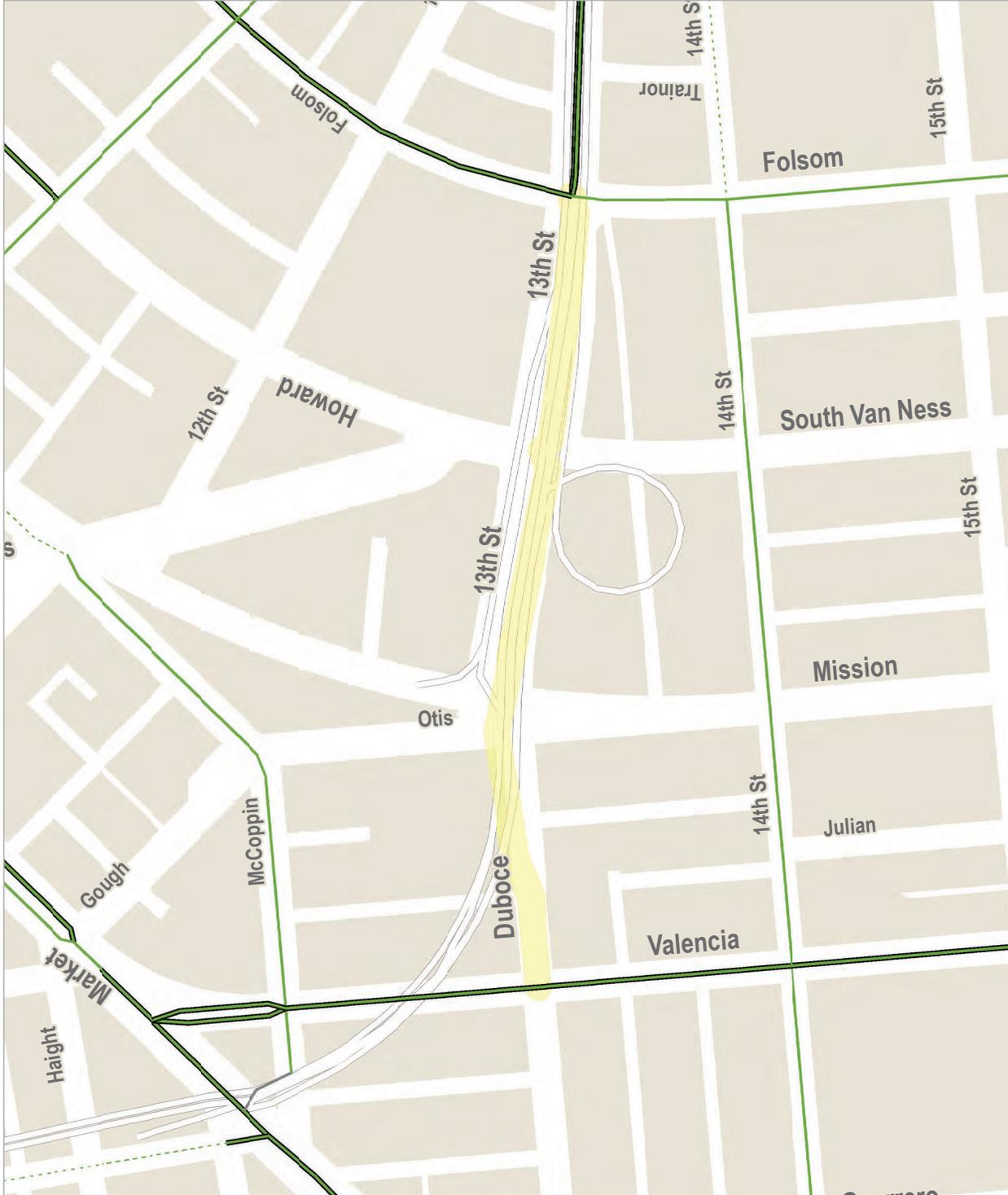
## 13th Street Safety Project

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](mailto:jennifer.wong@sfmta.com)

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SFMTA

# Vision Zero High-Injury Network

## 13th Street Safety Project

September 2020

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

### LEGEND

-  Vision Zero High-Injury Network
-  Project Extents



0.055 miles

Scale 1:3,000

Date Saved: 9/3/2020

For reference contact: [jennifer.wong@sfmta.com](mailto:jennifer.wong@sfmta.com)

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## Memorandum

### AGENDA ITEM 9

**DATE:** February 25, 2021

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

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

**RECOMMENDATION**    Information    Action

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

- 5<sup>th</sup> Street Improvements - 5<sup>th</sup>/Bryant, 5<sup>th</sup>/Harrison (\$850,000)
- 13<sup>th</sup> 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).

**5<sup>th</sup> Street Improvements - 5<sup>th</sup>/Bryant and 5<sup>th</sup>/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).

**13<sup>th</sup> 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 (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Federal Highway Infrastructure Program (FHIP) 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 <sup>1</sup>	Sponsor <sup>2</sup>	Project Description	District(s)	Phase	Phase Cost	Funds Requested	Funds Recommended
1	SFMTA	<b>Safe Routes to School (SRTS) Non-Infrastructure Program</b> - 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	<b>Folsom Streetscape Project</b> - 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	<b>Embarcadero Station Platform Elevator Capacity and Redundancy Project</b> - 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	<b>Congestion Management Agency Planning and Programming</b> - 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
<b>Total</b>						<b>\$ 54,221,934</b>	<b>\$ 10,444,302</b>

Target Funding Amount for Projects<sup>3</sup> \$ 6,175,000  
 Over/(Under) Target \$ 4,269,302

<sup>1</sup> Projects are listed in priority order.  
<sup>2</sup> 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).  
<sup>3</sup> 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**

<b>No.</b>	<b>Project Sponsor<sup>1</sup></b>	<b>Project Name</b>	<b>Phase</b>	<b>Funds Requested</b>	<b>Page No.</b>
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
<b>Total Requested</b>				<b>\$ 10,244,302</b>	

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



<b>Project Name:</b>	Safe Routes to School Non-Infrastructure Program
<b>Implementing Agency:</b>	SFMTA
<b>Project Location:</b>	Citywide
<b>Supervisory District(s):</b>	All
<b>Project Manager and Contact Information (phone and email):</b>	Ana Vasudeo, ana.vasudeo@sfmta.com
<b>Brief Project Description (50 words max):</b>	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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SF Department of the Environment, San Francisco Unified School District
<b>Type of Environmental Clearance Required/Date Received:</b>	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**

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

<b>Project Name:</b>	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
<b>TOTAL PROJECT COST</b>	<b>\$2,100,000</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	
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
<b>TOTAL</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,100,000</b>	

<b>Comments/Concerns</b>	
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<b>San Francisco Safe Routes to School (SRTS) Non-Infrastructure Program SF SRTS Budget - September 1, 2021 through November 30, 2022</b>		
	<b>Proposed SRTS Non-Infrastructure Program</b>	
	Annual Position Count (FTE)	Cost (15 months)
<b>SFMTA</b>		
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
<b>SFUSD</b>		
SRTS Education Lead	1.00	\$156,250
subtotal - SFUSD	1.00	\$156,250
<b>Potential City Agency support</b>		
<b>SFE</b>		
Environment Now Team - Outreach	0.50	\$112,500
subtotal - SFE	0.50	\$112,500
<b>TOTAL PERSONNEL COSTS - PUBLIC AGENCIES</b>	<b>3.65</b>	<b>\$ 1,150,000</b>
<b>Consultants and Contractual Services</b>		
SRTS Contractor (Via RFP) <sup>1</sup>		\$950,000
<b>TOTAL CONSULTANT AND CONTRACTUAL SERVICES</b>		<b>\$950,000</b>
<b>Other Direct Costs</b>		
* Materials, video production, etc are included in the Contractor and SFE line items		
<b>TOTAL COST - 2021-2022</b>		<b>\$2,100,000</b>

<sup>1</sup>SRTS consultant will provide:  
 Program Evaluation  
 Bicycle programs and outreach  
 Walking programs and outreach  
 Transit programs and outreach  
 In-School class support  
 Community outreach  
 Community events  
 Curriculum development and support  
 Material printing

\* Specific efforts will be determined through the competitive RFP process

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

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

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

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

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

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

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

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

### Program Background

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

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

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

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

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

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

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

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

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

- Continuing broad engagement of the program at K-12 schools, including virtual or in-person site visits. Broad engagement tactics include:
  - Sharing information about the “4 fun ways”
  - Inviting schools to community events, such as Learn to Ride events
  - Encouraging schools to sign up for Annual Events.
  - Inviting schools to virtual districtwide workshops about sustainable transportation
- Promoting annual events such as Bike and Roll to School Week and Walk and Roll to School Day (with both in person and virtual options for celebrating these events).
- Piloting a Transit Day event at one high school and one middle school along the city's High Injury Network
- Virtual or in-person bicycle safety physical education classes for over 500 middle and high school students
- Community-wide activities
  - Shared Schoolyard engagement, including Learn to Ride events for children from K-6<sup>th</sup> 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*.

<b>SRTS September 2021-November 2022</b>
<b>Program Budget:</b> \$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 <b>42</b> 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 <b><u>new SF-SRTS curriculum</u></b> 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 <b><u>Slow Streets related education</u></b> 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 <b><u>implement new in-classroom curriculum</u></b> (referenced above).
In person bicycle safety education (bike P.E.) at selected middle and high schools and at Shared Schoolyards. <b><u>In person bicycle safety education family practice rides on Slow Streets.</u></b>

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:

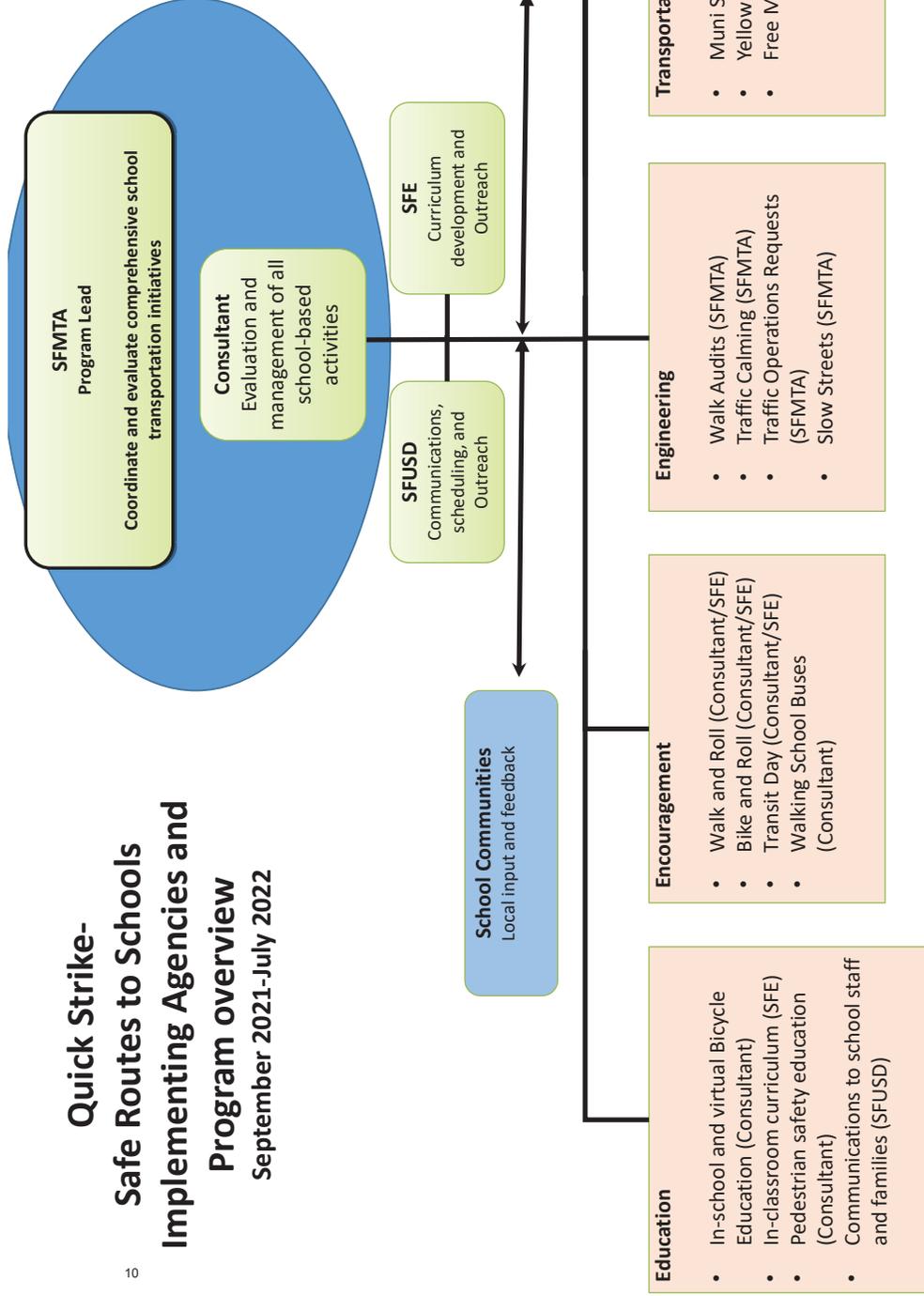
- Administration of the Quick-Strike Grant for Safe Routes to School, including program management for work to be completed by consultant(s) and city partners, such as the Department of the Environment and SFUSD.
- Strong internal coordination between all the SFMTA’s school serving programs, including 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-12<sup>th</sup> 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





<b>Project Name:</b>	Folsom Streetscape Project
<b>Implementing Agency:</b>	San Francisco Municipal Transportation Agency
<b>Project Location:</b>	South of Market Neighborhood, Folsom Street, between 2nd Street and 11th Street
<b>Supervisory District(s):</b>	District 6
<b>Project Manager and Contact Information (phone and email):</b>	Alan Uy 415.646.2469 alan.uy@sfmta.com
<b>Brief Project Description (50 words max):</b>	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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	See attached.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	See attached.
<b>Type of Environmental Clearance Required/Date Received:</b>	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**

<b>Project Name:</b>	Folsom Streetscape Project
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**COST ESTIMATE AND FUNDING PLAN**

Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		Request Amount	Prop K	Other	
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	\$900,963		\$22,339,037	95% PS&E
<b>TOTAL PROJECT COST</b>	<b>\$36,340,000</b>	<b>\$900,963</b>		<b>\$30,439,037</b>	

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	
<b>TOTAL</b>	<b>\$17,000,000</b>	<b>\$11,240,000</b>	<b>\$0</b>	<b>\$28,240,000</b>	

**Comments/Concerns**



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

### Detailed Scope

#### Background

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

Near-term quick-build improvements include:

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

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

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



### Bicycling, Pedestrian, and Transit Improvements

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

### Serving the Needs of the South of Market Neighborhood

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

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

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

### Addressing Connectivity Gaps

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

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

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

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



## Community Engagement and Support

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

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

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

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



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

### **Partner Agencies**

#### San Francisco Public Works

Carol Huang, Project Manager II

[carol.huang@sfdpw.org](mailto: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



0.1 miles

Scale 1:6,275

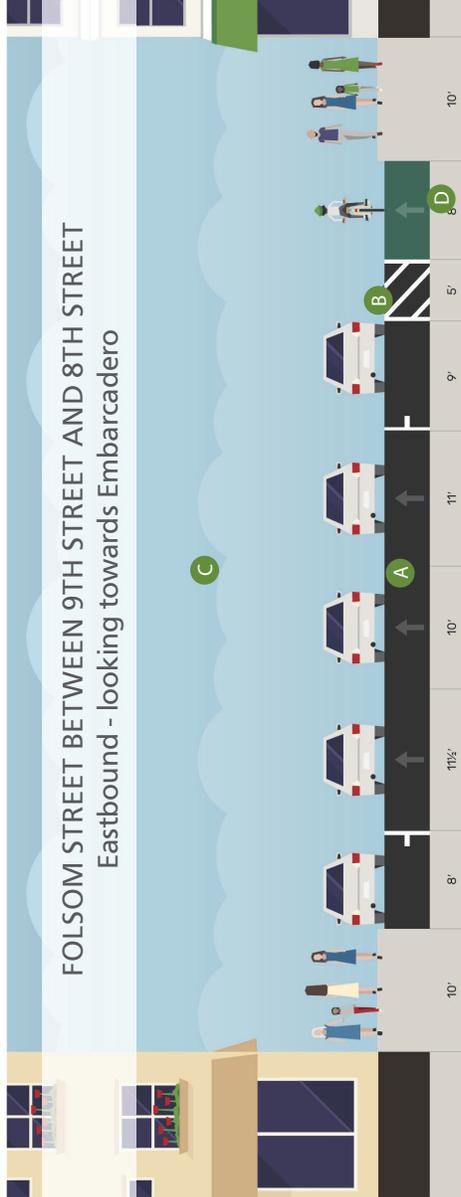
By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City")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

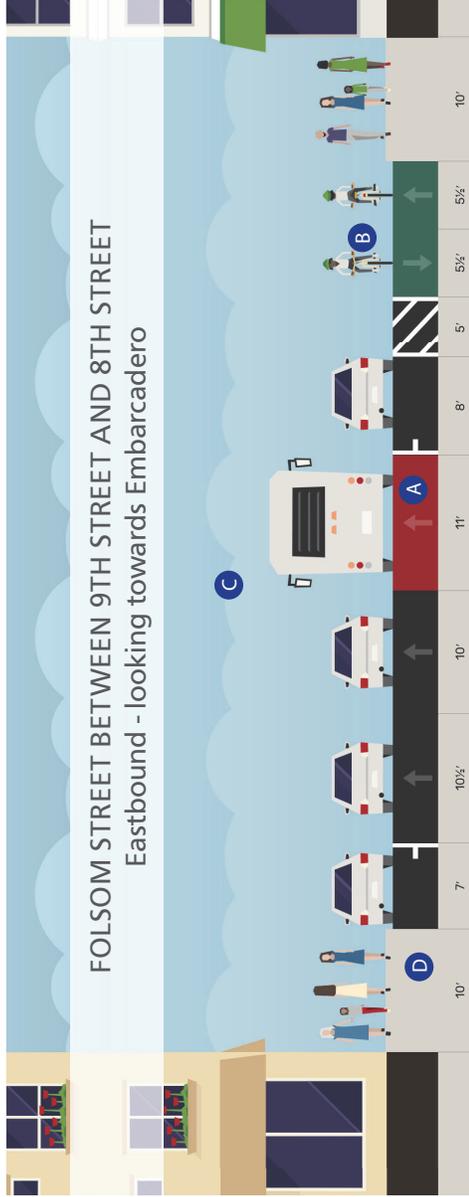
## EXISTING CONDITIONS



## 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

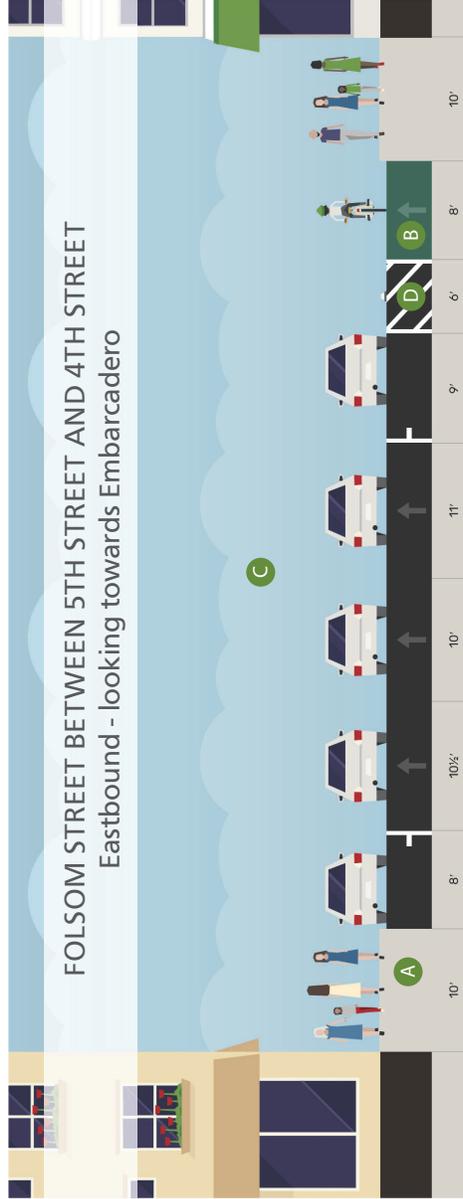
- A** Convert one travel lane to a transit-only lane with transit boarding islands along corridor
- B** Expand bicycle lane to two-way for access to other bike connections
- C** Upgrade traffic signals and improve crossing at alleyways
- D** Install better pedestrian safety features at intersections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

# Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 5TH TO 2ND STREETS



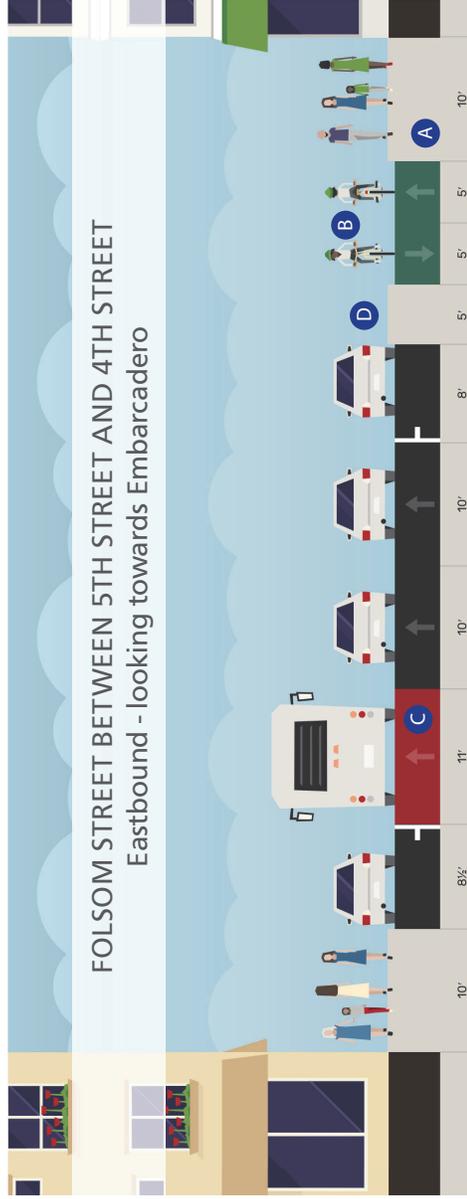
## EXISTING CONDITIONS



## 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

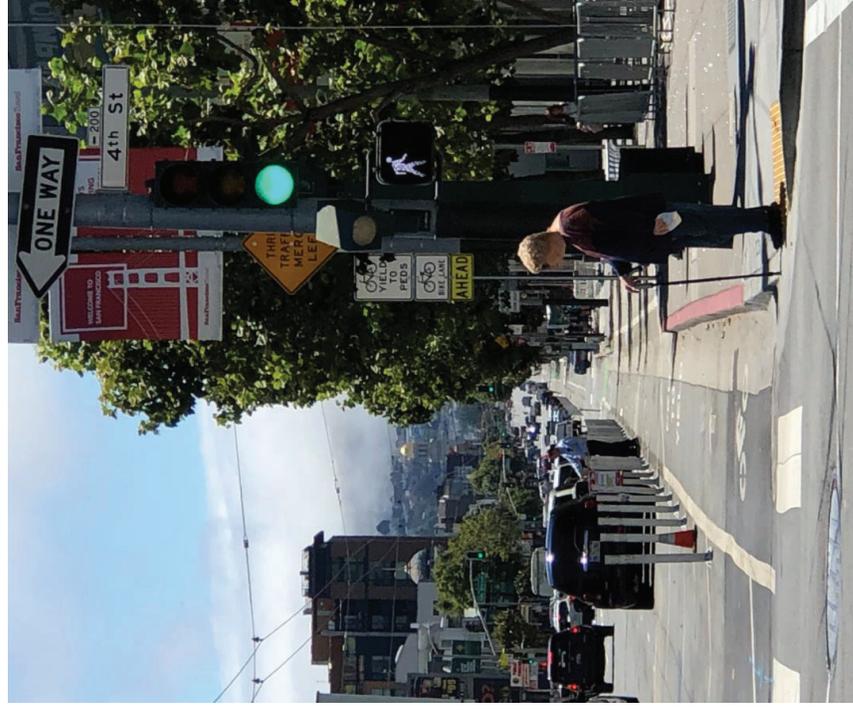


## PROPOSED IMPROVEMENTS

- 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

21



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





<b>Project Name:</b>	Embarcadero Station Platform Elevator Capacity and Redundancy Project
<b>Implementing Agency:</b>	San Francisco Bay Area Rapid Transit District (BART)
<b>Project Location:</b>	Station: Embarcadero BART/Muni Station
<b>Supervisory District(s):</b>	District 03, District 06
<b>Project Manager and Contact Information</b> (phone and email):	Patrick Quinn; PQuinn@bart.gov; office: 510-464-6449; cell: 510-913-2466
<b>Brief Project Description</b> (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.
<b>Detailed Scope (may attach Word document):</b> 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.
<b>Community Engagement/Support (may attach Word doc):</b> 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.
<b>Additional Materials:</b> Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Please see Attached.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency: Roger Nguyen; Roger.Nguyen@sfmta.com
<b>Type of Environmental Clearance Required/Date Received:</b>	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**

<b>Project Name:</b>	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
<b>TOTAL PROJECT COST</b>	<b>\$25,537,000</b>	<b>\$3,144,302</b>	<b>\$1,000,000</b>	<b>\$21,392,698</b>	
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
<b>TOTAL</b>	<b>\$ 10,894,302</b>	<b>\$0</b>	<b>\$12,990,732</b>	<b>\$23,885,034</b>	

<b>Comments/Concerns</b>	
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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.

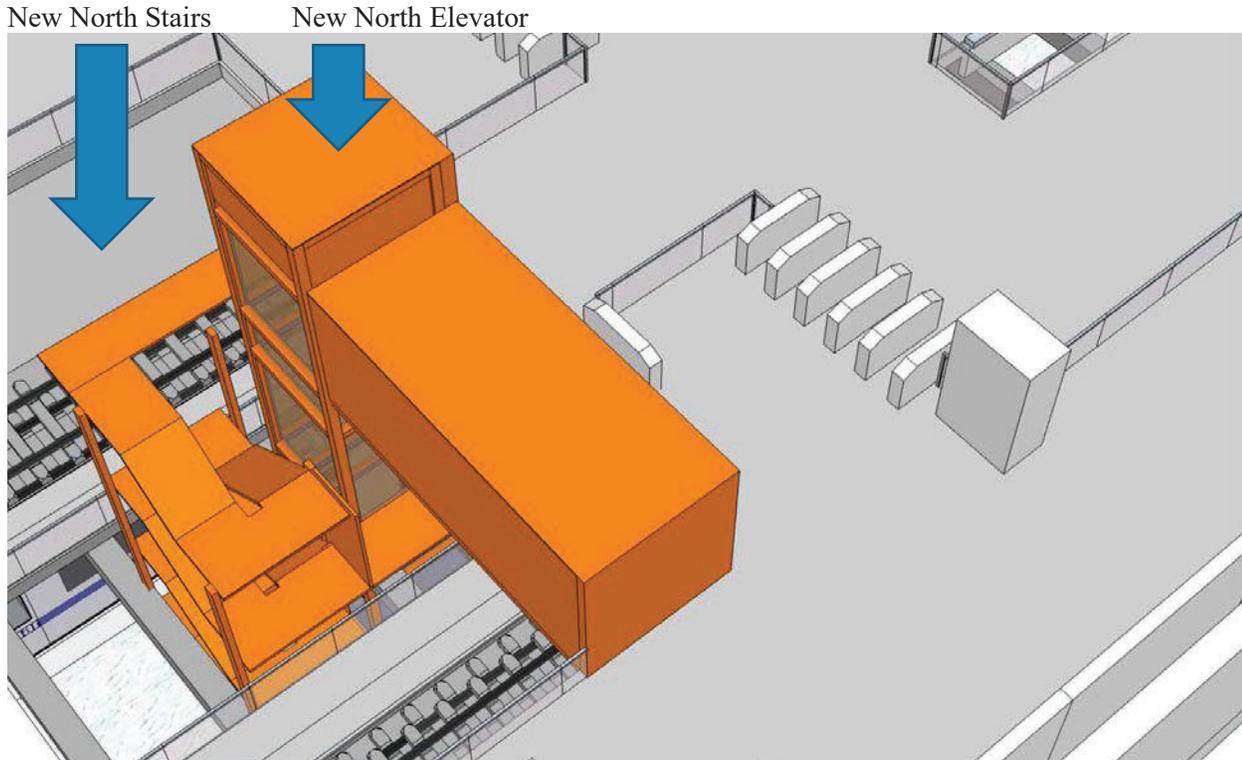
### Project Location

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.

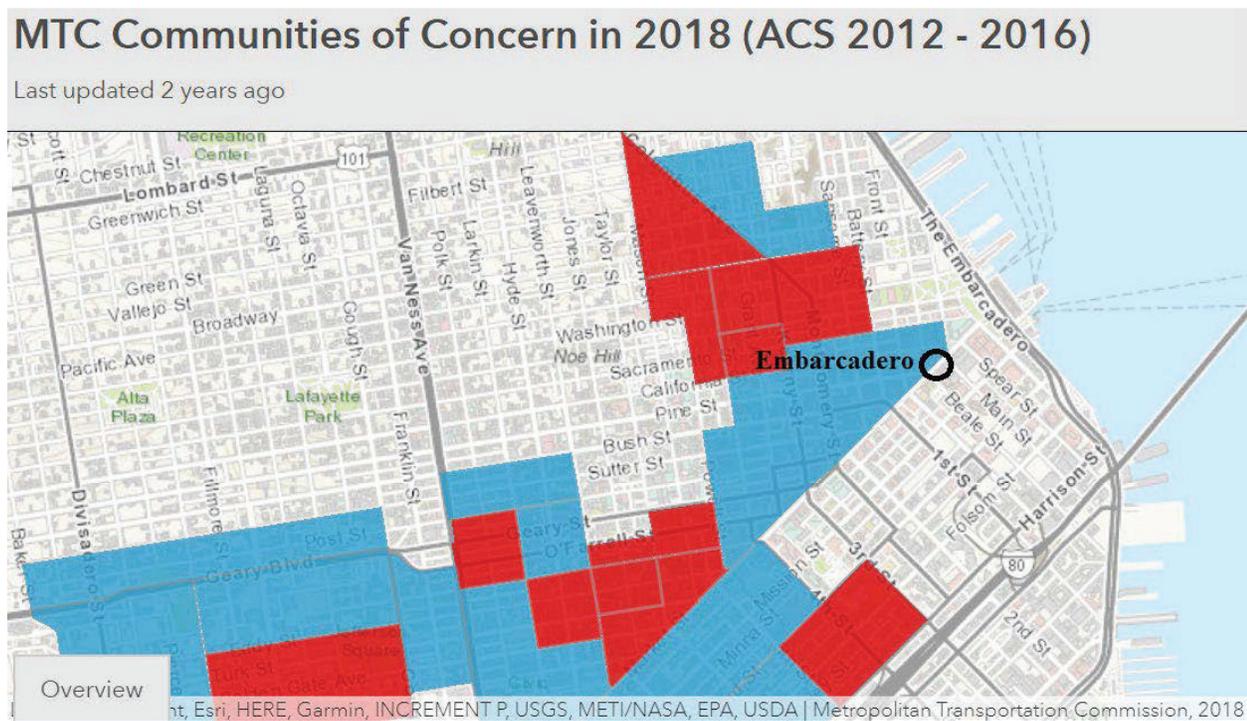


Figure 1: MTC Communities of Concern

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](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 10

**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 2<sup>nd</sup> and 11<sup>th</sup> 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:

<b>CONNECTED MOBILITY VALUES AND GOALS</b>	
<b>Values</b>	<b>Goals</b>
<b>Think Regionally Act Locally</b>	Be coordinated, interconnected, and contiguous
<b>Provide Great Travel Choices</b>	Provide choices that are better than driving alone, are viable and intuitive for all trips
<b>Put the Traveler First</b>	Ensure a dignified traveler experience, focusing on customer care and needs
<b>Be Equitable &amp; Inclusive</b>	Address disparities and be transparent for all people and all trips
<b>Be Sustainable</b>	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)*

	<b>%</b>
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%
	<b>100.0%</b>

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;

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 submission 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

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

## EXPENDITURE PLAN INFORMATION

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

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

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

### ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Downtown Extension - NTP 2 (Amendment)
<b>Grant Recipient:</b>	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
<b>Phases in Current Request Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,854,557</b>	<b>\$8,854,557</b>

### 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
<b>Funding Plan for Entire Project Total:</b>	<b>\$305,900,000</b>	<b>\$0</b>	<b>\$50,953,980</b>	<b>\$3,935,031,750</b>

### 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	
<b>Total:</b>	<b>\$3,935,031,750</b>	

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

<b>FY of Allocation Action:</b>	FY2020/21
<b>Project Name:</b>	Downtown Extension - NTP 2 (Amendment)
<b>Grant Recipient:</b>	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

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

### EXPENDITURE PLAN INFORMATION

<b>Current Prop K Request:</b>	\$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
<b>Name:</b>	Skip Sowko	Mary Pryor
<b>Title:</b>	Senior Design & Engineering Manager	Financial Consultant
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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 11

**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.

<b>Table 1: Cash Flow Comparison</b>	<b>FY 2020/21</b>	<b>FY 2021/22</b>	<b>Total</b>
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



# Lake Merced Project Updates

3/9/2021

Transportation Authority Board

# Agenda

## Background

### Update on Lake Merced Projects:

- Lake Merced Bikeway Feasibility Study (NTIP- Neighborhood Transportation Improvement Program)
- Lake Merced Pedestrian Study (CBTP- Community Based Transportation Plan)

## Other Related Projects

## Potential Next Steps



# Background

## Lake Merced 85th Percentile Speeds

Location	Year	Speed Limit	NB/EB	SB/WB
Lake Merced Blvd between Skyline and Sunset Blvd	2020	35	39	41
Lake Merced Blvd between Higuera Ave and Font Blvd	2019	40	44	45

85th Percentile Speed = the speed or below which 85% of all vehicles are observed to travel under free-flowing conditions past a monitored point.

## Collision History

Collision data over 5-year period between 2015-2019 indicate a total of **154 collisions** on roads around Lake Merced.

Of those 154 crashes, 10 involved a bicyclist and a vehicle and 10 involved pedestrians and vehicles, and there were 3 fatalities.

Following a fatality that occurred on John Muir Blvd. in March 2019, the SFMTA installed 3 sequential raised crosswalks in late Fall 2019. The 85<sup>th</sup> Percentile speeds fell here by 14mph or from 43- 29mph.

## Lake Merced Bikeway Feasibility Study

NTIP study requested under former Board President Yee

- Goals of the study:
- Address crowding on the multi-use pathway through widening or on-street bikeways
  - Consider needs for safe bike facilities around the lake

Completed in January 2021



# Lake Merced Bikeway Feasibility Study Process

Existing conditions analysis

Key stakeholder outreach

Alternatives development

High level costs/implementation proposal



Segments for Analysis



Pinch Points

# Lake Merced Bikeway Feasibility Study: Proposals

## Near-Term Phase



## Long-Term Phase



# Lake Merced Bikeway Feasibility Study: Near Term

Contra-flow NB bikeway on the lake side from Skyline Blvd to Lake Merced Hill

Bike lanes in both directions between Lake Merced Hill and John Muir Dr

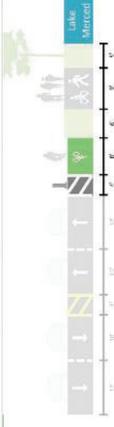
Cost \$7.5M

Parking or Lane Removal?

Near Term

On-Street Two-Way Bikeway, No Path Improvements

**A**  
2,200ft



**B**  
3,600ft



**C**  
1,100ft



**D**  
2,100ft



Transition

Cross Section Varies

No

**E**  
1,200ft



Travel lane removal southbound (lake side)

**F**  
4,100ft

Same as existing



No

**G**  
2,000ft

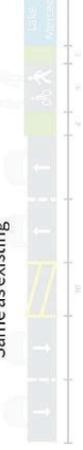
Same as existing



No

**H**  
5,000ft

Same as existing



No

# Lake Merced Bikeway Feasibility Study: Long Term

Raised two-way bikeway on the lake side from Skyline Blvd to Lake Merced Hill

Bike lanes in both directions between Lake Merced Hill and John Muir Dr.

Widening of the existing multi-use path along John Muir Dr and Skyline Blvd

Cost \$56.4M

Parking or Lane Removal?

Long Term

Raised Two-Way Bikeway & Enhanced Path



No



No



Parking lane removal on both sides



Parking lane removal on both sides

Transition

Cross Section Varies

No



Travel lane removal southbound (lake side)



No



No



No

# Lake Merced Pedestrian Safety Project

## Purpose:

Develop a prioritized list of projects for pedestrian safety on Lake Merced Blvd. from Skyline to John Muir Drive with a focus on the high injury network segment from Sunset Blvd to Font Blvd.

## Process:

- Baseline conditions analysis
- Needs assessment
- Outreach including Steering Committee
- Prioritized list of recommendations



## Lake Merced Pedestrian Safety Project

### Steering Committee:

Committee includes 11 members with diverse interests/backgrounds including WalkSF, Merced Extension Triangle Neighborhood, Lakeshore Elementary, SFSU, Pomeroy Recreation and Rehabilitation Center, District 7 staff, residents, and regular commuters.

### Project Timeline:

- Steering Committee Meetings – monthly through May 2021
- Virtual Public Outreach- Spring 2021
- Final CBTP report- June 2021
- SFMTA Board approval- late July/early August 2021
- Construction of highest priority recommendations to follow (late 2021/mid 2020 dependent on scope)



## Potential Next Steps

- Both studies can inform a future quick-build.
- Additional planning, outreach and design are needed prior to construction of a site specific quick build project.
- Potential tools to help improve safety include both spot improvements and corridor level changes. Tools could include:
  - Narrowing traffic lanes
  - Install protected bike facilities
  - Upgrade striping/crosswalks
  - Additional signage
  - Pedestrian refuge islands
- Corridor level changes may include certain trade-offs such as road lane reductions and some spot parking removal

The full Lake Merced Bikeway Feasibility Study can be found here:  
[www.sfcta.org/projects/lake-merced-bikeway-feasibility-study](http://www.sfcta.org/projects/lake-merced-bikeway-feasibility-study)

More information and updates on both projects can be found here:  
[www.sfmta.com/LakeMercedWalk](http://www.sfmta.com/LakeMercedWalk) and [www.sfmta.com/LakeMercedBike](http://www.sfmta.com/LakeMercedBike)