



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, May 11, 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: 187 348 0602 # #

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

Clerk: Britney Milton

Remote Access to Information and Participation:

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1. Roll Call

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| 2. | Citizens Advisory Committee Report - INFORMATION* | 5 |
| 3. | Approve the Minutes of the April 27, 2021 Meeting - ACTION* | 15 |
| 4. | State and Federal Legislation Update - ACTION*
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| 5. | Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - ACTION*
Projects: (SFPW) Minnesota and 25 th Street Intersection improvements [NTIP Capital] (\$400,000), (SFMTA) Safe Routes to Schools Program Administration (\$240,000) | 33 |
| 6. | Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - ACTION*
Projects: San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape (\$3,043,238); Transportation Authority's Planning, Programming, and Monitoring (\$160,170) | 91 |
| 7. | Accept the Final Report for the Golden Gate Park Working Group and Action Framework [NTIP Planning] - ACTION* | 109 |
| 8. | Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services - ACTION* | 115 |
| 9. | Preliminary Fiscal Year 2021/22 Budget and Work Program - INFORMATION* | 123 |

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| 10. | Introduction of New Items - INFORMATION
During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 11. | Public Comment | |
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*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, April 28, 2021

1. Call to Order

Chair Larson called the meeting to order at 6:00 p.m.

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

Absent at Roll: Kevin Ortiz (entered during item 2) (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.

He also reported that for the second year in a row the usual Bike to Work Day was reimagined due to the pandemic as Bike to Wherever Day. He said that the Transportation Authority was again a sponsor of the event and thanked the CAC for playing a part with their prior comments to have an energizer station in every District of the city. Chair Larson encouraged everyone, if they could, to hop on a bike and grab a traditional Bike to Work Day tote bag while they're out there. He shared that the San Francisco (SF Bicycle Coalition) website had a map of locations and other details: <https://sfbike.org/bike-to-wherever-day/>.

With respect to the School Access Plan, which was requested by Commissioner Mar and funded primarily by a Caltrans grant, Chair Larson reported that they would develop strategies to improve school transportation for elementary school students in San Francisco. He said, for the initial outreach, the Transportation Authority partnered with the Department of Children, Youth, and their families to design an art-based activity for children which will give students an opportunity to provide input on the kinds of transportation solutions they would like to see. He said the activity and accompanying questions would be included in community assessments being conducted for the Child and Youth Friendly San Francisco Initiative. He shared that Community Assessments would take place in the Mission, Bayview, Chinatown, Tenderloin, and Hunter's Point neighborhoods and they expect to reach over 300 San Francisco youth. He shared the direct link to the Transportation Authority's website to learn more: <https://www.sfcta.org/projects/child-transportation-study>.

Chair Larson also reported that staff indicated the Golden Gate Park Working Group and Action Framework, originally called the Golden Gate Park Sustainable Travel Study Phase 1, would be presented at the May 11 Transportation Authority Board meeting for its first hearing/approval and then May 25 for final approval. He said the report documents, a key contribution to the working group, stated the values, needs, and



priority actions identified through the process, and would be used as inputs to an upcoming public process jointly led by the Recreation and Parks Department and the SFMTA. He added that the upcoming process would develop and evaluate alternatives for JFK Drive operations.

Chair Larson also shared that staff was developing scope options to address Commissioner Walton's request for the Transportation Authority to conduct an equity and socioeconomic impact study of JFK operations. He said he knows there is a lot of interests in the future of the JFK Drive, which has been temporarily closed to cars during the pandemic and encouraged CAC members and the callers listening to stream or dial in to the May 11 Transportation Authority Board meeting.

With respect to Fare Free Muni, Chair Larson said that the Transportation Authority and SFMTA staff have been working on the item as requested by the CAC and are anticipating bringing it to May CAC. He said it slid a month so that SFMTA could focus on responding to a potential proposal by Commissioner Haney and Preston regarding a Fare Free Muni pilot. He added that SFMTA anticipates discussing this topic at the May 5 Board of Supervisors Budget & Appropriations Committee, and they can share more info with the CAC once the agenda materials are posted.

Lastly, Chair Larson shared that at their March CAC meeting, they had a presentation on the ConnectSF Transit Investment Strategy, and said if folks haven't already done so, they should weigh in on the ConnectSF Transit Investment Strategy by taking a survey, which is open until Friday. He shared a link from the Transportation Authority's website which would direct them to a short blog with the survey link:

<https://www.sfcta.org/blogs/give-feedback-san-franciscos-transit-investment-strategy>

There was no public comment.

Consent Agenda

3. **Approve the Minutes of the March 24, 2021 Meeting - ACTION**
4. **State and Federal Legislation Update - INFORMATION**
5. **Adopt a Motion of Support to Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services - ACTION**
6. **Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2021 - INFORMATION**
7. **Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION**

There was no public comment.

Peter Tannen motioned to approve the consent agenda, seconded by Danielle Thoe.

The consent agenda was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (11)

Absent: (0)



End of Consent Agenda

8. Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program - ACTION

Aprile Smith, Senior Transportation Planner, presented the item.

Danielle Thoe said that based on budget updates, it seemed that the Transportation Authority's budget was balanced and asked what the Planning, Programming and Monitoring (PPM) funds would go toward.

Anna LaForte, Deputy Director for Policy and Programming said the funds would be programmed in the Transportation Authority's annual budget for Fiscal Year 2021/2022. She said the Regional Transportation Improvement Program (RTIP) was a variable fund source and that the PPM funds funded the oversight done on major capital projects including Caltrain Electrification and the Downtown Rail Extension.

Maria Lombardo, Chief Deputy Director added that staff would present on the draft Fiscal Year 2021/2022 budget later on in the meeting and that with the significant drop in sales tax revenues, the Transportation Authority would need to dip into sales tax reserves to keep the budget whole in the next fiscal year and receiving extra PPM funds helped to not use additional reserves.

Peter Tannen asked about the schedule and why there was a gap between design phase completion in May 2021 and contract award in February 2022.

Joel Goldberg, SFMTA, said the gap was related to the various steps (e.g. right of way certification, obtaining allocation of funds from the California Transportation Commission (CTC) needed to access the funds before SFMTA could advertise for construction per the relevant grant guidelines.

Chair Larson asked for clarification on why the agency was honoring the Central Subway debt when the project is nearly done and couldn't the funds be used for other priorities.

Ms. Lombardo said that years ago when the Central Subway needed a Full Funding Grant Agreement [to access Federal New Starts funds], the Transportation Authority committed funds RTIP funds to the project to help SFMTA show that it had a fully funded construction phase for the project. Since not all of the RTIP funds were unavailable when the Central Subway construction contracts were awarded, the SFMTA used funds that would have gone to other SFMTA capital projects. In recognition of this, the Transportation Authority committed to honoring the remaining RTIP commitment by directing it to other SFMTA eligible RTIP funds as RTIP funds became available.

Chair Larson pointed out the importance of the Folsom Streetscape project from a photo in the presentation. He said, in the photo, a motorist was illegally crossing over the bike lane from the center lane to make a right turn and that the project was a good example of why permanent safety improvements were needed.

There was no public comment.



David Klein motioned to approve the item, seconded by Jerry Levine.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (11)

Nays: (0)

Absent: (0)

9. **Adopt a Motion of Support to Adopt a Resolution of Local Support Authorizing the Executive Director to Execute and File an Application with the Metropolitan Transportation Commission for Regional Discretionary Funding; Submit the Yerba Buena Island (YBI) Multi-use Pathway Project to the Transportation Improvement Program; and Authorize the Executive Director to Execute Funding Agreements with Caltrans for Receipt of Federal and State Funds for the YBI Multi-use Pathway Project in the Amount of \$1,000,000 from a Priority Conservation Area Grant and \$3,800,000 from a Regional Active Transportation Program Grant- ACTION**

Mike Tan, Administrative Engineer, presented the item.

Robert Gower asked about the buildout of the Treasure Island Ferry Terminal and asked what considerations had been given for integration of bikes and ferry service. He added that the ferries and ferry terminal should have adequate bicycle storage, but ferries do not currently accept e-bikes, which are becoming increasingly common.

Mr. Tan responded that they have been in contact with the developer to bring bicyclists down to the ferry terminal. He said the developer put in a bike path on Macalla but it is a steep grade. He said the ferry terminal should be completed next year and the developer has plans to build out the ferry terminal plaza which should have accommodations for bikes.

Chair Larson commented that there should be coordination with Water Emergency Transportation Authority (WETA) so that bicyclists can take bikes onto the ferries for the last mile to San Francisco.

Eric Cordoba, Deputy Director for Capital Projects, responded that they are having active discussions with WETA and are developing a Memorandum of Understanding (MOU) that they will bring to the Treasure Island Mobility Management Agency (TIMMA) Committee around June. He said they know that a connection is imperative and are very excited about it. He said he envisioned bike stations, bike storage, and to the extent possible to get bikes on ferries, but said he was not familiar with the relevant restrictions on e-bikes. He added that onboarding and offboarding could be an issue, but the run is short, and the developer is conditioned to provide bike share stations at strategic locations.



Danielle Thoe said she appreciated the 5% grade of the proposed multi-use path and asked if that would apply to the bike path or just the pedestrian path.

Mr. Cordoba responded that what they are doing is studying all the Americans with Disabilities Act (ADA) compliance issues as part of their planning efforts and environmental documentation. He said that there are different standards that apply as it relates to the roadway versus a separate facility itself. He said their goal is to be ADA compliant all the way through but anticipates that there will be challenges. He said they have to study from a preliminary engineering standpoint to better understand the issues and said he thinks there is a lot of potential on the entire west side bike path.

Peter Tannen commented it is a great project, noting that he has bicycled all over Treasure Island and Yerba Buena Island. He said, hopefully, Caltrans will build a bicycle path to the historic pier.

Jerry Levine asked if there was a barrier or divider between east and west bike lanes and pedestrian lanes so that there are not any crossovers with the bikes and pedestrians.

Mr. Cordoba responded they are going to do everything they can to protect the bicyclists and pedestrians, so he envisions a barrier system or divider that protects bicyclists and pedestrians from vehicular traffic.

Kevin Ortiz responded that as a former resident of Treasure Island, he is excited to see this path, but he does have concerns with the new development bringing residents with higher incomes which may contribute to displacement of current residents. He said he would like to hear about the WETA MOU to make sure there are affordable bike stations for ferry access and for residents.

Mr. Cordoba responded that he understands that affordability is a key policy issue. He said they envision coming to TIMMA to discuss tolling, bike share, and ferry services while WETA moves forward to address affordability.

Chair Larson asked about the status of the Bay Area Transportation Authority's (BATA's) West Span Skyway Project.

Mr. Cordoba responded that BATA is starting further preliminary engineering but was hindered by litigation against Regional Measure 3 [a bridge toll measure]. He said everything TIMMA is doing on the multi-use path is compatible with the Skyway Project. He said BATA wants TIMMA to be the lead on Yerba Buena Island (YBI), but they cannot forget the West Side Bridges. He said there was an opportunity to save costs by coordinating the two projects.

David Klein asked how safety comes in terms of services for people if they need medical or police assistance, and would patrols start in that area.



Mr. Cordoba responded that currently BATA funds the operation and maintenance on the new eastern span. He said they do have periodic patrols, and on YBI and Vista Point they have security and other operations that are funded by BATA.

Ms. Thoe asked about the realistic time frame for riding a bike on the West Span.

Mr. Cordoba responded it is difficult to estimate because the litigation is still underway on Regional Measure 3, which is estimated to cause another 18+ months of delay. He said the conceptual engineering for the project estimated its cost at over \$350 million and Mr. Cordoba speculated that these types of projects take 2-3 years for full environmental approval and another 2-3 years for design. He added that construction would take 3-4 years, so at least 10-15 years out assuming the money is lined up, which is currently not the case.

During public comment Edward Mason asked what the anticipated usage or patronage would be for the pedestrians and bicyclists for daily, weekly and monthly periods of time that they are investing their money in.

Mr. Cordoba replied that there is data that has been estimated. He said he doesn't have it but can follow up later with the information.

Peter Tannen moved to approve the item, seconded by Robert Gower.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (11)

Nays: (0)

Absent: (0)

Chair Larson thanked staff for the presentation and said he looks forward to the future updates. He added that Treasure Island has a lot of construction activity going on and does not look the same as it did in the past.

10. Adopt a Motion of Support to Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests - ACTION

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

Peter Tannen said he looked at the Minnesota Grove on Google Street View and was impressed. He said he wanted to visit the site and recommended that others visit the grove as well.

Chair Larson said the Equity Schools that receive additional in-person resources table in the San Francisco Safe Routes to School: Equity Plan attached to SFMTA's Safe Routes to Schools Program Administration allocation request illustrated the need for



the program and that the Safe Routes to School 2019-2020 Evaluation Highlights report was well done.

There was no public comment.

Jerry Levine motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (11)

Nays: (0)

Absent: (0)

11. Adopt a Motion of Support to Adopt Updated Communities of Concern Boundaries for San Francisco - ACTION

Camille Guiriba, Senior Transportation Planner, presented the item.

Sophia Tupuola asked if the data was from the 2020 census.

Ms. Guiriba responded that American Community Survey (ACS) 2011-2015 data was used for the 2017 Communities of Concern (CoC) Update and that the 2021 update used ACS data from 2014-2018.

Ms. Tupuola expressed concern about people being relocated as housing was being converted from public to private, and how they were being supported and represented in data. She also asked how they could support remaining CoCs beyond naming them.

Ms. Guiriba responded that funding would be prioritized for CoCs, and that they would be a focus of equity planning and analysis.

Michelle Beaulieu, Principal Transportation Planner for Government Affairs, added stated that a number of fund sources prioritize investments in these communities including the Metropolitan Transportation Commission (MTC)'s One Bay Area Grant program, Prop K, Transportation Fund for Clean Air, and Lifeline. She also stated that MTC makes planning funds available for these communities, to help identify a pipeline of projects for future investments. Ms. Beaulieu said that the sales tax reauthorization process is using these community designations to identify priority communities for outreach as well as funding for these areas.

Kevin Ortiz stated that he had concerns about the maps, given his experience living in San Francisco and witnessing displacement. He expressed concern about the validity of the data considering fear-mongering and response rate around the Census during the Trump presidency. Mr. Ortiz also noted that the ACS conducts samples and is not as broad as the decennial Census and asked when MTC would update these numbers again.



Ms. Beaulieu acknowledged Mr. Ortiz' concerns about the data and responded that this was just one equity lens that the region and the Transportation Authority use when considering transportation investments. She said that MTC is planning to revisit their entire framework of analysis in part to address some of the issues raised by Mr. Ortiz including displacement pressures. She noted that different parts of the region have different equity concerns and that this would be an opportunity to participate in a regional conversation about equity. Ms. Beaulieu said Transportation Authority staff would continue to work with city partners to get a broader and more up to date perspective on what is happening on the ground. Lastly, she said the agencies analysis also considered low income households across the city, regardless of whether they are located in a CoC or not.

Mr. Ortiz noted that in the 16th Street area, there was significant affordable housing being built and it didn't seem accurate to remove that part of the neighborhood out of the map. He asked if there was a plan to update this more regularly than the 4-year time frame.

Ms. Beaulieu responded that staff would bring that question to the MTC regional working groups, and that these past updates correspond to the required Regional Transportation Plan updates which take place every four years. She stated that MTC is looking to do a major update next year, which may indicate that they will be updating their analysis more regularly in the future, and that locally Transportation Authority staff would talk to the City partners about updating these analyses more regularly.

Robert Gower asked when these supplemental communities are set up, if the programs offered were tracked separately, and how effectiveness as well as demographic shifts weretracked.

Ms. Beaulieu responded that the geographies were used to prioritize funding and for planning and evaluation. She explained that the reason for the changes between the two maps was due to demographic shifts. She said that MTC has set up a threshold system, and that changing demographics in these geographies is why shifts have occurred.

Danielle Thoe stated that she appreciated the exercise to add block groups to dial in to a finer grain than the census tract level. She also echoed concerns about displacement and fear mongering around the Census and ACS surveys. She asked why the proposal was to update this now, when next year the complete system may be overhauled. She also asked about the every-four-year update, whether they were required or if there were a way to acknowledge the economic and political occurrences since 2014, to create some sort of hybrid.

Ms. Beaulieu stated that they were bringing the item to the Board now because MTC's Plan Bay Area 2050 was updating the CoCs not for its equity analysis. She said that it



may be a good sign that they want to have a more robust process to update the framework starting next year, and that these updates might occur more frequently.

Ms. Beaulieu also noted that it is important for the Transportation Authority to do this relatively small update to use these geographies for use in the San Francisco Transportation Plan 2050, which will also be finalized this year. Once MTC completes their process, the Transportation Authority could also consider a more significant update.

Chair Larson asked why the large area around Lake Merced was a CoC in the past map, and if 2021 was a refinement due to the fact that most of the area was not comprised of residential parcels. Ms. Beaulieu responded that the base census tracts and block group geographies had not changed between the two maps, and that the tract with Lake Merced was likely shifting based on a small part of the tract with residential parcels.

Mr. Larson noted that the tracts were not all equal in population which means that only a few changes could swing a tract from meeting the thresholds or not. He noted that these CoC shifts likely showed that people are being pushed out of the city, and that with the 2020 decennial census, it may behoove MTC and others to revisit this framework. He said he hoped that this can be reexamined by the Transportation Authority in the not-too-distant future.

Mr. Ortiz also noted that there is a huge homeless population in the Lake Merced area, and does not want to remove access to resources for folks who may drop off the CoC map with this update if the Transportation Authority was going to be doing this again in a year anyway.

Ms. Beaulieu stated that the timing of this update was so that these geographies can be consistent with MTC's latest update for the update of the San Francisco Transportation Plan which will be wrapped up by the end of the year.

Mr. Larson asked how often the SFTP is updated.

Ms. Guiriba noted that it is updated on the same cycle as the regional plan, every four years.

Mr. Larson noted that we have to use the data we have, but that maybe the Transportation Authority should do an interim update of the SFTP as we get the 2020 decennial census data in.

Sophia Tupuola motioned to approve the item, seconded by Danielle Thoe.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Gower, Klein, Larson, Levine, Liu, Tannen, Thoe, Tupuola
(10)



Nays: (1) Ortiz

Absent: (0)

12. Preliminary Fiscal Year 2021/22 Budget and Work Program - INFORMATION

Lily Yu, Principal Management Analyst, Finance and Administration presented the item.

Chair Larson asked if the revenue sales tax projections were a conservative estimate.

Ms. Yu replied that was correct.

During public comment Edward Mason asked what the definition of an express bus system was. He said there needs to be a clarification regarding what it really means.

Chair Larson replied that when the items come before the Committee, they will get further clarification.

Through the Chair, Hugh Louch, Deputy Director for Planning, said they are planning for both express lanes and express buses which include regional and Muni Express. He said they cannot prohibit the use of the lanes by other types of buses, but said the planning and funding work is for public buses.

Chair Larson said as they go forward, he hoped it would be possible to regulate the lanes in a way that will be more exclusive for public bus and transit use. With respect the Transportation Authority's proposed budget, he said there is a lot of bang for the buck for the money going to administration versus the amount of money that is going to programs.

Other Items

13. Introduction of New Business - INFORMATION

There were no new items introduced.

14. Public Comment

There was no general public comment.

15. Adjournment

The meeting was adjourned at 8:00 p.m.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, April 27, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:00 a.m.

Present at Roll Call: Commissioners, Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent at Roll Call: Commissioners Peskin and Safai (2)

2. Chair's Report - INFORMATION

Chair Mandelman reported that the agency has been busy advocating in various ways for San Francisco priorities in the context of the Federal Infrastructure Bill that was being taken up by Congress following President Biden's historic American Jobs Plan Proposal. He said that staff submitted several projects, including those on Treasure Island, near the Balboa Park Bay Area Rapid Transit (BART) Station and City College, and in the Bayview, and also wrote letters of support for regional agencies such as Water Emergency Transportation Agency (WETA) and BART. He added, he was pleased to join Commissioner Walton in providing a letter of support for completing the Quint Street Connector Road, which would re-connect the road network near the San Francisco produce Market and Southeast Community Facility to restore and enhance access to the area to reduce truck diversions to Third Street, and to facilitate a potential future Caltrain station at that site to replace the Paul Avenue station that was closed years ago.

He reported that in the past month they celebrated several project delivery accomplishments on Transportation Authority-funded efforts, with the ribbon cutting for the Second Street Improvements project, the launch of Bayview Quick Builds protected bicycle and pedestrian paths on Evans and Innes avenues, and the ground-breaking for the Tenderloin Speed Limit reductions and Quick Builds for Golden Gate Avenue and Leavenworth Street. He congratulated the Mayor, Commissioners Haney and Walton, City departments, and dozens of community organizations on their milestones, all of which advanced Vision Zero goals and enhanced placemaking in these neighborhoods.

With respect to Vision Zero, Chair Mandelman said that he looked forward to the presentations from the San Francisco Municipal Transportation Agency (SFMTA) as part of their effort to bring Vision Zero hearings to the Board regularly. He said that he appreciated the larger Vision Zero Safety Task Force coalition of groups for collaborating and continuing to strive to reach their goal of zero traffic fatalities in the city. He said he is heartened by the progress that SFMTA and others were making towards streets safer but as they will hear, the crash and severe injury and fatality numbers rose last year in San Francisco, as it did nationally and this was simply unacceptable. Chair Mandelman said they needed to continue to deepen and re-



double their efforts to tackle this problem by raising awareness, planning at the neighborhood level, delivering capital projects quickly and cost-effectively, and advocating for speed management bills, like Assemblymember Chiu's Assembly Bill 550.

Chair Mandelman added that they would need funding for these investments, and he was looking forward to seeing the next phase of the ConnectSF program along with the Streets and Freeways Strategy in the months ahead. He said that this follows the Transit Strategy which they would hear about later in this meeting. He said he was committed to helping secure the next generation of funds to pay for the on-street treatments needed to advance these strategies, nothing the City needed to improve the safety and efficiency of the transportation system for all road users including signs and signals, curb bulbs and bike lanes, and basic traffic calming and safety infrastructure in every neighborhood.

Lastly, Chair Mandelman expressed that he hopes to be joined next month for the upcoming Citywide Bike to Wherever Day on May 21st, an event produced by the SF Bicycle Coalition that now has evolved from the prior annual Bike to Work Day event. He said there will be energizer stations in every District of the city. He said whether people were commuting, running errands, or just enjoying the outdoors, he hoped they would consider riding their bike wherever it is they were going while enjoying the new bike facilities in their neighborhood and across the city.

There was no public comment.

3. Executive Director's Report - INFORMATION

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

During public comment Roland Lebrun requested that someone monitor the phone connection to ensure the audio is working. [The Clerk confirmed it is being monitored.]

A caller expressed their concern on the traffic mitigation measures put into place for the Lower Great Highway necessitated by the closure of the Upper Great Highway. He said the mitigation measures merely pushed the problem further up to other streets like 46th Avenue and created chaos on intersections around Lincoln Boulevard and La Playa, with Sloat, etc. He suggested that the solution is opening the Upper Great Highway and the problems will diminish.

4. Approve the Minutes of the April 13, 2021 Meeting - ACTION

There was no public comment.

Commissioner Chan moved to approve the minutes, seconded by Commissioner Melgar.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)



Consent Agenda

5. **[Final Approval] Adopt a Motion of Support to Allocate \$1,200,000 in Prop K Funds, with Conditions for Three Requests - ACTION**

Projects: (SFMTA) Traffic Calming Removal and Replacement - FY21 (\$50,00), Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (\$900,000), Lake Merced Quick Build [NTIP Capital] (\$250,000)
6. **[Final Approval] Amend the San Francisco Municipal Transportation Agency's Business Relocation Transportation Demand Management Project, with Conditions - ACTION**
7. **[Final Approval] Approve Up to \$3,012,914 in San Francisco's Estimated Fiscal Year 2021/22 State Transit Assistance County Block Grant Funds for Paratransit - ACTION**
8. **[Final Approval] Amend the Adopted Fiscal Year 2020/21 Budget to Decrease Revenues by \$16.8 Million, Decrease Expenditures by \$18.6 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$48.2 Million - ACTION**
9. **[Final Approval] Award a Two-Year Professional Services Contract to WMH Corporation, in an Amount Not to Exceed \$1,700,000, for Engineering and Environmental Consulting Services for the U.S. 101/I-280 Managed Lanes and Bus Project - ACTION**

There was no public comment.

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

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

Ayes: Commissioners Chan, Haney, Mandelman, Mar, Melgar, Preston, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)

End of Consent Agenda

10. **[Final Approval] State and Federal Legislation Update - ACTION***

Chair Mandelman shared that the Board approved the 5 recommended support positions on their first read at the April 13 meeting. He said the item was not on consent so that staff could run through some amendments to AB 550 (Chiu) dealing with speed safety cameras that were made subsequently. He added that the amendments did not change the staff recommendation, staff just wanted to ensure transparency to the Board and public before the final vote.

Amber Crabbe, Public Policy Manager, presented the item.

During public comment Roland Lebrun asked if it was the appropriate time to bring a bill to the Board's attention.



Chair Mandelman responded that members of the public who have additional bills they would like the Board to take positions on, could do so during general public comment later on the agenda.

Commissioner Ronen moved 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, Ronen, Stefani, and Walton (9)

Absent: Commissioners Peskin, Safai (2)

11. **ConnectSF Transit Strategy Update - INFORMATION**

Kansai Uchida, Principal Transportation Planner at SFMTA presented the item.

Director Chang thanked the SFMTA staff, other ConnectSF staff and regional partners for their hard work over the past year.

Commissioner Melgar thanked Mr. Uchida for the presentation and indicated that the strategy was important for District 7. She asked to what extent was BART included in the strategy and if BART was a possibility instead of underground Muni Metro rail to serve the west side. She also asked if the Planning Department's work on the General Plan Housing Element included the transit strategy and how the transit strategy supported the Regional Housing Needs Assessment (RHNA).

Mr. Uchida said the team has been involved with BART throughout the process meeting at least quarterly and that city staff also participates in BART's Link21 effort. He said the Geary/19th Avenue concept was created with BART feedback and one idea was possible connection to a second transbay rail crossing. He also indicated that the Planning Department is a key member of the ConnectSF team and was coordinating with the housing element on the land use strategy in the corridors where the new investments were proposed.

Commissioner Melgar also asked to what extent the team was collaborating with other transportation agencies like SamTrans, Golden Gate Transit, and others and if this strategy connected with their long-term planning.

Mr. Uchida indicated that the team met with all the regional transit agencies and anyone that operates transportation in San Francisco at the outset, and they incorporated their needs into their long-term planning. He acknowledged that now was a good time to circle back with the identified concepts and to engage regional transit operators, in particular, in some related service planning work as part of next steps.

Commissioner Mar thanked staff for the update and thanked the agencies for their work on planning. He said he is glad to see the renewed and modernized metro rail system as a priority, especially in his district and with all the problems they have had with the rail systems. He shared his gratitude for including a focus on travel between neighborhoods, noting that while travel to downtown was pretty robust (though it still needed improvement), transit options between destinations such as the Richmond, San Francisco State and SFO were not. He also thanked the team for including the westside subway idea in the strategy and suggested that it was an important concept



to explore, especially with the update to the housing element. He asked what opportunities there were for public discussion and engagement in general, and as part of the Geary /19th Avenue subway concept.

Mr. Uchida said the transit strategy is available on the ConnectSF website now and includes a survey to receive feedback on the strategy. He said the next step on the westside subway is a more focused planning study. When that launches, there will be many more opportunities for engagement.

Director Chang said she would be happy to join the Commissioners for town halls and meetings in their districts. She said that the team has a lot to do to reach everyone in the city. She said the team is happy to take input on the next scope of work following the transit strategy.

Commissioner Mar said he looks forward to working with the agencies on the more focused westside subway study.

Commissioner Preston echoed his colleagues' comments and said he thought it was a good starting point. He appreciated the increased focus on neighborhood-to-neighborhood travel in this strategy, compared to the prior focus on getting folks to and from downtown.

Commissioner Preston asked about the 5-minute network and waiting times for buses and if there were any targets for overall travel time, not just wait times.

Mr. Uchida responded that the strategy was intended to both reduce overall travel times and waiting times. He said the 5-minute network includes both speed and reliability improvements. He noted that people perceive waiting time as much longer than time spent in a moving transit vehicles. To make transit more attractive and useful to people, Mr. Uchida confirmed that it is important to manage waiting time, as well as travel time.

Director Chang mentioned that preliminary analysis shows that the transit strategy overall has significant benefits for job access, providing a one third increase in access to jobs within 30 minutes and a one quarter increase in access to jobs within 45 minutes for San Francisco residents.

Commissioner Preston said he thought the message as shared did not include total trip time. He noted that the 5-minute network works if you are on that network. With respect to the connector routes that are not on the network, he asked if the connector route is the existing bus service, or a new shuttle service and he inquired about the vision for the connector routes.

Mr. Uchida replied that the connector routes were meant to be a high-quality service not as frequent as the 5-minute network, but still very frequent, likely 10 minutes or better, and that they would also receive infrastructure investments to improve speed and reliability.

Commissioner Preston asked if the presented map showed regular bus lines.

Mr. Uchida said that they are regular bus lines and noted that a lot of service planning work remains to be done and no decisions have been made on which routes will be in the 5-minute network. He added additional outreach will be needed before those decisions are made.



Commissioner Preston asked about trade-offs, specifically if the 5-minute network would lead to the elimination of some existing lines.

Mr. Uchida said that is not yet determined.

Commissioner Preston commented that part of getting the public's confidence in the vision and funding needed is being straight with people on their neighborhood buses. He said it would be difficult to get support for this vision when the 31 bus is not running and there is no commitment to operate it or clarify if it will not be brought back into service. Commissioner Preston also asked why the discussion around fares and vision for fares was not in the ConnectSF process.

Mr. Uchida said that the strategy is focused on infrastructure but he appreciated the desire to include the policy issues and said he would take this idea back to the ConnectSF team.

Commissioner Preston said he thinks there is a real opportunity to think big about making San Francisco a transit first city, which requires all elements of service, reliability, and fares to achieve that direction. He said that the City has been handed an opportunity during the pandemic to see how transit can work when the streets are empty. He suggested that the City should default to being aggressive on claiming street space for buses and be vocal about reducing the barrier of fares to the greatest extent possible. He noted that he is bringing legislation for a Free Muni Pilot to the Board of Supervisors.

Commissioner Chan said that, on paper, the presentation looks great and she is excited to see the 5-minute network. She said she is eager to see how they will implement it at the community level and translate the vision on to actual streets, noting that the details really matter. She said the City has been talking about reducing travel times and wait times for a long time and that it is important to produce something more tangible. She said that it must not be just about service, but also the infrastructure needed to support the service. She also noted that it hurts to see so few of the 5-minute (orange) and frequent (green) lines in the 5-minute network in the Outer Richmond.

Director Chang responded to Commissioners Chan and Preston that their guidance will help shape the countywide transportation plan update, called the San Francisco Transportation Plan (SFTP). She indicated that the SFTP will add more definition to strategies, costs, and benefits for both transit and the forthcoming Streets and Freeways Strategy.

Chair Mandelman said he is interested and excited for the transit strategy and appreciates the 5-minute network but thinks there also should be some tangible service reliability goals. He also asked if the right things are being measured; for instance, is it waiting for 5-minutes or how long is the bus ride or walk to get to the 5-minute network, and once you are on the network, how long does it take for you to get to the place you are going. He appreciated that the 5-minute concept is catchy but suggested that it be only one piece of an overall set of metrics that get us to an ideal transit system. He said he is looking forward to seeing how far away the city is from the vision and what investment is required to achieve the vision.



During public comment Cat Carter with San Francisco Transit Riders (SFTR) said they are excited and want to make sure that Muni has priority on the streets so that buses can move as efficiently as possible. She said the 5-minute network brings the city closer to the SFTR vision of a 30 by 30 transit system that connects all neighborhoods from end to end in 30 minutes by 2030. She asked that resources be focused on the 5-minute network to provide coverage and access. She said SFTR was excited about the plan to modernize the rail system, including a modern train control system and transit priority for the surface light rail system, which moves too slowly at about 8 miles an hour. She provided an example of trains at 4th and King that must wait for hundreds of pedestrians to cross in front of the train, often adding several minutes to transit trips. She noted that the ConnectSF plan is built on MUNI Forward, but the projects are not distributed equally across the city and are often delayed or watered-down, continuing to impact riders today. She asked for investment now in transit priority projects that are low cost and that can attract new riders.

Francisco Da Costa said that the meeting video and audio were not in sync. He also said that they are doing nothing to improve their transit system and need to improve on their community engagement.

Patricia Arack said that the strategy showed great concern for mass transit, but it is ironic that no concern is shown for thousands of commuters who are sitting in congestion in the Sunset. She asked that staff and the Board show the same concern for commuters who cannot give up their cars. She asked the Board to show compassion for commuters and for the safety of the residents and open the Great Highway, at least during the week.

A caller expressed concern about traffic congestion in the Sunset area. Said that she is concerned that there is only one hospital on the south side of the park, and all the rest of the north, and that people have to travel through the gridlocked park to access the hospital dictated by their health plans. She also asked what would happen if there is a national disaster and emergency response services from other parts of the city need to come to the westside to help.

A caller said transit does not just mean public transit and that the population that uses cars is being singled out. She asked for folks to stop ignoring the concerns and to have a real conversation about them.

12. Vision Zero 2020 Progress / 2021 Look Ahead - INFORMATION

13. Vision Zero Traffic Fatalities: 2020 End of Year Report - INFORMATION

At Chair Mandelman's request, items 12 and 13 were called together.

Ryan Reeves, Vision Zero Program Manager, SFTMA, presented item 12. Shamsi Soltani with the Department of Public Health presented item 13.

Commissioner Chan noted that more of victims are mail and asked about the analysis of this trend.

Ms. Soltani said she hesitated to draw a conclusion from one year of data, but it just might be that the exposures are different.



Commissioner Chan asked about the e-bike and scooters fatalities, and whether the victims were wearing protective gear.

Ms. Soltani replied that neither of the riders were wearing helmets and noted that they are not required to do so at the state level.

Commissioner Chan said there was recently a tragic hit and run pedestrian fatality in District 1, the second pedestrian fatality in the Richmond in the last four months. She said they were still waiting on more details, but she knows that SFMTA deployed their rapid response team to the crash site. She said that is the critical juncture and as a member of the Board of Supervisors she requested a hearing on traffic collision data and how it is shared publicly and internally with different agencies. She said that data helps SFMTA to figure out what needs to be done to improve safety. Commissioner Chan said she appreciates the partnership with Walk San Francisco (Walk SF), but ultimately the goal is figuring out what they can do to prevent fatalities. She said she would love for SFMTA to tell them what other tools they have in the toolbox or what the Board can advocate for on their behalf. She said she looks forward to learning more on how the data is shared and how they can make immediate changes to prevent any more crashes and fatalities.

Commissioner Haney thanked SFMTA for their presentation and said that Commissioner Chan reflected many of his concerns. He said that they have been able to do some things in the Tenderloin, and said he wonders if the things that are being implemented in the Tenderloin are being looked at in other parts of the city. He said he did not get a sense of whether there were concrete plans for expanding.

Ms. Reeves responded that the neighborhood-wide speed reduction in the Tenderloin and the no turn on red restrictions will have to be evaluated to determine their effectiveness before making any further decisions on expanding the program. She said they would have the results of the evaluation study by early next year.

Commissioner Haney asked for more detail on the timeline.

Ms. Reeves responded that they need to wait until the new signs are posted before they go out and collect 'post' data. She said they will collect post data in the Fall and have the results by early next year.

Commissioner Haney questioned the SFMTA's plans on not doing any more no turn on red or lowering speed limits until they complete their study the Tenderloin given that these measures have proven to be effective elsewhere.

Ms. Reeves said with the speed limit reductions they have expanded to the extent within their authority. She said that this is where Assembly Bill (AB) 43 would come into play, as it would allow them the flexibility to lower speeds in more areas of the city. She said SFMTA wanted to better understand the impacts of the turn on red restrictions and make sure there were not any unintended consequences on the turn restrictions.

Commissioner Haney asked for clarification on how the legal authority allowed SFMTA to only reduce speeds in a single neighborhood.

Jamie Parks, Livable Streets Director, SFMTA, said the California Vehicle Code prescribes their abilities to set speed limits, and there were specific ways in which



they were allowed to do that based off the current speeds that vehicles are traveling. He observed that this a bit backwards as AB 43 points out. He explained that they were able to expand the authority into the Tenderloin because of some provisions allowing the reduction of speed limits below 25 mph where they were already low and under certain conditions like the number of pedestrian crashes. He speculated that there may be very limited places in San Francisco where they can do similar things, but largely in the rest of the City they cannot apply the same principles for 20 mph unless state law changes. He said they can provide more detail on the relevant code if that would be helpful, noting the state code is pretty convoluted.

Commissioner Haney said that would be helpful. He said no turn on red is not restricted by state code, but is a local policy decision. He asked why it isn't something the SFMTA is doing more broadly. He also asked if they have done an analysis on how many crashes have taken place in all, not just fatalities, on no turns on red.

Mr. Parks responded that they have done the analysis, and very few crashes are directly related to right turns on red and they see more pedestrian crashes associated with vehicles that are making right turns on green. He said that's why they wanted to install them in one neighborhood and do education around it and evaluate to see if it's working as intended. He confirmed that they have all the legal authority they need to restrict no turn on reds wherever they choose to do that.

Commissioner Haney said these crashes and fatalities are a citywide problem, and the numbers are not getting better. He said and he hopes SFMTA looks into expanding effective interventions into other neighborhoods.

Commissioner Mar said he is concerned about the significant increase in vehicle related fatalities over the last 2 years, and the possibility of the trend continuing despite the Vision Zero efforts in motion. He expressed concern about the increased traffic volume on the streets as the city continues to reopen its economy in the coming months. He said it also applies to the temporary closure of the Great Highway, and while the traffic calming measures were needed even prior to the pandemic, they would be inadequate to mitigate the impacts to the increased traffic volumes expected in the coming months if the Upper Great Highway remains fully closed. He said relatedly that morning, a senior was struck by a vehicle on 44th and Ulloa this morning and thankfully, is in stable condition. He said that Vision Zero needs to be a primary consideration in upcoming decisions on the future of the Great Highway. He shared with the Board that at an upcoming Transportation Authority meeting, staff would present an update on their analysis of the various potential options for the future of the Great Highway, and he looks forward to that discussion.

Chair Mandelman acknowledged that Vice Chair Peskin was absent from the meeting to participate in labor negotiations and said he would like to excuse Vice Chair Peskin from the meeting.

During public comment Jodie Medeiros, Walk SF, thanked the Board for taking time on Vision Zero and staying true to the policy and thanked SFTMA staff for its good work in 2020. She acknowledged another fatality this past weekend, 7 in total this year, and said at this pace the city could be on track for the worst year since the policy was passed. Ms. Medeiros spoke on behalf of 30 groups asking for an updated and aggressive Vision Zero Action Strategy that focused on proven



measures to address the top 3 most dangerous behaviors and that can be implemented quickly and cost effectively on the High Injury Network. For example, with respect to the quick build program, she said there are still 80 miles of the High Injury Network that don't have a safety project planned, and SFMTA completed 10 miles last year and the coalition feels this needs to be at least doubled to 20 miles annually. She also said speeding is the number one reason for dangerous streets, and the coalition is asking for a comprehensive speed management plan that incorporates new tools and authorities such as are contemplated in AB 43 and AB 550, which everyone is working hard to get passed.

Francisco Da Costa said Vision Zero isn't working and they need to do a needs assessment; he called for a change in leadership at the Transportation Authority; and he called for more action on Vision Zero.

Charles Perkins, a Sunset resident said he appreciates the presentation and said most of the problems with fatalities occur at the intersections. He said historically, the Great Highway is a safe route, noting there are no intersections, no cross traffic, no cars turning left or right, etc. and there are parallel paths for bikes and pedestrians. With the roadway closed, he said there are now approximately 18 - 20,000 cars being diverted through residential streets or Sunset Boulevard which are much more difficult or dangerous. He observed that it seems like Vision Zero is ignored by the proponents of keeping Great Highway closed.

A long-time San Francisco resident said the Upper Great Highway, when open to cars, did have a lot of injuries. He added, closing it to cars was the best thing that has happened for the city. He said the Vision Zero data shows the number of fatalities per year have not gone down since the policy was approved and said they need to ask why it is not working. He suggested looking to other cities where Vision Zero had been successful like Oslo where they added protected bike lanes everywhere, added traffic diverters to create very few streets where drivers can go straight for a long distance, they force turns to get drivers out of neighborhoods, and have closed some streets to vehicles in business districts and in some residential districts. He said these are the types of things San Francisco should be doing as they are proven.

Patricia Arack said she disagreed with the prior caller. She said the City's records show no fatalities and crashes on the Upper Great Highway when it was open. She said there are stop lights and cross walks that she has crossed many times when it was open. She said an average of 19,000 cars per day are spread out in the avenues and the pedestrians are now at great risk. She added that when people are out walking, they don't have traffic signals; instead, they have stop signs that most people don't stop for.

Chair Mandelman asked Commander Daniel Perea, San Francisco Police Department, for the current number of members in the Traffic Company.

Commander Perea, said that the numbers were lower than usual, noting a lot of members are eligible for retirement, and there have been a number of injuries. He said they were hovering between 30 and 40 officers that are on motorcycles in the Traffic Company.

Commissioner Haney asked Commander Perea if there were any trends he could share in terms of what last year looked like.



Commander Perea responded that in 2020, they were in the range of 14,000 violations for which they issued citations and about 52% were issued for Focus on the 5 violations, and for the first quarter of 2021 year there were approximately 7,000 citations. He said he does not have the exact number, but he can report back to the Board when he does.

Commissioner Haney asked how the 2020 citations compared to 2019.

Commander Perea replied significantly less, saying in 2019 he recalls there were closer to 30,000 citations and that they were closer to their 50% goal for Focus on the 5. He said part of the decrease last year was related to the reduction in traffic due to shelter in place and the pandemic. He said what they saw last year in San Francisco in terms of enforcement and violations was consistent with trends they have seen nationally in the areas of reduced traffic and subsequent reduction in citations for violations.

Commissioner Haney pointed out in the presentation that there was mention of approaching traffic enforcement in some new ways and asked when they might be able to see some of the results of that work.

Ms. Reeves responded that they work closely with Commander Perea and the Police Department on traffic enforcement, mainly on Focus on the 5. She said what he may be referring to is through the outreach process on the action strategy, there was a call to look carefully at the role of enforcement given the national discussions around racial disparities. She added that AB 550 is what would allow the City to use speed cameras, and that's related to another thing they've heard from outreach, which is to support the Focus on the 5 work with the use of speed cameras to also help with issues of bias and racial disparities.

Commissioner Haney asked if there have been any analysis on the breakdown of citations issued by race.

Commander Perea replied that there was a 96A report issued which discussed the stops that have been occurring in San Francisco conducted by the San Francisco Police Department. He said there is information there that points to African Americans, in particular, as being four times more likely to be stopped by the police. He said in terms of specific violations, he doesn't think they've looked at the data in that way and said he could get back to the Board with information on that. With respect to an earlier question, he said in the first quarter of this year they issued 3,314 citations and 1,602 of those have been Focus on the 5, as part of their Vision Zero effort.

Commissioner Haney thanked Commander Perea and said he would like a follow up when any of that data is available.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment



Clerk Britney Milton noted the agency had received eight public comments related to the Great Highway and they had been posted on the website (www.sfcta.org).

During public comment, a caller stated that the current Great Highway situation is still unsafe, and if anything, has gotten worse because of the current mitigations. They said they agree with Commissioner Mar's statement quoted in an article that they can't sacrifice safety for recreation.

Roland Lebrun, San Jose, requested that the Board support AB 1091, which would replace the VTA Board. He cited two reasons for the Board to support this bill. Firstly, he cited the misappropriation by VTA of \$135 million in CARES act funding to make up for future funding gaps in transit operations between now and 2028. Secondly, Mr. Lebrun said VTA is refusing to match San Francisco's and San Mateo's annual contributions to Caltrain even though Santa Clara voters have passed two revenue measures supporting Caltrain.

Patricia Arack shared that the month of April is Climate Action Month and suggested an event that would do good things for the climate, namely opening up Great Highway. She said vehicles sitting in traffic congestion are putting out CO2 into the environment for much longer than they would be if the Great Highway were open. She added that people have no respect for the environment around the Great Highway, as people cross anywhere with no respect for the dunes or ice plants, and there is trash left behind. She said there is no reference to an EIR in the D4 Mobility Study.

A San Francisco resident expressed support for keeping Great Highway closed to automobiles permanently citing it as one of the best improvements in his time in San Francisco. He said car drivers have other options such as Sunset and 19th. He acknowledged the concerns about diverted traffic going through residential areas, noting some drivers may not know that Sunset and 19th exist. He urged the SFMTA to install traffic converters at intersections so that no one can drive through residential areas.

A caller commented that the prior caller wants drivers to go two miles out of their way to 19th Avenue which will be under construction for two years and driving farther causes more pollution. He said it is clear that closing Great Highway and causing 18-20,000 cars to divert to 19th and other streets is less safe. He cited millions of dollars being used to mitigate problems caused by the closure as evidence that it is less safe now. He urged the Board to open the Great Highway and putting the mitigation measure money towards Free Muni and other transit projects instead.

16. **Adjournment**

The meeting was adjourned at 12:24 p.m.



RESOLUTION ADOPTING A SUPPORT POSITION ON SENATE BILL (SB) 339 (WIENER), AND AN OPPOSE UNLESS AMENDED POSITION ON ASSEMBLY BILL (AB) 859 (IRWIN)

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 a new support position on SB 339 (Wiener), and a new oppose unless amended position on AB 859 (Irwin), as shown in Attachment 1; and

WHEREAS, At its May 11, 2021 meeting, the Board reviewed and discussed AB 859 (Irwin) and SB 339 (Wiener); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts a new support position on SB 339 (Wiener) and a new oppose unless amended position on AB 859 (Irwin); and be it further

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

Attachment:

1. State Legislation - May 2021

San Francisco County Transportation Authority

State Legislation - May 2021

(Updated May 4, 2021)

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

Staff is recommending a new support position on Senate Bill (SB) 339 (Wiener), and an oppose unless amended position on Assembly Bill (AB) 859 (Irwin) as show in **Table 1**.

Table 2 provides an update on AB 550 (Chiu) on which the Transportation Authority has previously taken a support position.

Table 3 shows the status of active bills on which the Board has already taken a position.

Table 1. New Recommended Position

Recommended Positions	Bill # Author	Title and Update
Oppose Unless Amended	AB 859 Irwin D	<p>Mobility devices: personal information</p> <p>This bill would significantly restrict a public agency’s authority to collect anything but anonymized, aggregated, deidentified data from shared bicycles, scooters, transportation network companies (TNCs), and autonomous vehicles (AVs).</p> <p>The San Francisco Municipal Transportation Agency (SFMTA) has developed data-driven permit programs for bikeshare and e-scooters to address key safety, consumer protection, and equity concerns, and integrate emerging mobility modes with the city’s transportation infrastructure. It requires access to individual device data from permittees to enforce geographic distribution requirements, ensure adherence to the permitted number of devices on our streets, and monitor coverage of required service areas. San Francisco does not collect any personally identifiable information about riders of shared mobility devices, only data about the device itself. Under AB 859, SFMTA (nor any other public agency) would no longer be able to collect this critical data.</p> <p>Further, AB 859 expands these data sharing limitations to TNCs and AVs. This broad limitation would hinder what little regulation exists today for TNCs and would preemptively tie the City’s and state’s hands from having any information about AVs in the future. These restrictions would leave regulatory agencies in the dark when it comes to understanding how these for-profit services operate on the public right of way, while potentially increasing congestion, safety, and environmental concerns.</p> <p>The City’s State Legislation Committee has adopted an oppose unless position on this bill, and we are recommending the Transportation Authority adopt a similar position. We will join SFMTA and other cities such as Oakland, San Jose and Los Angeles on amendments that ensure our ability to collect information needed to effectively manage our streets while ensuring personal data privacy.</p>

San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Support (Currently Watch)	SB 339 Wiener D	<p>Vehicles: road usage charge pilot program</p> <p>The state’s existing Road Usage Charge (RUC) Technical Advisory Committee is currently working to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax, which has been declining in revenues as fuel efficiency increases and as the state moves toward electric and other clean fuel alternatives. This bill would extend the operation of the provisions for the RUC Technical Advisory Committee and require the California State Transportation Agency (CalSTA) to implement a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program.</p> <p>The bill was amended in April to include deadlines for reporting to the Legislature, requiring an interim status report by January 1, 2024 and a final report with the findings of the pilot by July 1, 2016. The original bill required the pilot to be designed as revenue-neutral, and as amended the pilot program would now require one group in the pilot to charge all vehicles the same mileage-based fee regardless of their fuel efficiency in order to evaluate how much revenue the state is currently losing due to electric vehicles not currently paying gas taxes.</p>

Table 2. Notable Updates on Bills in the 2021-2022 Session

Adopted Positions	Bill # Author	Title and Update
Support	AB 550 Chiu D	<p>Vehicles: speed safety system pilot program.</p> <p>At the time of the April 27 Board meeting, this bill would have authorized six jurisdictions, including San Francisco, Oakland, and San Jose, to implement a pilot program after approving a Speed Safety System Use Policy and Speed Safety System Impact Report. The bill limited the locations as to where they could be implemented to streets on a high injury network or within 2,500 feet of a school, senior zone, public park, or recreational center. Subsequently, the bill has been amended to eliminate one of the Southern California pilot locations and to further restrict the number of sites based on the jurisdiction’s population. Jurisdictions with a population between 800,000 and 3,000,000 would be limited to no more than 33 systems.</p> <p>Securing authorization for a speed safety camera pilot program has been a top priority for SFMTA and the Transportation Authority for years. Mayor Breed and the Board of Supervisors are on record supporting AB 550. SFMTA continues to work closely with the author to improve some parts of the language.</p>

San Francisco County Transportation Authority

Table 3. Bill Status for Active Positions Taken in the 2021-22 Session

Updates to bills since the last Board meeting are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 5/3/2021)
Support	AB 43 Friedman D	Traffic safety. Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	Assembly Transportation to <i>Assembly Floor</i>
	AB 117 Boener Horvath D	Air Quality Improvement Program: electric bicycles. Creates statewide Electric Bicycle Incentive Pilot Program to provide consumer rebates for the purchase of electric bicycles, with priority given to low-income households.	Assembly Transportation to <i>Assembly Appropriations</i>
	AB 455 Bonta D Coauthors: Chiu D Wicks D Wiener D	Bay Bridge Fast Forward Program. Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Assembly Transportation to <i>Assembly Appropriations</i>
	AB 550 Chiu D	Vehicles: speed safety system pilot program. Authorizes speed safety camera pilot program, subject to conditions, in San Francisco and four other cities. See Table 2 for additional detail.	<i>Assembly Transportation to Assembly Appropriations</i>
	AB 917 Bloom D	Vehicles: video imaging of parking violations. Authorizes the use of forward-facing cameras on buses to enforce parking violations in transit-only lanes and in bus stops statewide.	Assembly Privacy and Consumer Protection to <i>Assembly Floor</i>
	AB 1238 Ting D	Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	Assembly Transportation to <i>Assembly Appropriations</i>
	AB 1499 Daly D	Transportation: design-build: highways. Removes January 1, 2024 expiration of authority to use design-build method of contract procurement.	Assembly Transportation to <i>Assembly Appropriations</i>
Oppose	AB 5 Fong R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan. Suspends appropriation of cap and trade funds to the HSRA for two years and transfers moneys collected for use on K-12 education.	Assembly Transportation

San Francisco County Transportation Authority

¹Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. "Two-year" bills have not met the required legislative deadlines and will not be moving forward this session but can be reconsidered in the second year of the session which begins in December 2021. Bill status at a House's "Desk" means it is pending referral to a Committee.

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RESOLUTION ALLOCATING \$640,000 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$640,000 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming and Transportation Demand Management/Parking Management categories of the Prop K Expenditure Plan; and

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

WHEREAS, One of the two requests is consistent with the 5YPP for its Expenditure Plan category; and

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Safe Routes to Schools Program Administration requires a 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$640,000 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the staff recommendation; now therefore, let it be

RESOLVED, That the Transportation Authority hereby amends the Prop K Transportation Demand Management/Parking Management 5YPP, as detailed in the attached



allocation request form; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$640,000 in Prop K funds, with conditions, as summarized in Attachment 3 and detailed in the attached allocation request forms; and be it further

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

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

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project 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 K 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 Allocation Summary - FY 2020/21
5. Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	\$ 450,000	51%	11%	Construction	10
Prop K	43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	\$ 240,000	54%	0%	Construction	Citywide
TOTAL				\$ 640,000	\$ 690,000	52%	7%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- ² Acronyms: SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K or non-Prop AA funds in the funding plan by the total cost for the requested phase or phases. If the percentage in the "Actual Leveraging" column is lower than in the "Expected Leveraging" column, the request (indicated by yellow highlighting) is leveraging fewer non-Prop K dollars than assumed in the Expenditure Plan. A project that is well leveraged overall may have lower-than-expected leveraging for an individual or partial phase.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	SFPW will construct a new bulb-out and curb ramps on the eastern side of the Minnesota and 25th streets intersection, creating a shorter, safer, and accessible crossing at this busy intersection. The pedestrian safety improvements are part of a larger Minnesota Streetscape project that will provide street repair, a new sidewalk, streetscape upgrades and extend the Minnesota Grove along Minnesota Street, between 23rd and 25th streets; and along 23rd Street, from Minnesota to Tennessee streets. These improvements were recommended in the Central Waterfront/Dogpatch Public Realm Plan. Commissioner Walton is supportive of using \$400,000 in District 10 Neighborhood Transportation Improvement Program funds to construct the pedestrian safety improvements. The project will be open for use by June 2022.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	<p>Funds are for administration of the SF Safe Routes to School program for a four month period, from May-August 2021. This request funds SFMTA staff time during the remaining portion of the second and final year of the One Bay Area Grant funding cycle. The SFMTA oversees and coordinates San Francisco's school transportation programs which are focused on the core goals of safety and mode shift. The attached allocation request form includes a description of the SRTS: Equity Plan providing additional details on how SFMTA identifies and supports equity schools with additional in-person resources.</p> <p>On March 23, 2021, the Transportation Authority Board nominated the SFMTA's Safe Routes to School Non-Infrastructure Program for \$2,100,000 from MTC's Safe and Seamless Mobility Quick-Strike Program. On April 23, MTC staff presented their recommendation to partially fund the program with \$1,800,000. If approved, SFMTA will receive Authorization to Proceed with construction in fall 2021. With a partial Quick-Strike award, SFMTA anticipates returning in the fall to request additional Prop K funds to continue staff support. MTC has some additional federal relief funds to distribute and the staff recommendation includes directing some of these funds to the Quick-Strike Program so it is possible the project will receive more than currently recommended.</p>
TOTAL			\$640,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
38	SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital]	\$ 400,000	
43	SFMTA	Safe Routes to Schools Program Administration	\$ 240,000	Deliverable: By September 2021, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the One Bay Area Grant.
TOTAL			\$ 640,000	

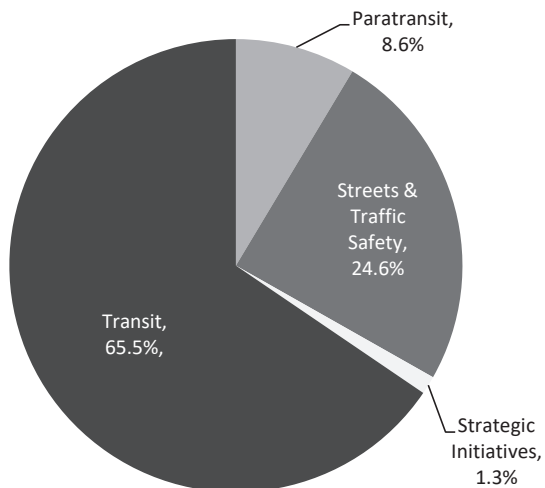
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2020/21

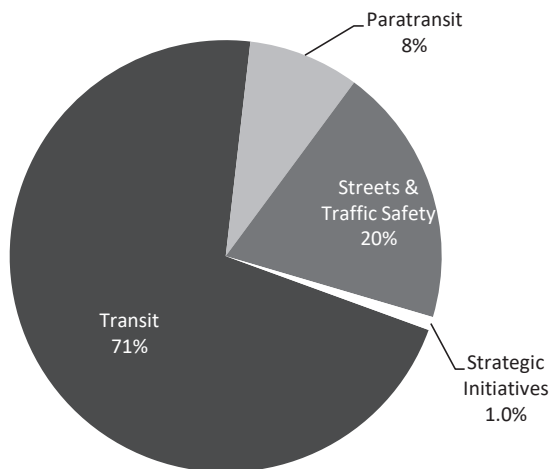
PROP K SALES TAX							
FY2020/21	Total	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 78,814,291	\$ 18,842,802	\$ 32,735,179	\$ 20,459,635	\$ 6,360,718	\$ 415,957	\$ -
Current Request(s)	\$ 640,000	\$ -	\$ 540,000	\$ 100,000	\$ -	\$ -	\$ -
New Total Allocations	\$ 79,454,291	\$ 18,842,802	\$ 33,275,179	\$ 20,559,635	\$ 6,360,718	\$ 415,957	\$ -

the current recommended allocation(s).

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



Prop K Investments To Date



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$400,000
Supervisory District	District 10

REQUEST

Brief Project Description

The project will construct a new bulb-out and curb ramps on the eastern side of the Minnesota St and 25th St intersection, creating a shorter, safer, and accessible crossing at this busy intersection. These pedestrian safety improvements are part of a larger Minnesota Streetscape project that will provide much needed street repair, new sidewalk, streetscape upgrades and extend the Minnesota Grove along Minnesota St, between 23rd and 25th St; and along 23rd St, from Minnesota St. to Tennessee St. These improvements are a recommendation of the Central Waterfront/Dogpatch Public Realm Plan.

Detailed Scope, Project Benefits and Community Outreach

At the request of District 10 Supervisor Shamann Walton, SF Public Works requests Prop K Neighborhood Transportation Improvement Program (NTIP) funds to build a bulb-out and curb ramps on the eastern side of the Minnesota St and 25th St intersection, creating a shorter, safer, and accessible crossing, as recommended in the Central Waterfront/Dogpatch Public Realm Plan. The Transportation Authority's NTIP is intended to strengthen project pipelines and advance the delivery of community supported neighborhood-scale projects, especially in Communities of Concern and other neighborhoods with high unmet needs.

The stretch of Minnesota St. from 23rd to 25th, and 23rd St. from Minnesota to Tennessee serves as a cultural and social hub for Dogpatch with art galleries, the Minnesota Grove, and coffee shops in addition to serving multiple industrial businesses. The street is currently in poor condition with fragmentary lengths of sidewalk and lacking an accessible path of travel for pedestrians.

The requested Prop K District 10 NTIP funds will support construction of a new bulb-out and curb ramps at the intersection of Minnesota St and 25th Street. Currently, there are no ADA ramps for pedestrians to cross the nearly 50' wide north-south crossing at 25th Street. The improvements at the intersection include:

- Path of Travel & Accessibility Improvements, including a new ADA-compliant path of travel on the east side of Minnesota St. starting at 25th St. where currently there is none.
- Bulb-out & Curb Ramps (25th NE corner)

- Curb Ramps (25th SE corner)

These improvements are part of the larger Minnesota Streetscape project, which includes landscaping, lighting, ADA access improvements through the Minnesota Grove, extension of the Minnesota Grove, new sidewalk and paving along Minnesota Street, between 23rd and 25th Street, as well as additional bulb-outs, curb ramps and sidewalk improvements on 23rd St, between Minnesota St and Tennessee St. This scope of work will be delivered through one joint contract that will include other streetscape and paving improvements. This project is also coordinating with a private entity that will construct a new sidewalk along the west side of Minnesota St. from 25th to approximately 260' north.

This project is a recommendation of the Central Waterfront/Dogpatch Public Realm Plan that was developed as part of a planning effort from Summer 2015 through Spring 2017. Additional outreach was conducted during the design phase including meeting with members of the community on December 15, 2020, and by working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association to facilitate the designs for parking legislation changes that are now in place. SFPW will implement a project website to provide construction updates along with staff contact details for the community. Additionally, SFPW will continue working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association.

Project Location

Minnesota St. and 25th St.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Project Drawn from Placeholder
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$400,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
Grant Recipient:	Department of Public Works

ENVIRONMENTAL CLEARANCE

Environmental Type:	Negative Declaration
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2018	Apr-May-Jun	2020
Environmental Studies (PA&ED)	Jan-Feb-Mar	2020	Oct-Nov-Dec	2020
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2020	Jul-Aug-Sep	2021
Advertise Construction	Jul-Aug-Sep	2021		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2021		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

SCHEDULE DETAILS

This scope of work will be delivered through one joint contract that will include other streetscape and paving improvements. This project is also coordinated with a private entity that will construct a new sidewalk along the west side of Minnesota St. from 25th to approximately 260' north.

SFPW will implement a project website to provide construction updates along with contact details for SFPW staff for the community. SFPW will continue working with the Dogpatch & NW Potrero Hill Green Benefit District and the Dogpatch Neighborhood Association.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$400,000	\$0	\$400,000
DEVELOPER IMPACT FEES	\$0	\$0	\$50,000	\$50,000
Phases In Current Request Total:	\$0	\$400,000	\$50,000	\$450,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
DEVELOPER IMPACT FEES	\$0	\$0	\$50,000	\$50,000
Funding Plan for Entire Project Total:	\$0	\$0	\$50,000	\$50,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$50,000		Actual cost and cost to complete
Construction	\$450,000	\$400,000	70% engineer's estimate
Operations	\$0		
Total:	\$500,000	\$400,000	

% Complete of Design:	75.0%
As of Date:	04/13/2021
Expected Useful Life:	10 Years

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

MAJOR LINE ITEM BUDGET - Minnesota and 25th Street Intersection Improvements [NTIP Capital]

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)

Budget Line Item	Totals	% of contract	SFPW	SFMTA	Contractor
1. Contract					
Asphalt Concrete	\$ 30,000				\$ 30,000
Concrete Base	\$ 90,000				\$ 90,000
Curb & Gutter	\$ 20,000				\$ 20,000
Sidewalk	\$ 50,000				\$ 50,000
Curb Ramp	\$ 20,000				\$ 20,000
Catchbasin	\$ 10,000				\$ 10,000
Culvert	\$ 25,000				\$ 25,000
Manhole	\$ 10,000				\$ 10,000
2. Mobilization	\$ 15,000				\$ 15,000
3. Traffic Routing	\$ 30,000				\$ 30,000
Subtotal	\$ 300,000				\$ 300,000
4. Contingency	\$ 35,000	12%	\$ 35,000		
5. Construction Management/Support (SFPW)	\$ 90,000	30%	\$ 90,000		
6. Construction Management/Support (SFMTA)	\$ 10,000	3%		\$ 10,000	
7. Other Direct Costs (Materials Testing)	\$ 5,000	2%	\$ 5,000		
8. Other Direct Costs (Striping & Signage)	\$ 10,000	3%		\$ 10,000	
TOTAL CONSTRUCTION PHASE	\$ 450,000		\$ 130,000	\$ 20,000	\$ 300,000

Construction Management/Support cost includes the Construction Management, Inspection, Engineering Support, Project Management, and Public Outreach costs. This scope of work has complexity due to the coordination of bulb-out design, curb ramps, updated drainage, Auxiliary Water Supply System monitoring, and street rehabilitation.

Improvement	Cost
NE Bulb-out	\$ 360,000
SE Curb Return	\$ 90,000
Total	\$ 450,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$400,000	Total PROP K Recommended	\$400,000

SGA Project Number:		Name:	Minnesota and 25th St Intersection Improvements [NTIP Capital]
Sponsor:	Department of Public Works	Expiration Date:	12/31/2023
Phase:	Construction	Fundshare:	88.89%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-138	\$0	\$300,000	\$100,000	\$0	\$0	\$400,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. With the first QPR, Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of work, Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; quarterly reports shall include photos of work being performed; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Prop K Traffic Calming 5YPP. See attached 5YPP amendment for details.

Notes

1. Quarterly progress reports will be shared with the District Supervisor for this NTIP project.

Metric	PROP K	PROP AA	TNC TAX
Actual Leveraging - Current Request	0.89%	No PROP AA	No TNC TAX
Actual Leveraging - This Project	No PROP K	No PROP AA	No TNC TAX

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Minnesota and 25th Street Intersection Improvements [NTIP Capital]
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$400,000
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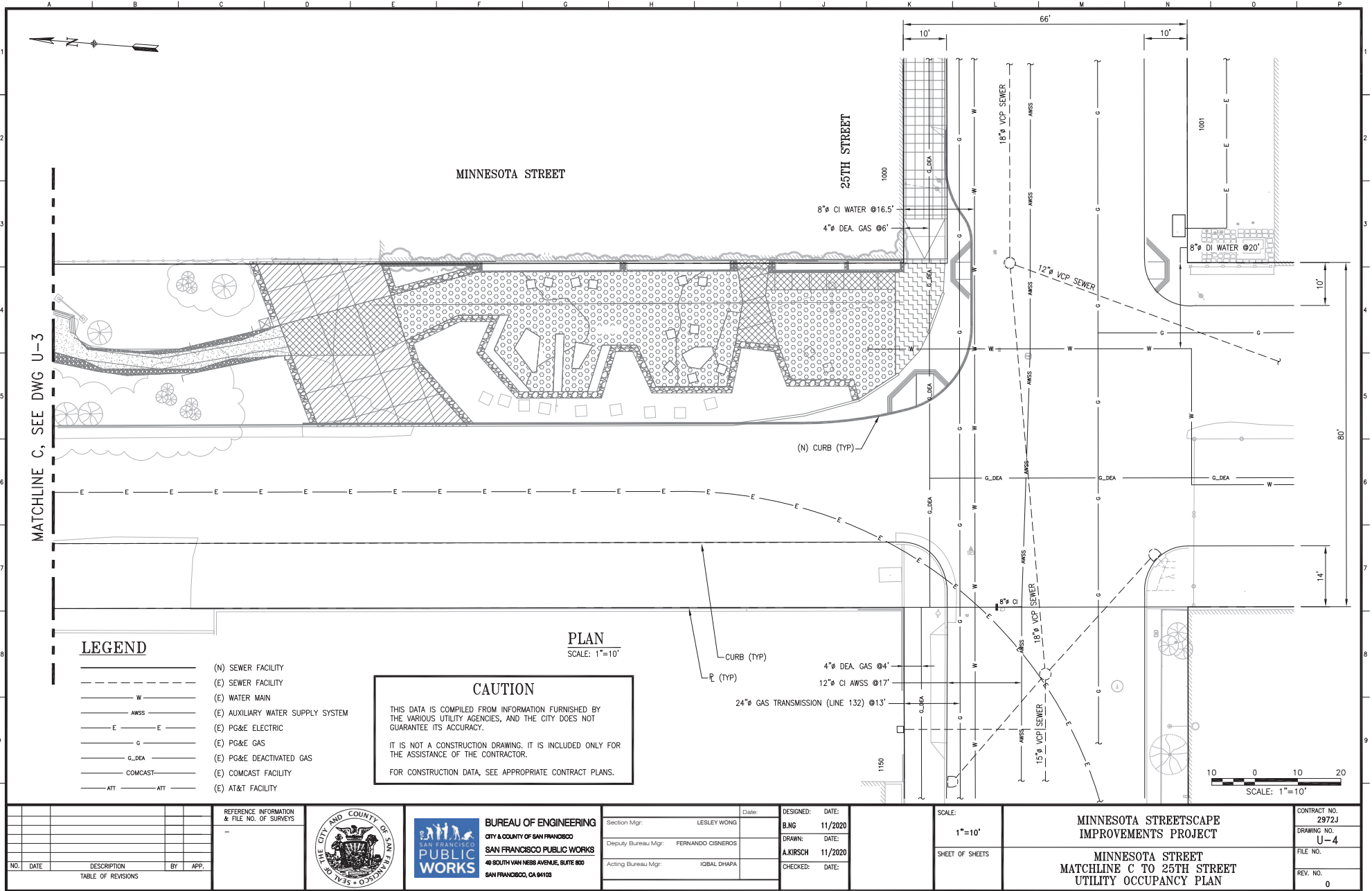
- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ER

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Trent Tieger	Oscar Quintanilla
Title:	Project Manager	Capital Budget Analyst
Phone:	(415) 558-4045	(415) 860-2054
Email:	trent.tieger@sfdpw.org	oscar.quintanilla@sfdpw.org



LEGEND

- (N) SEWER FACILITY
- - - (E) SEWER FACILITY
- W — (E) WATER MAIN
- AWSS — (E) AUXILIARY WATER SUPPLY SYSTEM
- E — E — (E) PG&E ELECTRIC
- G — (E) PG&E GAS
- G.DEA — (E) PG&E DEACTIVATED GAS
- COMCAST — (E) COMCAST FACILITY
- ATT — ATT — (E) AT&T FACILITY

PLAN
SCALE: 1"=10'

CAUTION

THIS DATA IS COMPILED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY AGENCIES, AND THE CITY DOES NOT GUARANTEE ITS ACCURACY.
IT IS NOT A CONSTRUCTION DRAWING. IT IS INCLUDED ONLY FOR THE ASSISTANCE OF THE CONTRACTOR.
FOR CONSTRUCTION DATA, SEE APPROPRIATE CONTRACT PLANS.

NO.	DATE	DESCRIPTION	BY	APP.
TABLE OF REVISIONS				

REFERENCE INFORMATION & FILE NO. OF SURVEYS



BUREAU OF ENGINEERING
CITY & COUNTY OF SAN FRANCISCO
SAN FRANCISCO PUBLIC WORKS
49 SOUTH VAN NESS AVENUE, SUITE 800
SAN FRANCISCO, CA 94108

Section Mgr:	LESLEY WONG	Date:	
Deputy Bureau Mgr:	FERNANDO CISNEROS	DESIGNED:	B.N.G. 11/2020
Acting Bureau Mgr:	IOBAL DHAPA	DRAWN:	A.KIRSCH 11/2020
		CHECKED:	

DESIGNED:	B.N.G. 11/2020
DRAWN:	A.KIRSCH 11/2020
CHECKED:	

SCALE:	1"=10'
SHEET OF SHEETS	

MINNESOTA STREETSCAPE IMPROVEMENTS PROJECT
MINNESOTA STREET MATCHLINE C TO 25TH STREET UTILITY OCCUPANCY PLAN

CONTRACT NO.	2972J
DRAWING NO.	U-4
FILE NO.	
REV. NO.	0

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transportation Demand Mgmt
Current PROP K Request:	\$240,000
Supervisory District	Citywide

REQUEST

Brief Project Description

This grant will fund the San Francisco Municipal Transportation Agency's (SFMTA's) administration of the SF Safe Routes to School (SRTS) program from May 2021 through August 2021. This request funds SFMTA staff time during the second year of the One Bay Area Grant funding cycle. The SFMTA will continue to oversee and coordinate San Francisco's school transportation programs and focus on the core goals of school transportation: safety and mode shift.

Detailed Scope, Project Benefits and Community Outreach

Detailed scope attached.

Project Location

Citywide

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$240,000

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Safe Routes to Schools Program Administration

This grant will fund the San Francisco Municipal Transportation Agency's (SFMTA's) administration of the SF Safe Routes to School (SRTS) program from May 2021 through August 2021. This request funds SFMTA staff time after the transition from the Department of Public Health that occurred in July 2019, and during the second year of the One Bay Area Grant funding cycle. The SFMTA will continue to oversee and coordinate San Francisco's school transportation programs and will increase its focus on the core goals of school transportation: safety and mode shift.

Background

The SFMTA is supporting our city's children and families coordinating efforts to provide safe and effective options for school transportation. Central to this comprehensive effort was the transition in summer 2019 of the SRTS program from the Department of Public Health (DPH) to the SFMTA in partnership with the San Francisco Unified School District (SFUSD). In January 2018, the Transportation Authority Board approved \$2,813,264 in One Bay Area Grant (OBAG) funds to the SFMTA for the SRTS Non-Infrastructure project, conditioned upon this management transition. This new structure enabled the SFMTA to reach all SFUSD schools by coordinating San Francisco's school transportation programs, including the re-established capital Safe Routes to Schools program. This reorganization also allowed for an increased focus on the core goals of school transportation:

- Mode Shift: By 2030, the program will reduce single family vehicle trips from 48% in 2018 to 30%.
- Safety Support: By 2030, the program will reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

In June 2018, the SFMTA, in coordination with the San Francisco SRTS Partnership, presented the school transition plan to the Transportation Authority outlining the components of this coordinated, comprehensive approach to school safety and transportation management. In addition to outlining the key focus areas for a newly aligned SRTS Program, the plan identified the need for new administrative roles within the SFMTA.

Starting in July 2019, the SFMTA officially transitioned to be the program lead for the San Francisco SRTS program. The program will continue as a broad partnership led by a newly created SRTS Coordinator and supported by a multidisciplinary outreach team. The SF-SRTS program is a larger, more comprehensive program and is supported by two functional structures: The overall City SF-SRTS Program is composed of four City Agencies, the SFMTA, DPH, the Department of the Environment (SFE), and SFUSD, and the SF-SRTS Partnership that supports the non-infrastructure program, which includes four local non-profit partners, the San Francisco Bicycle Coalition (SFBC), Walk SF Foundation, the YMCA of San Francisco, and Tenderloin Community Benefit District.

Since its beginning, the SF-SRTS Program has centered equity in its work with school communities. Highlighted in the adopted *SF Safe Routes to School Framework*, the program has committed to and implemented a coordinated framework for its efforts to provide safe and effective options for school transportation. While SF-SRTS resources and activities are offered to all SFUSD schools, under SFMTA administration, SF-SRTS has adopted a data-driven method for prioritizing enhanced outreach and programmatic support to schools with heightened risk for traffic collisions and where need for support is highest. Once identified as an equity-focused priority school, SF-SRTS team members proactively reach out to establish relationships and work with the school community to select and customize SF-SRTS programming that meets the needs of that site. For additional details, see the attached SRTS: Equity Plan immediately following the scope.

When SFUSD closed in-person schooling in March of 2020 in response to the COVID-19 pandemic, the focus of the program shifted to supporting distance learning at SFUSD, providing limited programming at

**San Francisco County Transportation Authority
Proposition K Sales Tax Program Allocation Request Form**

Shared Schoolyard sites, adapting yearly events to be compatible with distance learning, and engaging with Community Learning Hubs about walking school bus support.

As a condition of OBAG funding, SFMTA provides a report to the Transportation Authority annually on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals. In the first year of SFMTA administration, the SF-SRTS program made substantial progress towards its established mode shift goal, with an observed reduction in single family vehicle trips from 48% in 2018 to 46% in 2020. Activities and impacts achieved in the first year of SFMTA administration of the SF-SRTS program can be found in the annual report submitted at the conclusion of the 2019-20 school year and attached to this request. This progress report requirement will be applied to this funding as well, due in September 2021.

Scope

The SFMTA requests funding to continue to support the SF-SRTS Coordinator position, in addition to funding a portion of the supervisory staff time needed for this position to be successful as well as increased time for support staff required for the program's success.

This involves substantial work fulfilling program management roles as well as coordinating adjustments to the program approach, including transitioning the program to provide support in accordance with evolving San Francisco health directives. This work includes developing internal processes, establishing strong partnership relationships, engaging with partners to transfer knowledge and past practices to the SFMTA, negotiating and documenting planned changes to the program based on new directions set in the 2018 SRTS Program framework.

Funding covers SFMTA staffing through the duration of the approved SRTS Non-Infrastructure project started in July 2019 and includes \$49,920 in material and printing. The material and printing budget covers incentive purchase and shipping, translation services, and printing of promotional and educational material in multiple languages that can be distributed at Community Hubs, schools offering in-person learning, and SFUSD food distribution sites. Maintaining the ability to purchase and print material is critical to provide equitable service to the SFUSD school community through reaching students and families who struggle to access and engage with online material.

On March 23, 2021, the Transportation Authority Board approved the nomination of the SFMTA's Safe Routes to School Non-Infrastructure Program for \$2,100,000 in MTC's Safe and Seamless Mobility Quick-Strike Program funding. On April 23, 2021, MTC staff presented their recommendation to partially fund the program with \$1,800,000 in Safe and Seamless Mobility Quick-Strike Program funding. If approved, SFMTA will receive Authorization to Proceed with Construction in fall 2021. With a partial award, SFMTA anticipates returning in the fall to request additional Prop K funds to continue staff support.

The SF-SRTS Coordinator Ongoing Role

Key to the future success of the SRTS program was the creation of a position, the SF SRTS Coordinator, or Schools Coordinator who began in June 2019. The position is housed in SFMTA's Planning Programs Section in the Sustainable Streets Division. This position oversees the final development and implementation of the SF-SRTS program including the reorganization of SFMTA's traditional schools work and the non-infrastructure partnership. In addition, this position has been supported by two staff members providing part time assistance required to successfully coordinate administration of the SRTS program and plan for continuing success of the program.

This coordinator position and support staff represent over 1 FTE and are responsible for four key areas:

- Coordinates the program areas within the SF-SRTS program
- Maintains high quality community relationships with school community and stakeholders

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Proposition K Sales Tax Program Allocation Request Form**

- Liaise with SFUSD to ensure strong partnership
- Chairs the SF-SRTS Partnership, including non-infrastructure program management

To support these key areas, the Schools Coordinator will work with the program partners to ensure that work programs are coordinated and comprehensive. As in-person and remote learning arrangements continue to develop, the Schools Coordinator directs and oversees all necessary adjustments to program materials and activities to enhance their relevance and value for all segments of the SFUSD student population. The Schools Coordinator will ensure that SF-SRTS events such as the annual Walk & Roll to School Day and Bike & Roll to School Day are designed and delivered in ways that are accessible and enriching for the broadest range of students and staff throughout SFUSD schools. In the 2020-21 school year this included stretching event from one day to a week, re-designing activities to be suitable for independent and remote participation, targeting promotion through Community Learning Hubs and awarding meaningful incentives to teachers at schools in each supervisorial district. Priorities for the development of distance-learning resources and trainings are determined by the Schools Coordinator for implementation by the SF-SRTS Partnership. The coordinator may delegate responsibility for certain program areas while ensuring that the SFMTA remains the fully accountable agency to deliver the SF-SRTS program.

Working with partners inside SFMTA and with the non-infrastructure partnership, the Schools Coordinator will develop and maintain a process for tracking and reporting on school-related activities that the City has undertaken in support of overall program goals. The Schools Coordinator will also maintain and support communication channels that expand how City and School decision-makers and school communities interact with the City about school-related concerns, inquiries and issues.

A key role of this position will be to ensure that communications between the non-infrastructure program, that engages with local school communities on a regular basis, is effectively connected to the infrastructure and environmental safety pieces of the program. To this end, the Schools Coordinator will be a single point of contact on issues related to school safety and remain in the loop on discussions regardless of the technical area of focus (engineering, enforcement, education, etc.) Communication with the community will be held to a high level of responsiveness, ensuring that parents, principals and School and City leaders are aware of how their inquiries and requests are being handled.

The Schools Coordinator will also maintain a contact list of key staff responsible for all school related efforts and activities and will endeavor to keep that list up-to-date to ensure that requests and inquiries are being handled expeditiously.

The School Coordinator will liaise directly with the SFUSD Sustainability Director on a regular basis to ensure that the City and School District are working closely together in implementing the program effectively and efficiently. Similarly, the School Coordinator will communicate regularly with appropriate DPH contacts and lead development of protocols aligning SF-SRTS activities with public health guidelines. The School Coordinator will also be the primary contact between the SF-SRTS program and the Board of Supervisors and other City leaders. Lastly, as the Chair of the SF-SRTS Partnership, the Schools Coordinator will provide oversight and direction to the SF-SRTS Partnership. This includes ensuring that the Partnership's outreach team is provided with clear direction, goals and outcomes to meet the program's goals and has appropriate and effective communication channels to meet the program's communications goals.

The SF-SRTS Support Staff Roles

SFMTA support staff have proven necessary to achieve progress towards program goals as the expected contribution of DPH has been restricted by shifts in agency staffing, exacerbated by the long-term demands of COVID-related disaster service work.

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SFMTA support staff take on tasks delegated by the SF-SRTS Coordinator to aid the development and implementation of the SF-SRTS program. Under the direction of the SF-SRTS Coordinator, tasks carried out by support staff include:

- Communicating priorities and direction established by SF-SRTS Coordinator to program partners
- Developing and monitoring detailed partner workplans in accordance with program priorities
- Establishing and executing purchasing plans for program collateral and incentives
- Coordinating with accounting staff on invoice processing
- Reviewing and editing program material
- Overseeing review of translated program material
- Writing and sending a program newsletter
- Supporting program reporting and evaluation
- Helping prepare funding requests and contract documents

SF Safe Routes to School: Equity Plan

Since its inception, the SF San Francisco Safe Routes to School Program has centered equity in how it serves SFUSD schools. Highlighted in the adopted *SF Safe Routes to School Framework*, the program has committed to and implemented a coordinated framework for its efforts to provide safe and effective options for school transportation. Through 2019-2021 of this revamped program, SF SRTS has stayed true in implementing *a strong equity consideration in ensuring that schools' volunteer resources are maximized, as not all schools are able to benefit from the time of parent volunteers, yet all are deserving of the benefits of this resource.*

The SF SRTS program has two program goals:

- **Mode shift-** By 2030, the program will reduce single family vehicle trips from 46% in 2020 to 30%
- **Safety-** By 2030, the program will reduce single school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

The program's guiding Framework specifically embeds equity in program actions as part of the programmatic support to schools:

With two program goals, mode-shift and safety, the final school prioritization methodology will need to factor in schools with demonstrable safety issues, schools with a high percentage of students who qualify for free or reduced lunch, and schools with high potential for mode shift. When completed, it is expected that priority safety schools will be looked at for infrastructure and environmental safety interventions first while priority mode shift schools will add education and encouragement to the list of potential interventions.

To this end, in the summer of 2019, the SFMTA Safe Routes to School team conducted a thorough data driven prioritization process to identify which schools received broad engagement support and which schools, due to equity related concerns, would receive "deep dive" outreach and support. SF-SRTS works with school communities directly to determine which of the proposed deep dive offerings fits their needs.

Methodology for Prioritization of schools with an equity focus

Many SFUSD schools, including some that currently exceed expectations for walking, biking, carpooling, or taking transit, are identified as opportunities to provide additional support through offerings like Walking School Buses and other program offerings from a broad menu of options. Program activities for each school site are designed to ensure students' ability to engage in sustainable transportation by addressing barriers related to personal safety (both real and perceived) and equity.

Two criteria were used to determine which schools would be prioritized for deeper equity related support 1) the location where pedestrian safety was a heightened risk and 2) schools where student participation in the National Free and Reduced-Price School Meal program (FRPM) is

highest. As with many youth and SFUSD programs aimed at addressing the needs of vulnerable students, FRPM stands in as a proxy for school communities who may need additional staff support. Schools with a high percentage of students on FRPM may lack parent/ PTA resources to host school activities and the network of volunteers with the flexibility and time to support extracurricular transportation activities.

The resulting schools are those who meet both of the following criteria:

- Schools with the highest number of pedestrian-involved collisions within ¼ miles.
- Schools with the highest % of students eligible for the National Free and Reduced Meal Program.

Using collision data from SF Police department and FRPM data from SFUSD, the SF SRTS team conducted an analysis of all schools and ranked and selected them based on the identified criteria. The results of this analysis are as follows:

Equity Schools that receive additional in-person resources		
Elementary	% of Free and Reduced Price Meals (2018-2019)	Pedestrian involved Collisions within ¼ mile
Cesar Chavez Elementary	76.5	57
Tenderloin Community School	86.3	158
Marshall Elementary	68.4	92
Redding Elementary	70	102
Jean Parker	70.6	75
Chinese Ed Center	92%	98
John Yehall Chin	67.3	56
Bessie Carmichael	76.8	41
Spring Valley	78.6	51
Middle		
Bessie Carmichael Middle	76.8	41
MLK	76.9	27
James Denman Middle School	84.5	22
High School		
Balboa	69.4	24
Marshall	62.4	10

Program activity selection:

Once the school sites were identified, the SF SRTS team engaged its partners from multiple community-based organizations in order to design specific program offerings for equity schools that were culturally responsive and addresses the Safe Routes to School programmatic goals. Through community conversations and in-person tabling events from Fall 2019-Spring 2020, the SF SRTS partners (Walk SF, SF Bicycle Coalition, SF Environment, Y-Bike, and Tenderloin Safe Passage) worked with schools and SFMTA staff to identify site-specific programming for

each of the selected equity-focused deep dive schools and developed ways to authentically engage with students, parents, and educators at each site. Materials used for community engagement purposes at each school site are translated into the city's 4 official languages: Chinese, Spanish, Filipino, and English. Arabic language translations are also used for school communities where Arabic is commonly spoken by families and students.

Deep dive activities that are undertaken at equity-focused schools

SF SRTS Deep Dive Menu Items		
<p>Annual Events SF SRTS offers support in organizing these annual events. Deep Dive schools are usually selected as media schools and materials and outreach are conducted in the city's four official languages: Filipino, Chinese, Spanish, and English. For some deep dive schools, additional support in Arabic is provided.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Walk & Roll to School Day (October) <input type="checkbox"/> Bike & Roll to School Week (April) 	<p>Walk & Roll to School Day is a global event that celebrates students who walk and roll safely to school. It's held in the Fall in partnership with SF SRTS and Walk SF. Multilingual staff support and materials are provided to schools.</p> <p>Bike & Roll to School Week is an event that encourages students and families who bike, scoot or skateboard to school. Held in the Spring in partnership with SF SRTS and the San Francisco Bicycle Coalition. SF SRTS sends multilingual staff to organize a multilingual event.</p>
<p>Programming Support The SF SRTS team can offer organizing tools, promotion, and incentives to help sustain or kick off recurring programming.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Regular/Recurring Walk & Roll to School Days <input type="checkbox"/> Multilingual Walking School Buses <input type="checkbox"/> Group walks for Middle/High School 	<p>Promote safe walking and biking to/from school through regular encouragement activities.</p> <p>Promote safe walking to/from school through group walks on a set route. This parent and volunteer-led activity encourages regular attendance to school, less traffic during drop-off and pick-up, safety while crossing busy streets, increased physical activity and improved wellness for children. Some schools encourage walking school buses as a way to reduce truancy (ex. Malcolm X Academy). In neighborhoods such as Chinatown, the Tenderloin, and the Excelsior, culturally affirming walking school bus celebrate a specific community's culture and traditions, as well as draw from that community to participate in and support the multilingual WSB activities.</p> <p>Walking to school is better with friends. The SF SRTS team will help students and their friends plan a safe</p>

	<p>students</p> <ul style="list-style-type: none"> <input type="checkbox"/> MTAP Assembly <input type="checkbox"/> Bike Blender 	<p>route to school. This student-led activity encourages regular attendance to school, less traffic during drop-off and pick-up, safety crossing streets, increased physical activity and improved wellness. It also qualifies for Earth Day Every Day points!</p> <p>SF SRTS works with MTAP (SFMTA’s Muni Transit Assistance Program) to keep middle and high school students safe on the bus. MTAP staff are trained in conflict resolution skills and then ride specific routes with the purpose of diffusing and deterring conflicts through restorative practices. The SF SRTS team and MTAP will hold an assembly for schools so that they know how to access MTAP services. Students can meet the MTAP team and learn how to address any personal safety concerns you might have on your Muni ride.</p> <p>Make bicycle-powered smoothies at your events! The bike blender is loved by children of all ages and is a great way to reward students for good attendance, positive behavior, and responsible environmental choices. SF SRTS staff will train school staff on how to use the bike blender as an incentive to fight truancy.</p>
<p>On-Site Trainings Have a group of parents and volunteers ready to lead a pack of safe walkers, “rollers,” and/or Muni riders? We’ll visit your school and train you in building and sustaining your SRTS program. For older students, we will teach you how to lead SRTS activities at your schools.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Free Muni for Youth and Lifeline Pass Resource Fair <input type="checkbox"/> Transit Field Trip <input type="checkbox"/> Community Safety Training 	<p>This is a great event for parents or students who want to learn about the SFMTA’s affordability programs and get support in filling out their application(s). We’ll help you learn if you qualify and help you apply on-site! Multilingual SF SRTS outreach staff will host this event at middle/high schools and share transit affordability resources with students.</p> <p>SF SRTS staff will empower students and parents to ride Muni by hosting an interactive workshop and group ride. Get to know your Muni routes, operators, and best practices.</p> <p>Does your community have safety concerns about walking in the area around your school? This interactive workshop will teach students or caregivers what they need to know about personal safety while walking to/from school. Get in the safety mindset and practice proactive walking! Our multilingual team is available to host this training for your school community.</p>

	<input type="checkbox"/> Biking with Children <input type="checkbox"/> Volunteer Crossing Guard Training	<p>Learn skills and best practices for riding a bicycle with small children.</p> <p>Learn how to start a volunteer crossing guard program with your school community. SFMTA's professional crossing guards will come and train your volunteers.</p>
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Continuing Evaluation and Refinement

Over time, it is expected that some school communities will be able to systematically adopt the equity programming that SF SRTS staff currently runs as part of their day to day operations. This is true in school communities, such as Malcolm X Academy, which has adopted recurring walking school buses to reduce chronic absenteeism at their school by 30%.¹ Since 2019, Malcolm X Academy has partnered with Urban Ed Academy, a nonprofit that works to narrow the achievement gap by increasing the number of Black and Brown male teachers, to host recurring walking school buses from nearby public housing to the school. In this example, school leaders and community organizations have stepped in to keep programs going once they have been implemented and the benefits confirmed. Our goal is that some deep dive schools will adopt these equity programs as part of their school communities so that we can add new deep dive schools to this list and serve more deep dive schools. Given that a third of San Francisco's streets run through historically disadvantaged communities, and streets in these neighborhoods are almost twice as likely to be on the high injury network, we know that our most vulnerable students will still need as much support as possible to get to school safely. Currently, around 700 students participate in recurring walking school buses, while there are 55,000 students in SFUSD. We still have a ways to go in ensuring that all our children can get to school safely and sustainably.

¹ <https://walksf.org/2020/03/04/the-power-of-a-walking-school-bus-at-malcolm-x-elementary/>

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

Outreach to school communities is ongoing throughout project. Outreach is conducted through email, phone calls, newsletter, posting to the SFUSD staff bulletin board (formerly OASIS, now DRUPAL), social media and website posts, outreach through community partners, printed material distributed at school food and material distribution sites, and (when allowed by public health and school protocols) directly at school sites. Please see Equity Plan for more information on sites prioritized for enhanced outreach and support.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-143: Transportation Demand Mgmt	\$0	\$240,000	\$0	\$240,000
Phases In Current Request Total:	\$0	\$240,000	\$0	\$240,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$240,000	\$240,000	Calculated based on salaries and expected level of effort
Operations	\$0		
Total:	\$240,000	\$240,000	

% Complete of Design:	0.0%
As of Date:	N/A
Expected Useful Life:	N/A

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY	
Agency	Total
SFMTA	\$ 189,580
City Attorney Fees	\$ 500
Materials and Printing Costs*	\$ 49,920
Total	\$ 240,000

*The material and printing budget covers incentive purchase and shipping, translation services, and printing of promotional and educational material in multiple languages that can be distributed at Community Hubs, schools offering in-person learning, and SFUSD food distribution sites.

DETAILED LABOR COST ESTIMATE

SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Manager VI / 9174	20	\$ 76.99	\$ 2.68	\$ 206.38	0.010	\$ 4,128
Transit Planner IV / 5290	56	\$ 70.71	\$ 2.64	\$ 186.86	0.027	\$ 10,464
Transportation Planner III / 5289	700	\$ 59.65	\$ 2.68	\$ 160.08	0.337	\$ 112,056
Transportation Planner II / 5288	250	\$ 50.26	\$ 2.72	\$ 136.88	0.120	\$ 34,220
Planner I / 5277	250	\$ 41.35	\$ 2.78	\$ 114.85	0.120	\$ 28,713
Total	1276				0.61	\$ 189,580

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$240,000	Total PROP K Recommended	\$240,000

SGA Project Number:		Name:	Safe Routes to Schools Program Administration
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2022
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Total
PROP K EP-143	\$0	\$240,000	\$0	\$0	\$0	\$240,000

Deliverables

1. By September 2021, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030, consistent with the required deliverable for the OBAG grant.

Metric	PROP K	PROP AA	TNC TAX
Actual Leveraging - Current Request	1.0%	No PROP AA	No TNC TAX
Actual Leveraging - This Project	No PROP K	No PROP AA	No TNC TAX

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2020/21
Project Name:	Safe Routes to Schools Program Administration
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$240,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

MJ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ana Vasudeo	Joel C Goldberg
Title:	Safe Routes to Schools Coordinator	Grants Procurement Manager
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San Francisco Safe Routes to School 2019 - 2020 Evaluation Highlights

Prepared By:



raimi+
associates



SFMTA

Letter from the Director



London Breed, Mayor

Gwyneth Borden, Chair
Amanda Eaken, Vice Chair

Cheryl Brinkman, Director
Steve Heminger, Director

Jeffrey Tumlin, Director of Transportation

Summer 2020

Dear Safe Routes to School Supporters:

The 2019-2020 school year was the first year that the San Francisco Municipal Transportation Agency (SFMTA) had the pleasure of overseeing the San Francisco Safe Routes to School Partnership. It was a year of growth and expansion for the program, extending the program from 27 schools to 103 schools with on-site outreach and education. Internally, we enhanced and strengthened the coordination and collaboration with all of the school safety related services and ensured that schools received comprehensive information about all of the SFMTA's school-related programs, including the Crossing Guard Program, Free Muni for Low-Income Youth, and the Muni Transit Assistance Program.

Although we made great progress with Safe Routes to School, the COVID-19 pandemic has had profound changes to our city's transportation system and our school communities will continue to feel the impact of this change. Now, more than ever, the San Francisco Safe Routes to School Partnership will need to help students, particularly transit-dependent students, navigate our streets safely and sustainably during these unprecedented times. Now is also the time for us to help people walk/bike to school in order to reduce the impact that COVID-19 will have on our transportation system. With new initiatives, such as the SFMTA's Slow Streets Program, we are creating more opportunities for students to walk and bike safely to school. Given the new needs that our students are facing during this pandemic, the San Francisco Safe Routes to School Partnership has introduced several virtual trainings to help students and their families navigate our streets safely during shelter in place.

The SFMTA team is working hand in hand with our Safe Routes to School city and non-profit partners to ensure that all our students have access to affordable, safe, and reliable transportation options during this time of great uncertainty.

Sincerely,

Jeff Tumlin
Director of Transportation



SF Environment



San Francisco
Department of Public Health



SFUSD SAN FRANCISCO
PUBLIC SCHOOLS



YMCA OF
SAN FRANCISCO



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Program Overview

About Us

SF-SRTS is a partnership between city agencies and nonprofit partners, including the following among other partners:

- San Francisco Municipal Transportation Agency (SFMTA)
- San Francisco Unified School District (SFUSD)
- San Francisco Department of Public Health (DPH)
- San Francisco Department of the Environment (SFE)
- San Francisco Bicycle Coalition
- Tenderloin Safe Passage
- Walk San Francisco
- YMCA's YBike Program

SFMTA supports the city's children and families by building a coordinated framework for efforts that provide safe and effective options for school transportation.

This collaboration has resulted in...

- Increased focus on the program's core goals
- Improved coordination to promote sustainable transportation and support safety
- Improved communications to parents and stakeholders

Background

This report provides a high-level summary of the successes of the San Francisco Safe Routes to School (SF-SRTS) program in fiscal year 2019-2020 as well as opportunities for reflection, learning, and growth. We acknowledge the unprecedented context and challenging times in which this report is produced. The ongoing COVID-19 global pandemic has led to school closures, transformed in-person education to distance learning, and has resulted in numerous health, social, emotional and economic impacts for students and families, particularly for communities of color. SF-SRTS remains committed to enhancing children's health and well-being by creating opportunities to incorporate active transportation into their everyday lives, with equity and safety as top priorities.

The programming and data referenced throughout this report was implemented and gathered from September 2019 through mid-March 2020, before the shelter-in-place orders and school closures went into effect. After shelter-in-place, the program has pivoted to providing distance learning opportunities for SFUSD students.



“Alexa likes to draw and enjoyed drawing all the kids walking and rolling to school, especially because we were not able to this year. Alexa really enjoys Bike and Roll to School Week because it is good for the environment.”

-Parent of First Place Middle School Winner*

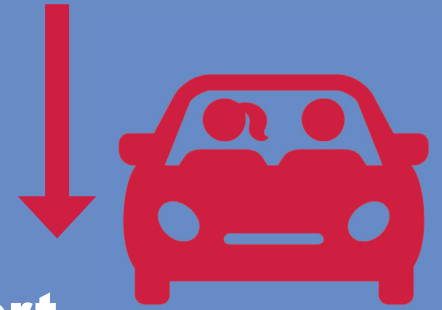
** An art contest was launched in 2020 to celebrate Bike and Roll to School Day. When schools were canceled due to the shelter-in-place order, the art contest provided an opportunity for students to participate in transportation-related activity that they could safely do from home. There were 44 entries from 27 schools, and prizes were given to selected winners.*



Goals

Goal 1 - Mode Shift

By 2030, the program will reduce single family vehicle trips from 48% in 2018 to 30%



Goal 2 - Safety Support

By 2030, the program will reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions per year, which aligns with the city's Vision Zero initiative to eliminate all traffic deaths in San Francisco.

Objectives

- Increase the number of students and families using one of "Four Fun Ways" (FFW)
- Greater positive awareness of FFW among school communities and policymakers
- Greater capacity and knowledge of how to use FFW
- Expand the impact of limited resources



Four Fun Ways are defined as the four sustainable modes of transportation SF-SRTS promotes: walking, biking, transit use, and carpooling.

Expansion

Program outreach expanded from 27 schools to **103** non-charter public schools in SFUSD.

- In 2019-20, SF-SRTS conducted broad outreach to nearly all 60,000+ students in the district to increase awareness of the program and increase parent and school engagement

Coordination improved among school transportation efforts and created community feedback channels:

- Coordinated efforts with the Muni Transit Assistance Program, Crossing Guard Program, and MTA's school-site engineering team
- Partnered with SFMTA's Low Income Programs to increase outreach and support applications for Free Muni for Youth
- Hosted a Transit Day event with SF Transit Riders and directly engaged with middle and high school students through transit tabling

Prioritization

SF-SRTS prioritized 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. SF-SRTS used data from the 2017-2018 Commute Study for this prioritization.
- **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.

Commitment to Equity

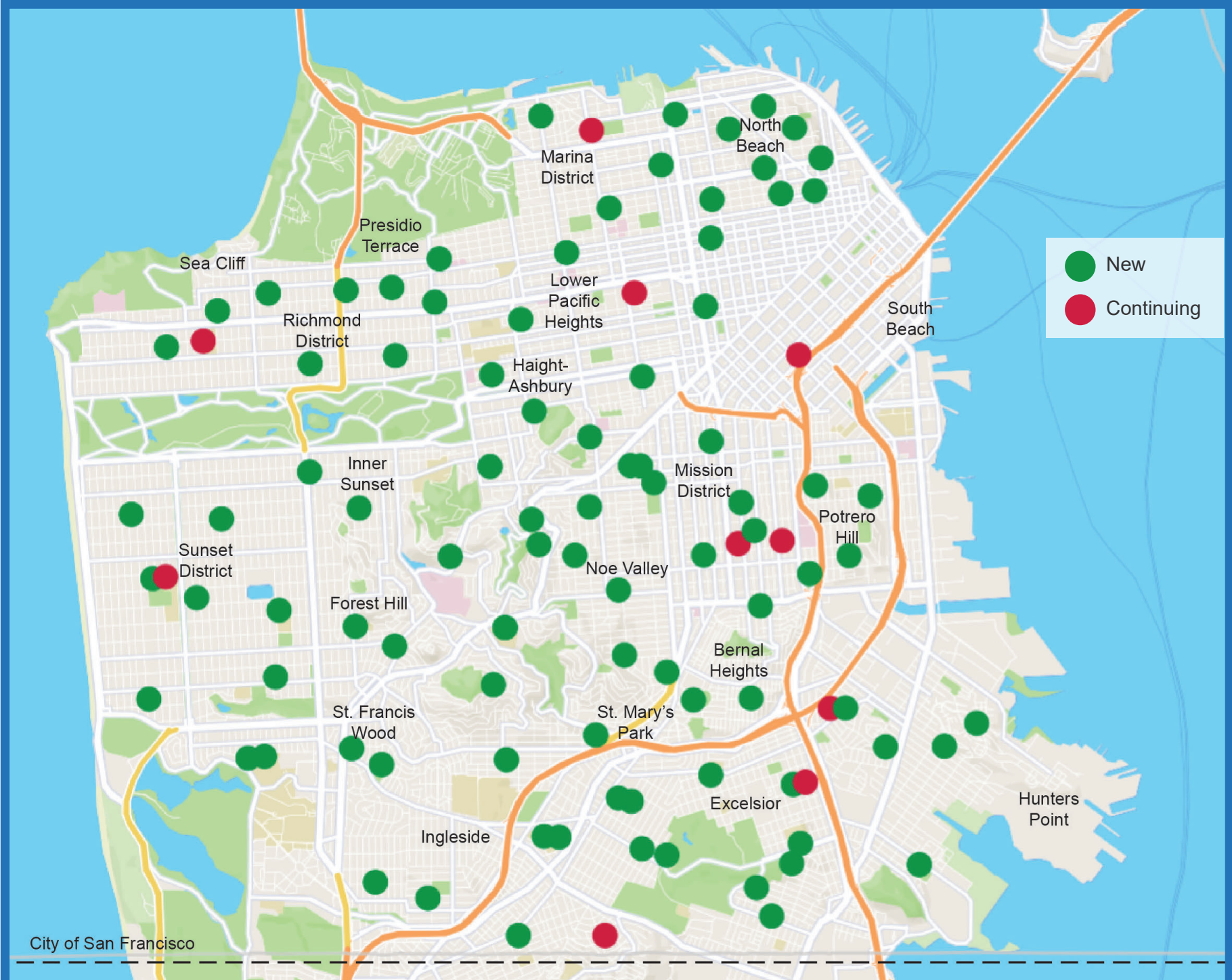
SF-SRTS uses a data-driven approach to prioritize schools in under-resourced neighborhoods where families face significant collision and personal safety challenges on trips to and from school. Equity-focused strategies include:

- Engaging families in multilingual program planning and implementation including direct outreach by multilingual staff and translated collateral resources
- Increasing access to culturally appropriate resources guided by community requests
- Providing on-the-ground support by SF-SRTS staff for events and programming
- Directing support to access low income transit services



74 SFUSD Schools Participating in SF-SRTS

All 103 SFUSD non-charter schools now participate in SF-SRTS.



Core Programming



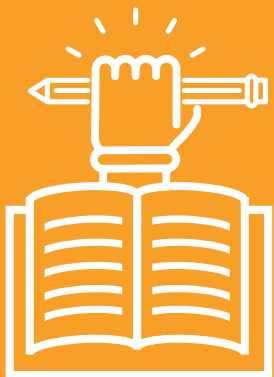
Encouragement

Communications, events, and support provided to families and students outside of the school day.



Environmental Safety

Programs and efforts to improve street safety and the perception of safety for families travelling to school.



Education

In-school, student-focused education on transportation safety and multi-modal transportation options.

Adjacent Infrastructure Support



Engineering

Physical engineering and planning work. Includes: traffic operations, traffic engineering, traffic calming, and walk audit program.



Transportation Services

Public transportation options. Includes Muni and school trippers, yellow school bus, and Free Muni for Youth.

Program Evaluation



Data-Driven Approach

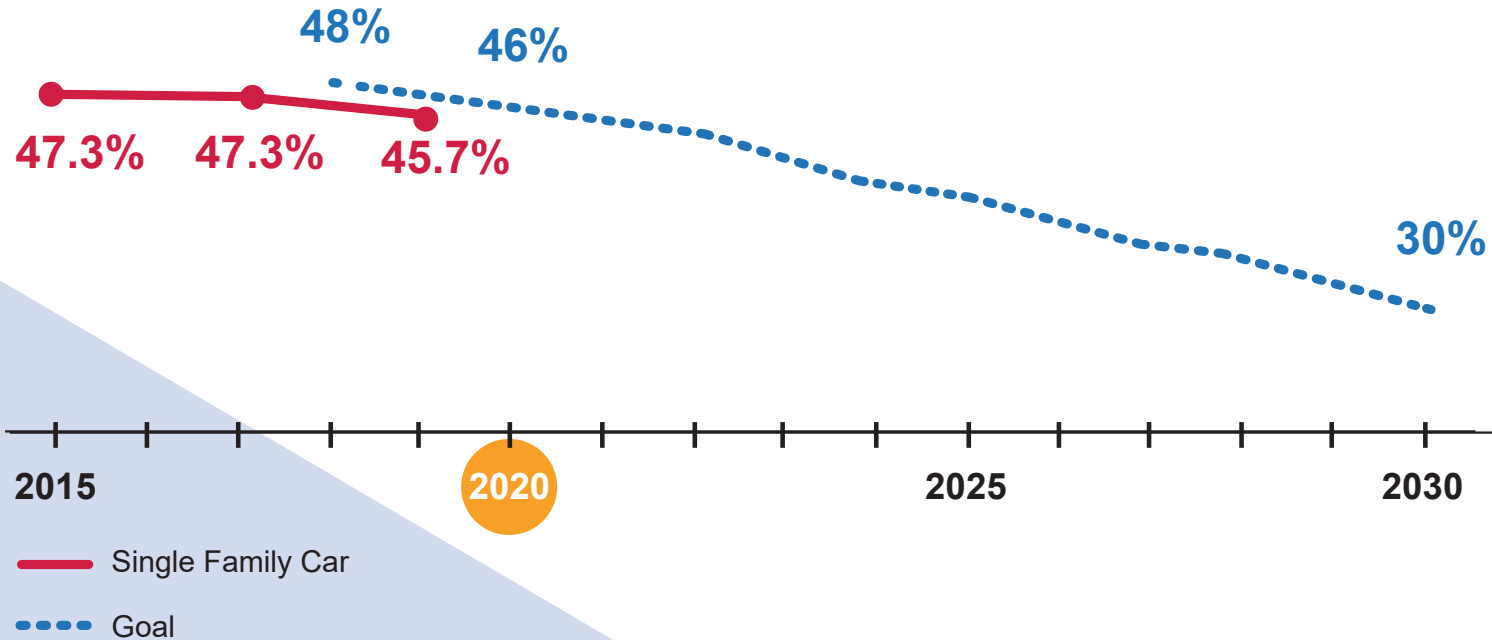
Program evaluation builds on SF-SRTS' data-driven approach to prioritization and engagement by:

- Tracking progress to achieving mode-shift and safety goals
- Recording activity and outreach metrics to measure school-level impacts
- Ensuring that program components are meeting identified metrics for success

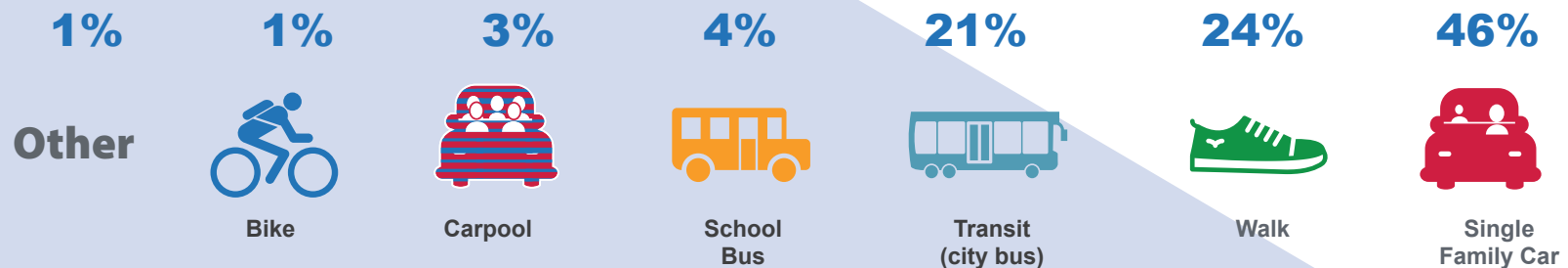
Goal 1 Findings: Mode Shift

Goal 1: Reduce single family vehicle trips from 48% in 2018 to 46% in 2020.

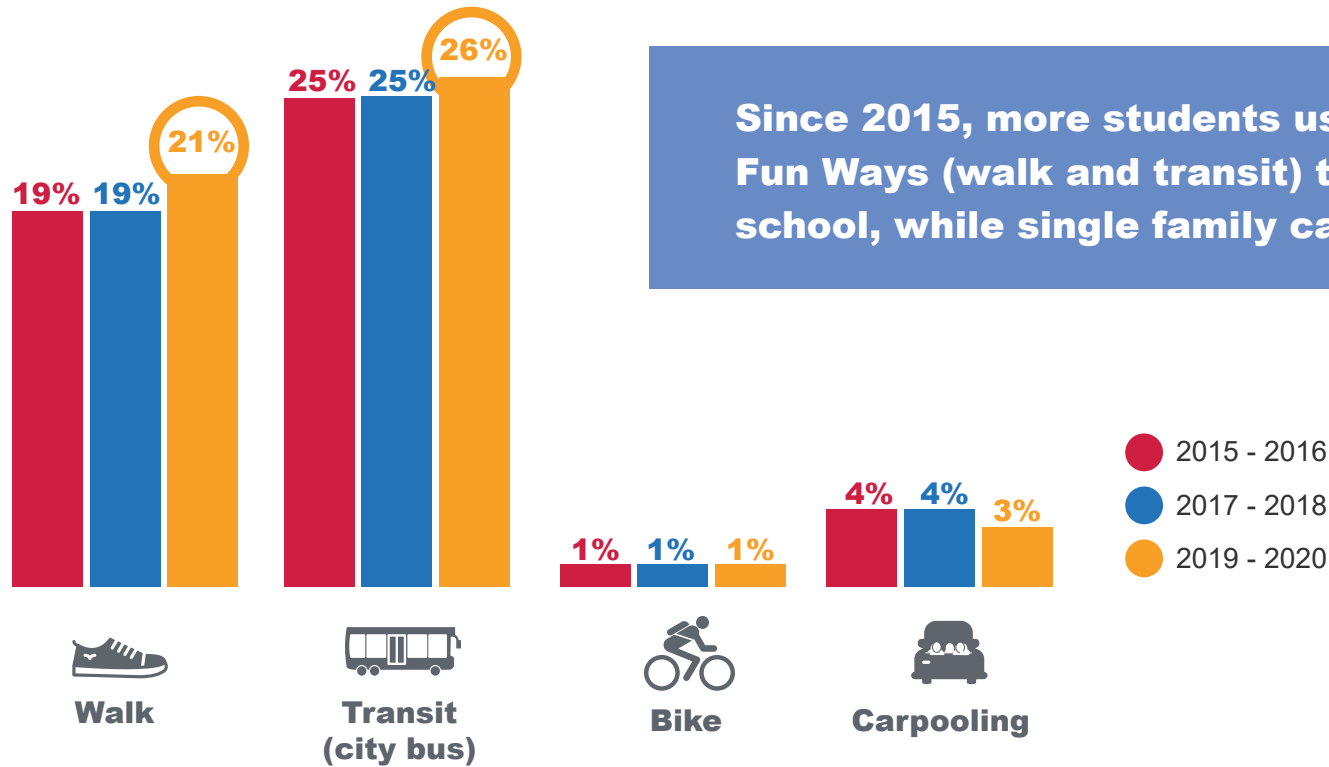
 **Goal met for 2020! On track to reach 2030 goal.**



Distribution of Transportation Modes to Get to School



All data comes from biannual travel tally survey.



Since 2015, more students use two of the Four Fun Ways (walk and transit) to travel to/from school, while single family car use has declined.

Elementary school students were more likely to walk to school; and middle and high school students were more likely to take the bus to school.

Elementary Students



Middle School Students



High School Students



78 Goal 2 Findings: Safety Support

Goal 2: By 2030, reduce school-related collisions by 50% from an annual average of 2 severe and 32 total injury collisions.

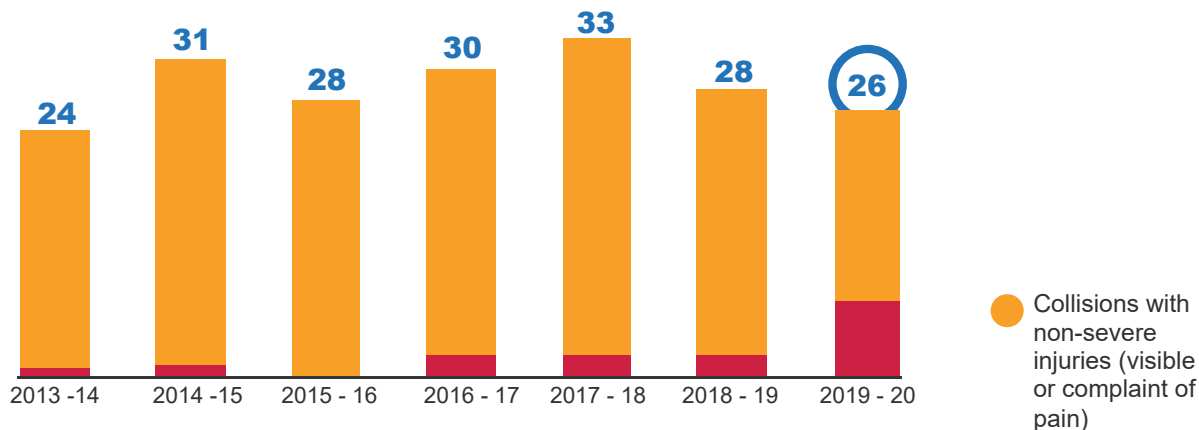
In other words, by 2030 there will be an annual average of 0 or 1 school-related collisions resulting in severe injuries.



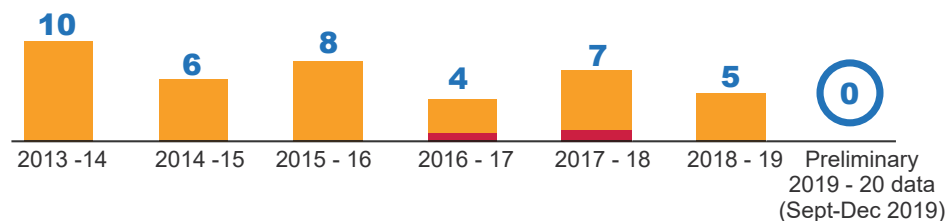
Working to meet 2030 goal.



School-Related Collisions Involving Pedestrians

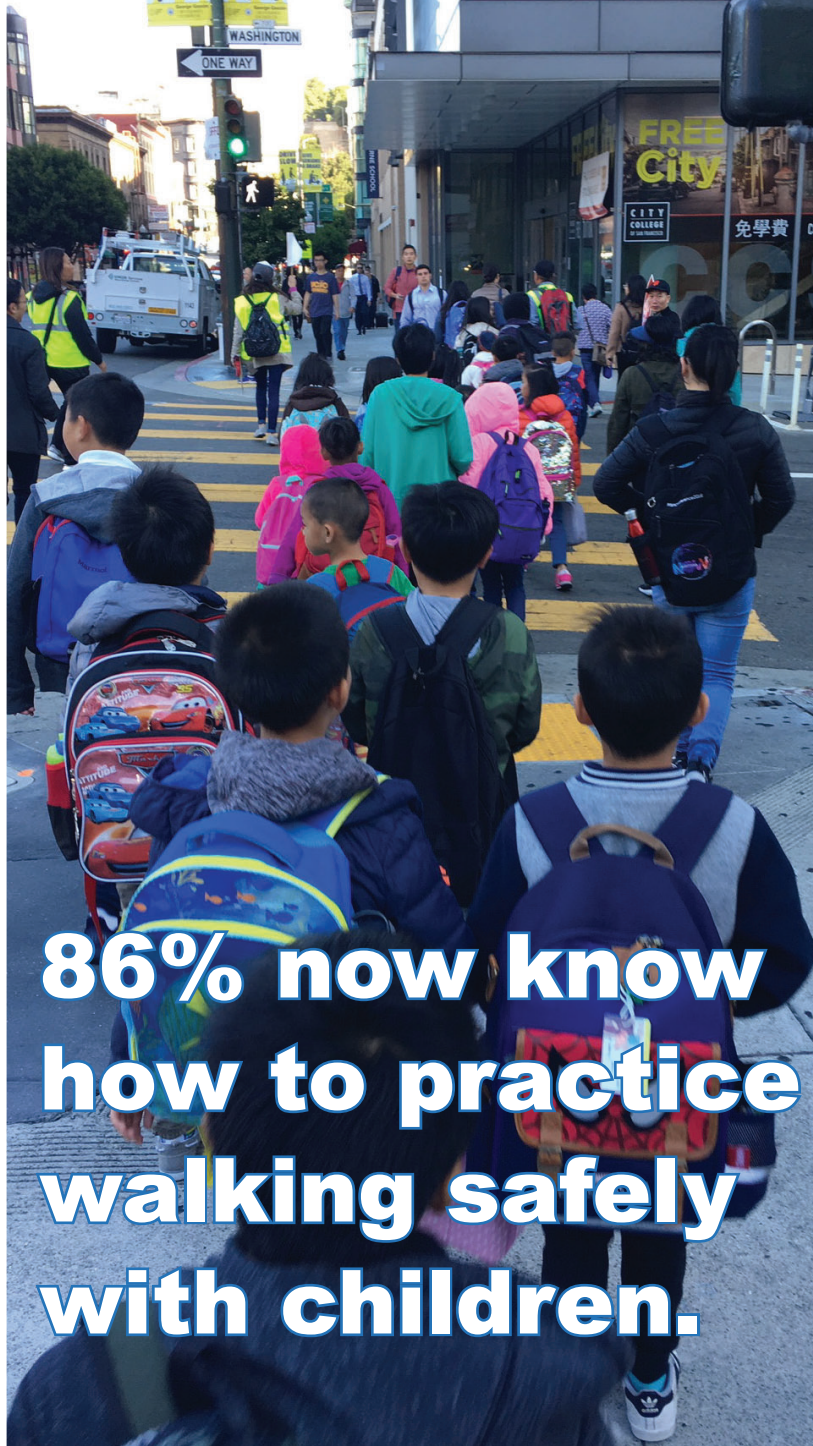


School-Related Collisions Involving Bicyclists



School-related collisions are those that involve 1) a child or young person 5-18 years old and 2) either a pedestrian or bicyclist (who may be the child), and occurred on a weekday during the school year (September - May) between 6:00 am and 6:00 pm.

In 2019, there were zero child fatalities from school-related collisions in San Francisco.



**86% now know
how to practice
walking safely
with children.**

What we did: Environmental & Traffic Safety

- **Tenderloin Safe Passage:** Maintained a group of “Corner Captain” volunteers who assist with safe street crossings during morning school commutes along the city’s high injury network.
- **Bayview Monthly Convener Meetings:** Built relationships with community organizations that promote safety for students during school commutes.
- **TransBASE:** Monitored collisions involving school-age children and youth to address locations and causes.

What we did: Community & Personal Safety

- **Conducted Deep Engagement:** Worked in priority neighborhoods to identify barriers or obstacles to 4 Fun Ways (walk, roll, bike, and/or access transportation without harm or intimidation).
- **Expanded Personal Safety Programming:** Developed a new Personal Safety training, started new walking school buses, and supported existing walking school buses at safety support schools.

Community Safety Training Findings

After completing the Community Safety Training, survey respondents indicated:

- **100%** would like to attend more trainings
- **86%** know how to monitor safety conditions of their walking paths
- **57%** feel safer walking to and from school with their children

How We Are Meeting Our Goals: Engagement & Education

What we did:

- Events and support for families and students
- Student-focused education on transportation safety and multi-modal transportation options:
 - Tabling
 - Walk & Roll to School
 - Bike Education
 - Outreach and student engagement toolkits (in development)



74
Elementary
Schools



29
Middle + High
Schools*

In 2019-2020 SF-SRTS successfully completed outreach activities at all 103 elementary, middle, and high schools.

95 schools were reached through tabling

15,026 students were reached through tabling events

over 2,500 parents and caregivers discussed the SF-SRTS program with staff

over 1,900 subscribers are now registered for the SF Kids On the Go newsletter

*Tabling at middle and high schools was interrupted by COVID19





“We have participated in the last 5 years, so we will definitely continue. [Also], once a month we will hold Walk and Roll to School with our students.”

-School Coordinator

SF-SRTS held a successful Walk and Roll to School Day on October 2

89 schools registered

Over 11,000 students participated

10 schools hosted elected officials

YBike hosted 8 fun Learn To Ride events with 453 participants and delivered bicycle education at 11 schools in SFUSD

After participating in Learn to Ride events, survey respondents indicated:

- Increases in bike riding skills (from 9% riding bike on own to 26%; from 7% pedaling on two wheels to 23%; from 35% balancing on two wheels to 49%)

93% want to participate in future Learn to Ride or other biking events

Walk and Roll to School Day

94% of schools want to participate again next year

77% plan to host similar events in the future

1,003 students in 37 classes from grades 6-10 participated in YBike education

The average baseline knowledge score was 65% at baseline and 80% at follow-up

How We Are Meeting Our Goals: Transit Resource Fair

Goals of the Transit Resource Fair

1. Increase students' awareness and knowledge of transit resources
2. Increase access to Free Muni for Youth
3. Gather feedback on effective strategies for high school engagement

Data Highlights

A total of 316 students in grades 7-12 (from 13 middle and high school) participated in the resource fair and completed transit surveys.

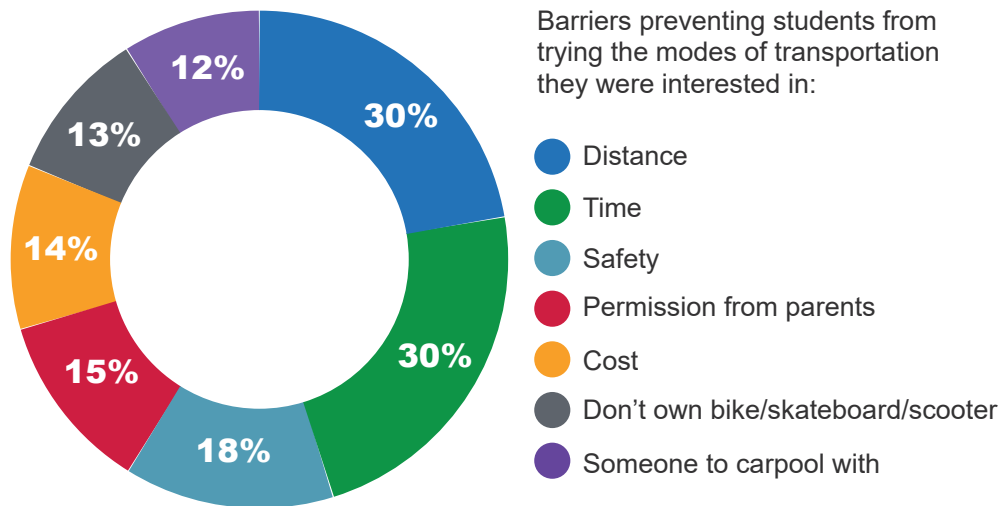
On the day of the survey, most students traveled to school by **Muni/BART (40%) or in a family car (39%)**.

50% of students reported that the decision about their mode of travel to/from school was their parents' and **only 30% reported making the decision for themselves**.

For students whose parents made the decision about their mode of travel, the top reasons included **convenience (55%), time (29%), safety (23%), and cost (12%)**.

Many students expressed interest in using sustainable modes of transportation: **53% for Muni/BART, 34% in biking, 20% for skateboard/scooter, 18% in walking, and 17% in carpooling.**

Barriers preventing students from trying the modes of transportation they were interested in included: **distance (30%), time (30%), safety (18%), permission from parents (15%), cost (14%), and not having a bike/skateboard/scooter (13%) or someone to carpool with (12%).**



Most students learned about the free Muni pass from their **school (33%), parent/guardian (31%), or friends (11%).**



How We Are Meeting Our Goals: Walking School Buses

**Focusing on
safety, truancy,
cultural
responsiveness,
and community
building.**

Our culturally responsive walking school buses support safety, regular school attendance, and community building.

Increased Safety

Addresses direct safety concerns such as traffic/ infrastructure issues or negative behaviors along walking routes.

Chinatown: Children and caregivers meet at a common place (like a local park) and walk together to stay safe while crossing some of the city's most dangerous streets. This Walking School Bus incorporates culturally responsive elements like language support and multi-generational family involvement.

Decreased Truancy

Reduces truancy at an individual school by ensuring a safe, structured way to get to school, organized by educators and/or SRTS chaperoned.

Malcolm X, Tenderloin, Bret Harte: Urban Ed educators in training host walking school buses departing from public housing complexes near Malcolm X. The program documented reductions in truancy for participants.

“Success is based on having dedicated, passionate champions at the schools they serve. They know the families in their local community and what’s needed to keep them participating.”

-Program Partner

Deepened Cultural Responsiveness

Celebrates a specific community’s culture and traditions, and build on community strengths to participate in and support the WSB activity.

Excelsior: Bilingual educators host walking school buses in Spanish at the Excelsior Hub.

Strengthened Community Building

Unites school community members and serves as ways for parents, families, and students to become more familiar with one another.

Longfellow: Encourages families and students to try new modes while addressing community clean up needs.



“The Longfellow Walking School Bus and ‘Walk to Win Wednesdays’ played an important role in anchoring the launch of our San Francisco Safe Routes to School Program. I believe this is due to strong relationships between supportive school administration, teachers, and dedicated parents who took on leadership to serve their children’s health and create positive change in their community. That is to say that it is unique, and yet it is like many other Safe Routes to School stories.”

-Parent at Longfellow

Looking Ahead

Given the needs of students during the COVID-19 pandemic, the SF-SRTS program has adapted and introduced several virtual trainings to help students and their families navigate streets safely during shelter in place. With the introduction of SFMTA's new Slow Streets Program, which is designed to limit through traffic on certain residential streets and allow them to be used more as a shared space for foot and bicycle traffic, families in the city are venturing out to try biking for the first time!

As a result of the pandemic, the SF-SRTS Program has introduced new offerings, such as a virtual Biking with Young Children course to help families navigate streets safely while remaining socially distanced. The program has also introduced a virtual pedestrian safety class and will be revamping the SF-SRTS website to add more downloadable guides for distance learning during the 2020-2021 school year.

COVID Response Next Steps

In July 2020, the SF-SRTS team underwent professional development and discussed how to perform limited on-site instruction (following the guidance from the Department of Public Health) and virtual engagement with school communities for pedestrian, bicycle, and transit education.

The SF-SRTS team is actively involved in discussions with the SFMTA transit team to discuss how students can safely ride Muni should schools reopen in the Fall of 2020.

The SFMTA is working with various city partners to prepare for additional rolling drop-off education if there is a significant increase in parents driving their children to school should schools reopen in the fall.







**San Francisco
Safe Routes to School
2019 - 2020
Evaluation Highlights**



This project was made possible in part by the One Bay Area Grant Program provided by the Metropolitan Transportation Commission.



**San Francisco
County Transportation
Authority**

This project was made possible in part by Proposition K Sales Tax dollars provided by the San Francisco County Transportation Authority.





Memorandum

AGENDA ITEM 5

DATE: April 29, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 05/11/2021 Board Meeting: Allocate \$640,000 in Prop K Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$400,000 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Minnesota and 25th Street Intersection Improvements [NTIP Capital] <p>Allocate \$240,000 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> Safe Routes to Schools Program Administration <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides a brief description of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input checked="" type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

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

FINANCIAL IMPACT

The recommended action would allocate \$640,000 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.



Attachment 4 shows the approved Prop K 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 amended Fiscal Year 2020/21 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its April 28, 2021 meeting and unanimously adopted a motion of support.

SUPPLEMENTAL MATERIALS

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



RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2021
MID-CYCLE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, As Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for programming San Francisco's county share of Regional Transportation Improvement Program (RTIP) funds, subject to approval by the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC); and

WHEREAS, The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money, distributed through the RTIP and the Interregional Improvement Program, and is typically updated every two years by the CTC;

WHEREAS, The current STIP was adopted in 2020 and covers Fiscal Years 2020/21 through 2024/25; and

WHEREAS, On April 8, 2021, the MTC released guidelines for the 2021 Mid-Cycle RTIP to program federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds for the Bay Area; and

WHEREAS, This mid-cycle program was developed to distribute the CRRSAA funds equitably across the state to help address funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic; and

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of RTIP funds and to guide that process, the agency has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$32,712,892 in RTIP funds; and

WHEREAS, Per CTC guidelines, the Transportation Authority cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded; thus, the Transportation Authority honors this commitment by programming RTIP to other SFMTA RTIP-eligible projects; and

WHEREAS, For the 2021 Mid-Cycle RTIP, San Francisco has a total of \$3,203,408 that can be programmed in Fiscal Years 2021/22 through 2023/24 to RTIP-eligible projects and the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities



to MTC by May 31, 2021; and

WHEREAS, CTC guidelines allow up to 5% of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning and oversight of state and federally funded projects, and staff has proposed programming the full 5% allowable or \$160,170 in new PPM programming, leaving \$3,043,238 in RTIP funds to program to a San Francisco project; and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the remaining \$3,043,238 in RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets, as shown in Attachment 3; and

WHEREAS, Attachment 3 contains additional detail on the scope, schedule, cost and funding for the PPM funds and the Folsom Streetscape project; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee was briefed on the staff recommended 2021 Mid-Cycle RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2021 Mid-Cycle RTIP as summarized in Attachment 2; and be it further

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

Attachments:

- Attachment 1 – Remaining RTIP Commitments
- Attachment 2 – Proposed Program of Projects
- Attachment 3 – Project Programming Request Forms (2)

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Pending Amendment in May 2021

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [SFCTA 1st priority] ³	\$92,000,000	\$32,712,892	\$3,043,238	\$29,669,654
MTC STP/CMAQ Advance for Presidio Parkway [SFCTA 2nd priority] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension to a New Transbay Transit Center [SFCTA 3rd priority]	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$84,559,892	\$3,043,238	\$81,516,654

¹ Based on Transportation Authority Board-adopted priorities (Resolution 14-25, Approved October 22, 2013).

² Acronyms include California Transportation Commission (CTC), Congestion Mitigation and Air Quality (CMAQ), Metropolitan Transportation Commission (MTC), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA), and Surface Transportation Program (STP).

³ Central Subway is currently the SFCTA's highest priority for future RIP funds. Since the RIP funds were unavailable when SFMTA was awarding the construction contracts, we are honoring this commitment by programming new RIP funds when they become available to other SFMTA eligible projects to comply with CTC guidelines or by programming other SFCTA funds to Central Subway.

Staff is proposing to program the \$3,043,238 in available 2021 Mid-Cycle RIP funds to SFMTA for the Folsom Streetscape project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

⁴ Through Resolution 12-44, the SFCTA accepted MTC's proposed advance of \$34 million in STP/CMAQ funds for Presidio Parkway to be repaid with future county share RIP funds. Repayment of the advance, i.e. by programming \$34 million in RIP funds to a project or projects of MTC's choice, is the second priority after the Central Subway.

Attachment 2

San Francisco 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)				
Agency ¹	Project	Total	FY 2021/22	FY 2022/23	FY 2023/24	Phase
New 2021 Mid-Cycle RTIP Programming Priorities						
SFMTA	Folsom Streetscape	\$3,043	\$3,043			Construction
SFCTA	Planning, programming, and Monitoring	\$160	\$160			n/a
Proposed 2021 Mid-Cycle RTIP Programming		\$3,203	\$3,203			
Total 2021 Mid-Cycle RTIP Funds Available		\$3,203				
Surplus/(Shortfall)		\$0				

¹ Acronyms include the San Francisco County Transportation Authority (SFCTA) and the San Francisco Municipal Transportation Agency (SFMTA).

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

General Instructions

Amendment (Existing Project) Yes					Date:	04/14/21	
District		EA	Project ID		PPNO	MPO ID	
04			0420000372		2007	SF-170002	
County	Route/Corridor		PM Bk	PM Ahd	Nominating Agency		
SF					San Francisco County Transportation Authority		
					MPO	Element	
					MTC	LA	
Project Manager/Contact			Phone		E-mail Address		
Amber Crabbe			(415)522-4801		amber.crabbe@sfcta.org		
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component		Implementing Agency					
PA&ED		San Francisco County Transportation Authority					
PS&E							
Right of Way							
Construction		San Francisco County Transportation Authority					
Legislative Districts							
Assembly:	17,19		Senate:	11		Congressional:	12,14
Project Benefits							
The project supports timely project management and oversight.							
Purpose and Need							
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.							
Category		Outputs				Unit	Total
NHS Improvements	No	Roadway Class			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals			Y		Reduces Greenhouse Gas Emissions	N	
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 11 May 2020 v8.01k)

Date: 04/14/21

District	County	Route	EA	Project ID	PPNO	
04	SF			0420000372	2007	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	

Proposed Total Project Cost (\$1,000s)								Notes	
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+		Total
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
TOTAL	5,117	260	419	259	46	199		6,300	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259	46	199		6,140	\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199		6,235	
TOTAL	5,117	260	419	259	46	199		6,300	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	5/7/21	
District		EA	Project ID		PPNO	MPO ID	
04							
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency			
SF	Folsom Street			San Francisco Municipal Transportation Agency			
				MPO	Element		
				MTC	Capital Outlay		
Project Manager/Contact			Phone		E-mail Address		
Thalia Leng			415-701-4762		thalia.leng@sfmta.com		
Project Title							
Folsom Streetscape Project							
Location (Project Limits), Description (Scope of Work)							
In San Francisco, on Folsom Street from 2nd Street to 11th Street.							
Construct a permanent two-way separated bikeway using a concrete island, add traffic and corridor wide bike signals, removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, and improved curb management.							
Component		Implementing Agency					
PA&ED		San Francisco Municipal Transportation Agency					
PS&E		San Francisco Municipal Transportation Agency					
Right of Way		San Francisco Municipal Transportation Agency					
Construction		San Francisco Municipal Transportation Agency					
Legislative Districts							
Assembly:	17		Senate:	11		Congressional:	12
Project Benefits							
Folsom Streetscape Project will transform Folsom St. between 2nd and 11th Sts. into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, close transportation gaps, support growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation.							
Purpose and Need							
There is increasing traffic and safety issues on Folsom Street. This project will completely transform Folsom Street and redesign the transportation infrastructure to address these issues and improve safety and comfort for active transportation users of all ages.							
Category		Outputs			Unit	Total	
Active Transportation		Bicycle lane-miles			Miles	2.2	
Active Transportation		Sidewalk miles			LF	3188	
Active Transportation		Intersections modified			EA	20	
NHS Improvements	No	Roadway Class			Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals			Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed	
Project Study Report Approved					12/17/18		
Begin Environmental (PA&ED) Phase						09/01/16	
Circulate Draft Environmental Document			Document Type	EIR		12/03/18	
Draft Project Report						01/01/19	
End Environmental Phase (PA&ED Milestone)						09/05/21	
Begin Design (PS&E) Phase						07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)						09/18/21	
Begin Right of Way Phase						06/01/21	
End Right of Way Phase (Right of Way Certification Milestone)						09/05/21	
Begin Construction Phase (Contract Award Milestone)						02/18/22	
End Construction Phase (Construction Contract Acceptance Milestone)						06/24/24	
Begin Closeout Phase						08/01/24	
End Closeout Phase (Closeout Report)						03/01/25	

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STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 5/7/21

Additional Information

Project Benefits: The Folsom Streetscape Project will transform Folsom Street between 2nd and 11th Streets into a Complete Street. The project benefits include improving traffic safety for pedestrians and bicyclists, closing transportation gaps, supporting growth of the neighborhood by making alternative modes more attractive and comfortable, and ensuring that existing residents and disadvantaged communities that rely on walking, biking and transit are not disenfranchised in terms of transportation. This project ensures that walking, bicycling and transit remain safe, can operate efficiently, and are prioritized over vehicular traffic.

Project Purpose and Need: The Folsom Streetscape Project is a transformative Complete Streets project that will substantially improve traffic safety and livability in San Francisco's South of Market (SoMa) Neighborhood, the densest, most diverse, and continuously growing neighborhood in San Francisco. The project area, which includes disadvantaged communities, is 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.

In 2018, the San Francisco Municipal Transportation Agency (SFMTA) implemented traffic safety improvements using temporary materials through a Quick-Build project. This addressed the community need for immediate solutions to the severity of traffic safety issues along the corridor while the longer term and more permanent Project finished detailed design. The Quick-Build phase on Folsom Street installed a temporary parking protected bikeway, loading improvements, intersection daylighting, and temporary transit boarding islands.

The new Folsom Street will include a permanent two-way separated bikeway using a concrete island, added traffic and corridor wide bike signals, the removal of one to two eastbound vehicle travel lanes, protected corners at intersections, corner bulb-outs, raised crosswalks at alleyways, mid-block crosswalks and crosswalks at alleyways and minor streets, a transit only lane, transit boarding islands, 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.

ADA Notice

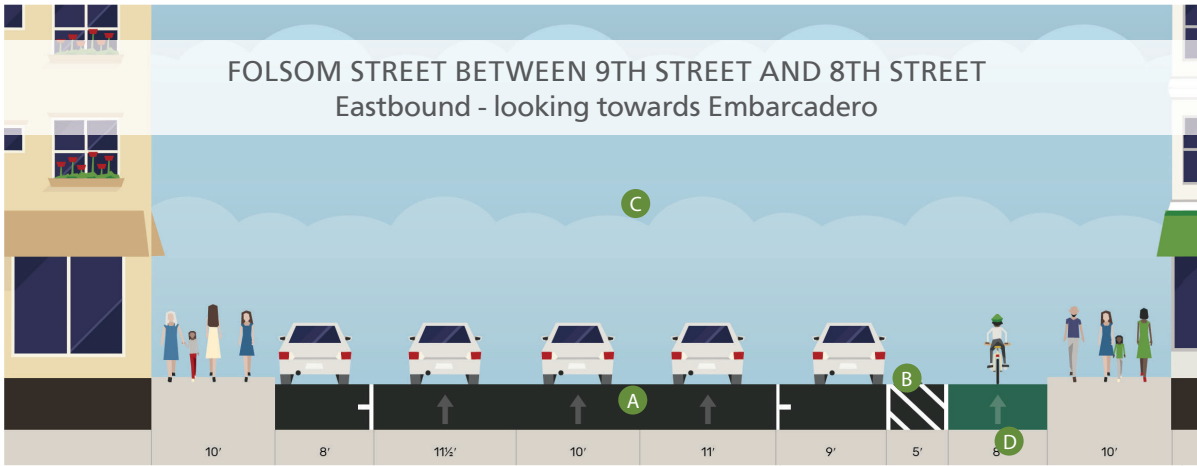
For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.



Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 8TH TO 11TH STREETS

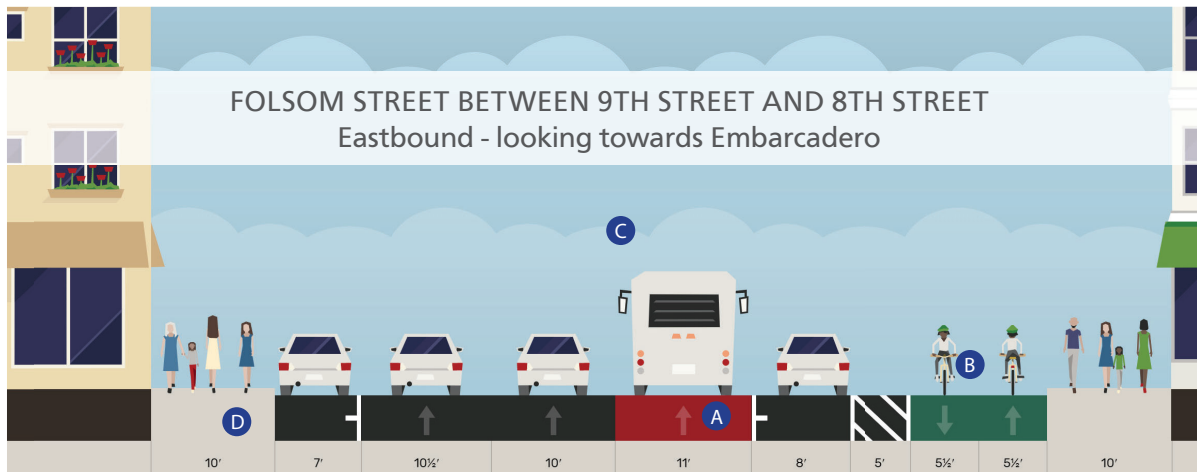
EXISTING CONDITIONS



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

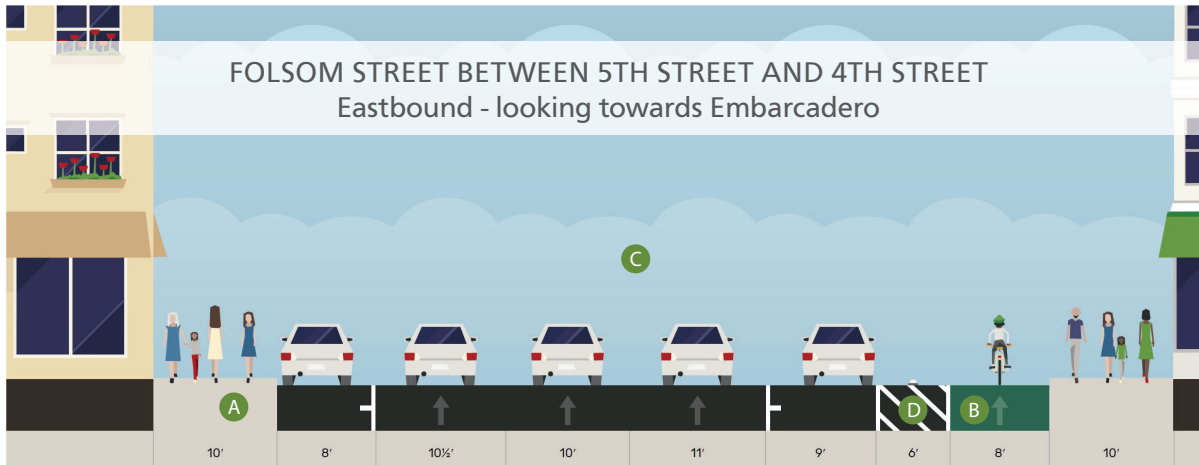
- A Convert one travel lane to a transit-only lane with transit boarding islands along corridor
- B Expand bicycle lane to two-way for access to other bike connections
- C Upgrade traffic signals and improve crossing at alleyways
- D Install better pedestrian safety features at intersections and crossings



Folsom Street - Cross Sections

TYPICAL CROSS SECTION BETWEEN 5TH TO 2ND STREETS

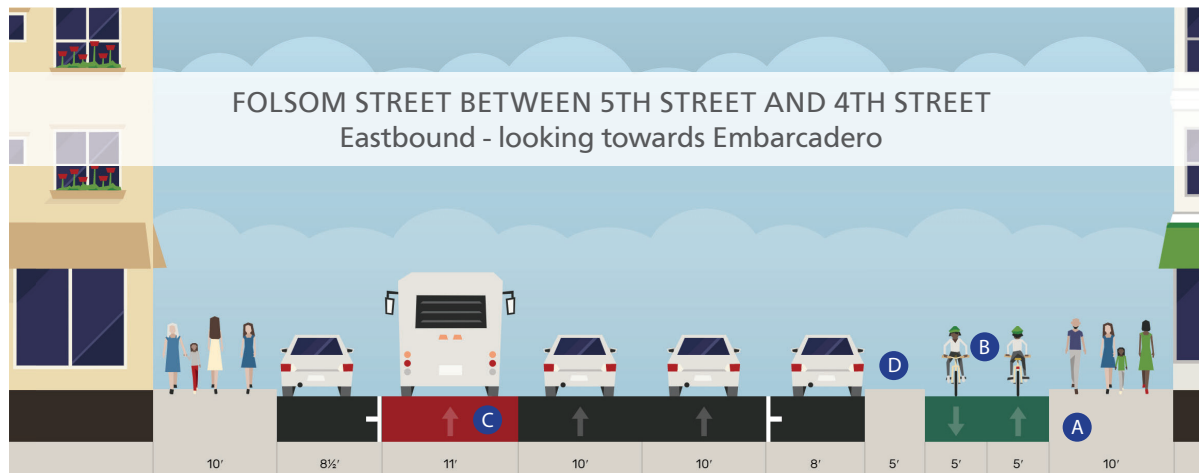
EXISTING CONDITIONS



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



Memorandum

AGENDA ITEM 6

DATE: April 29, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 05/11/2021 Board Meeting: Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program

RECOMMENDATION Information Action

Approve San Francisco's Program of Projects for the 2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) for:

- San Francisco Municipal Transportation Agency's (SFMTA's) Folsom Streetscape (\$3,043,238)
- Transportation Authority's Planning, Programming, and Monitoring (\$160,170)

SUMMARY

On April 8, 2021, the Metropolitan Transportation Commission (MTC) released guidelines for the 2021 Mid-Cycle RTIP to program federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds for the Bay Area. San Francisco's share of available funds is \$3,203,408. As San Francisco's Congestion Management Agency, the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$32,712,892 in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the construction phase of the Folsom Streetscape project, which will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. This programming is ultimately subject to approval by the MTC and the California Transportation Commission (CTC).

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



BACKGROUND

With the passage of the federal CRRSAA, California is slated to receive \$912 million in COVID-19 relief funds administered by the Federal Highway Administration. For these funds, the CTC approved a 60% state/40% region split. For the regional funds, the CTC authorized \$243 million to be distributed through the State Transportation Improvement Program (STIP), the state's spending program for state and federal funding, as follows: 75% through RTIPs statewide (\$182 million) and 25% through the Interregional Improvement Program (ITIP) (\$61 million). The STIP is typically a five-year investment plan for state transportation money that is updated every two years by the CTC. The current STIP was adopted in 2020 covering Fiscal Years 2020/21-2024/25. This mid-cycle program was developed to distribute the funds equitably across the state to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

The RTIP, developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, can fund a broad range of projects from a bike path to highway redesigns or rail line extensions. The remaining portion of the STIP is a statewide spending plan known as the ITIP, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

San Francisco's Remaining RTIP Commitments. In 2005, the Transportation Authority Board adopted a list of San Francisco RTIP priorities to help fund some of the major capital projects in the Prop K Expenditure Plan. Attachment 1 shows the three remaining RTIP priorities: Central Subway (first priority), payback to MTC of an advance for Presidio Parkway (Doyle Drive) (second priority), and the Caltrain Downtown Extension.

DISCUSSION

For the 2021 Mid-Cycle RTIP, San Francisco has a total of \$3,203,408 that can be programmed in Fiscal Years 2021/22 through 2023/24 to RTIP-eligible projects. As CMA, the Transportation Authority must submit its Board approved 2021 Mid-Cycle RTIP priorities to MTC by May 31, 2021.

Our staff recommendations for Mid-Cycle RTIP programming are summarized in Attachments 2 and 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans, are in Attachment 4.

Planning, Programming and Monitoring (PPM) (\$160,170): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. In typical STIP cycles, MTC and the CMAs split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. However, for the 2021 Mid-Cycle RTIP, MTC will not withhold funds from each county's PPM for regional PPM activities; therefore, the CMAs may allocate their entire 5% for their county's PPM activities. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Central Subway, Transbay Transit Center, and Caltrain Electrification. Per MTC guidelines,



\$160,170 in new PPM programming is available to the Transportation Authority, leaving \$3,043,238 in RTIP funds to program to a San Francisco project, as shown in Attachment 2.

Folsom Streetscape Project (\$3,043,238) - Construction: We recommend programming the remaining \$3,043,238 in Mid-Cycle RTIP funds to the construction phase of the SFMTA's Folsom Streetscape project. The project will improve bicycle and pedestrian safety and transit reliability on Folsom Street between 2nd and 11th streets. The scope includes construction of a two-way protected bikeway, upgraded bicycle and vehicle signals, bulb-outs and raised crosswalks, new midblock crosswalks, a transit-only lane, transit boarding islands, and improved curb management. The scope also includes public realm improvements such as landscaped medians, decorative pavement, cultural district signs and plaques, and additional streetlights. Design will be at 99% complete in May 2021 and the SFMTA plans to award the construction contract by February 2022.

The Folsom Streetscape total project cost is \$36,340,000 with a construction phase cost of \$28,240,000. The project has been successful at securing a number of discretionary grants for construction and the recommended Mid-Cycle RTIP funds would close the remaining funding gap. The project has secured \$6.4 million in developer fees, \$5.7 million from a state Affordable Housing Sustainable Communities grant, and \$1 million in Prop B General Funds. Additionally, on March 23, 2021, the Board recommended nominating this project for \$5 from MTC's Safe and Seamless Mobility Quick-Strike Program. MTC staff supports this request, and the MTC Commission is expected to approve the Quick-Strike program in June 2021. SFMTA had sought \$12 million in ATP funds, but was only recommended to receive \$7.04 million in regional ATP funds by MTC. Given the partial ATP award and that development fees in the project's funding plan have been slow to materialize due to the COVID-19 pandemic, the project is a good fit to receive relief funds meant to make up funding shortfalls in existing transportation programs due to the impacts of the COVID-19 pandemic.

Timely Use of Funds and Other Requirements. Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2021 Mid-Cycle RTIP. The Folsom Streetscape project easily rose to the top of the list as the Mid-Cycle RTIP funds will fully fund the construction phase and the project already has to comply with CTC guidelines since it has ATP funds which are also administered by the CTC.

Next Steps. After the Board adopts San Francisco's 2021 Mid-Cycle RTIP Program of Projects, we will submit it to MTC by its May 31, 2021 deadline. Due to the tight schedule for programming of these funds, the MTC Programming and Allocations Committee is expected to have an information item on the Mid-Cycle RTIP on May 12 and to approve programming recommendations on June 16. The CTC will consider programming the funds at its June 2021 meeting. If approved, SFMTA would be able to allocate the funds for the Folsom Streetscape project in August 2021.



CTC is beginning the process for the 2022 STIP. Assuming the schedule is similar to prior years, we anticipate returning to the Board in Fall 2021 with a recommended program of projects for the 2022 STIP.

FINANCIAL IMPACT

The recommended action would not have an impact on the amended FY 2020/21 budget. The proposed PPM funds are included in the agency's proposed FY 21/22 budget.

CAC POSITION

The CAC considered this item at its April 28, 2021 meeting and unanimously adopted a motion of support.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2021 Mid-cycle RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)

Attachment 2

**2021 Mid-Cycle Regional Transportation Improvement Program (RTIP) Augmentation
New Funds Available for San Francisco**

The 2021 Mid-Cycle RTIP makes new programming available for the current RTIP which covers the five-year period of Fiscal Years (FYs) 2020/21 – 2024/25. Augmentation funds are available as soon as FY 2021/22.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	\$160,170	Up to 5% allowable per the county share for PPM activities including regional transportation planning, program development, and project monitoring.
Capital Projects	\$3,043,238	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. Can fund environmental, design, right of way and construction phases.
Total:	\$3,203,408	



RESOLUTION ADOPTING THE GOLDEN GATE PARK STAKEHOLDER WORKING GROUP AND ACTION FRAMEWORK FINAL REPORT [NTIP Planning]

WHEREAS, In September 2020, with the support of former Commissioner Fewer and Commissioner Mar, the Transportation Authority approved Resolution 21-09, appropriating \$60,000 in Prop K sales tax Neighborhood Transportation Improvement Program (NTIP) funds to convene a working group of residents, businesses, and public and community organizations to identify ways to improve travel to and within Golden Gate Park; and

WHEREAS, The working group included 17 active members representing short distance and long-distance park visitors, citywide park interests, park institutions, modal advocacy organizations, and travelers with special needs such as people with disabilities and children; and

WHEREAS, The Working Group was led by the Transportation Authority in partnership with the San Francisco Municipal Transportation Agency (SFMTA) and the Recreation and Park Department; and

WHEREAS, The Working Group's findings are summarized in the enclosed final report and include nine identified access needs and an Action Framework which identifies 42 short- and long-term actions to address the needs articulated by the Working Group; and

WHEREAS, The values, needs, and priority actions identified through the Working Group process will be carried forward by the Recreation and Parks Department and the SFMTA into subsequent planning processes for Golden Gate Park and JFK Drive; now, therefore be it

RESOLVED, That the Transportation Authority hereby accepts the enclosed Golden Gate Park Stakeholder Working Group and Action Framework Final Report; and be it further



RESOLVED, That the Executive Director is hereby authorized to prepare the document for final publication and distribute the document to all relevant agencies and interested parties.

Enclosure:

1. Golden Gate Park Stakeholder Working Group Final Report



Memorandum

AGENDA ITEM 7

DATE: May 7, 2021
TO: Transportation Authority Board
FROM: Rachel Hiatt- Assistant Deputy Director for Planning
SUBJECT: 5/11/2021 Board Meeting: Accept the Final Report for the Golden Gate Park Working Group and Action Framework [NTIP Planning] - ACTION

RECOMMENDATION

Information Action

Accept the Golden Gate Park Stakeholder Working Group and Action Framework [NTIP Planning] Final Report.

SUMMARY

In September 2020, with the support of former Commissioner Fewer and Commissioner Mar, the Transportation Authority appropriated \$60,000 in Prop K sales tax Neighborhood Transportation Improvement Program (NTIP) funds to convene a working group of residents, businesses, and public and community organizations to identify ways to improve travel to and within Golden Gate Park. Over four meetings, the working group developed a set of shared values and park access needs which the Recreation and Park Department (RPD) and the San Francisco Municipal Transportation Agency (SFMTA) will carry forward into subsequent planning processes for Golden Gate Park and JFK Drive. The enclosed draft final report describes the working group process and findings. At the May 11 Board meeting, we will provide an overview of the working group's contributions, and representatives of SFMTA and the RPD will outline their next steps.

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

BACKGROUND

The Neighborhood Transportation Improvement Program (NTIP), also known as the Neighborhood Program, is intended to strengthen project pipelines and advance the delivery of community-supported neighborhood-scale projects, especially in Communities of Concern and other underserved neighborhoods and areas with at-risk populations (e.g. seniors, children, and/or people with disabilities).

On April 28, 2020 Mayor Breed ordered that John F Kennedy Drive (JFK) through Golden Gate Park be designated car-free seven days per week in order to create more recreation space for San Franciscans and allow park users to physically distance during the COVID-19



pandemic. The same section of JFK Drive has been car-free on Sundays since 1967. A shorter section has also been car-free on Saturdays since 2007. The current car-free designation will expire 120 days after San Francisco's COVID-19 emergency order is lifted.

DISCUSSION

The working group included 17 active members representing short distance and long-distance park visitors, citywide park interests, park institutions, modal advocacy organizations, and travelers with special needs such as people with disabilities and children. Working group invitees included representatives from the Chinatown Community Development Center and multiple District 10 groups including the Participatory Budgeting task force, the Southeast Community Facilities Commission, BMAGIC, and the Transportation Authority's Citizens Advisory Committee representative, however none were able to participate.

The major contribution of this working group, documented in the Final Report, are a set of shared values and identified park access needs which can be carried forward into subsequent planning processes for Golden Gate Park and JFK Drive. The needs are assembled from statements contributed by Working Group members throughout the process, especially during meeting #2. The general areas of access needs identified by the working group are: access for key groups including youth, seniors, people with disabilities, people of color, and park volunteers; clear signage for vehicles, pedestrians, and bicycles; improved signage for the park shuttle; safe access from adjacent neighborhoods; safe and efficient transit; improved parking management; support for regional tourism; and clear communications and decision-making process.

Also included in the report is an Action Framework developed jointly by SFMTA and the Recreation and Parks Department. The Action Framework responds to the needs articulated by working group members and identifies completed, short term, and long-term actions necessary to support improved access and experience for all in Golden Gate Park.

The values, needs, priority actions identified through this process will be used as inputs to an upcoming public process jointly led by the Recreation and Parks Department and the SFMTA. This upcoming process will build on working group findings, conduct additional public outreach, and evaluate alternatives for JFK Drive operations.

FINANCIAL IMPACT

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

CAC POSITION

This report is being brought straight to the Transportation Authority Board for acceptance to ensure implementing agencies can incorporate working group findings in subsequent processes in a timely manner. The report was not ready in time to present to the CAC at its April 28 meeting.



SUPPLEMENTAL MATERIALS

Enclosure 1 - Golden Gate Park Working Group and Action Framework Final Report

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RESOLUTION AWARDING A THREE-YEAR PROFESSIONAL SERVICES CONTRACT, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS TO EIDE BAILLY, LLP IN AN AMOUNT NOT TO EXCEED \$310,000 FOR ANNUAL AUDIT SERVICES, AND AUTHORIZE THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, Under its respective fiscal policies, the Transportation Authority, and the Treasure Island Mobility Management Agency financial transactions and records are to be audited by an independent certified public accountant firm at least annually and a report be submitted to its respective Boards on the results of the audit; and

WHEREAS, The audit must be conducted in accordance with generally accepted government auditing standards applicable to financial audits established by Governmental Accounting Standards Board (GASB) and the Controller General of the United States; and

WHEREAS, The Transportation Authority's prior auditing services contract with Eide Bailly, LLP will expire on June 30, 2021; and

WHEREAS, The Transportation Authority's policy is to competitively re-bid professional services contract after five years; and

WHEREAS, On March 4, 2021, the Transportation Authority issued a Request for Proposal for annual audit services for a three-year contract covering audits for Fiscal Years 2020/21, 2021/22 and 2022/23, with two one-year extension options; and

WHEREAS, The Transportation Authority received three proposals in response to the RFP by the due date of April 2, 2021; and

WHEREAS, A review panel comprised of staff from the City's Controller's Office and the Transportation Authority interviewed the three firms on April 14, 2021; and

WHEREAS, Based on the results of this competitive selection process, the panel



recommended award of annual audit services to the top-ranked firm of Eide Bailly, LLP; and

WHEREAS, The annual audit services will be funded from Prop K sales tax funds and local contributions from the Treasure Island Development Authority; and

WHEREAS, The scope of work described in the RFP is included in the Transportation Authority's proposed Fiscal Year 2021/22 Budget, and sufficient funds will be included in future budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 28, 2021 meeting, the Citizens Advisory Committee considered/was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a three-year professional services contract, with an option to extend for two additional one-year periods, to Eide Bailly, LLP, in an amount not to exceed \$310,000, for annual audit services; and be it further

RESOLVED, That the Executive Director is hereby authorized to negotiate contract payment terms and non-material contract terms and conditions; and be it further

RESOLVED, That for the purposes of this resolution, "non-material" shall mean contract terms and conditions other than provisions related to the overall contract amount, terms of payment, and general scope of services; and be it further

RESOLVED, That notwithstanding the foregoing and any rule or policy of the Transportation Authority to the contrary, the Executive Director is expressly authorized to execute agreements and amendments to agreements that do not cause the total agreement value, as approved herein, to be exceeded and that do not expand the general scope of services.



Memorandum

AGENDA ITEM 8

DATE: April 29, 2021

TO: Transportation Authority Board

FROM: Cynthia Fong -Deputy Director for Finance and Administration

SUBJECT: 5/11/21 Board Meeting: Award a Three-Year Professional Services Contract, with an Option to Extend for Two Additional One-Year Periods, to Eide Bailly LLP in an Amount Not to Exceed \$310,000 for Annual Audit Services

RECOMMENDATION Information Action

- Award a three-year professional services contract, with an option to extend for two additional one-year periods, to Eide Bailly LLP in an amount not to exceed \$310,000 for annual audit services
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

SUMMARY

Under its respective fiscal policies, the Transportation Authority and the Treasure Island Mobility Management Agency (TIMMA) financial transactions and records are to be audited by an independent certified public accountant (CPA) firm at least annually and a report be submitted to its respective Boards on the results of the audit. On March 4, 2021, we issued a Request for Proposals (RFP) for Transportation Authority and TIMMA annual audit services for a three-year contract covering audit for Fiscal Years 2020/21 through 2022/23, with two one-year extension options. By the due date of April 2, we received three responsive bids, which included both a technical and cost component. Interviews were conducted on April 14 by a selection panel comprised of staff from the Transportation Authority and the City's Controller's Office. Based on this competitive process, the selection panel recommended award of an annual audit services contract to the highest-ranking firm, Eide Bailly LLP.

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



BACKGROUND

The current auditing services contract with Eide Bailly LLP, formerly Vavrinek, Trine, Day & Co., LLP, will expire on June 30, 2021. Our policy is to competitively re-bid professional services contracts after five years.

DISCUSSION

The purpose of this memorandum is to describe the procurement process and recommend award of the annual audit services contract to Eide Bailly LLP. The contract will be for three years covering audits for Fiscal Years 2020/21, 2021/22 and 2022/23, with two one-year extension options.

On March 4, 2021, we issued an RFP for annual audit services. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: El Reportero, Nichi Bei Weekly, San Francisco Bay View, San Francisco Examiner, San Francisco Chronicle, Small Business Exchange, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses, Bay Area and cultural chambers of commerce, and the small business councils.

By the due date of April 2, 2021, we received three proposals in response to the RFP. The review panel, consisting of Transportation Authority staff and the City's Controller's Office staff, reviewed the proposals based on the qualifications and other criteria detailed in the RFP. The panel interviewed all three firms on April 14, 2021. Based on the competitive process defined in the RFP, the review panel recommended award of the contract to the highest-ranked firm of Eide Bailly LLP. The recommended team distinguished itself on the basis of its strong audit approach, and its extensive experience working with transportation agencies. Eide Bailly LLP has provided auditing services for several transit and transportation agencies, including the Santa Clara Valley Transportation Authority, the Golden Gate Bridge, Highway and Transportation District, the Transbay Joint Powers Authority, the Solano County Transportation Authority, the Alameda County Transportation Commission, the Marin Transportation Authority, the Peninsula Corridor Joint Powers Board, the San Mateo County Transit, and the Transportation Authority.

We established a Disadvantaged Business Enterprise (DBE)/Local Business Enterprise/Small Business Enterprise (SBE) goal of 15% for this contract. Proposals from all teams met the contract goal. The Eide Bailly LLP team has pledged a DBE and SBE utilization of 15% through its subconsultant, Richardson & Company, LLP, a woman-owned firm. Eide Bailly LLP does not have a traditional headquarters office. The firm is domiciled in Minnesota as a limited liability partnership.

FINANCIAL IMPACT

The contract will be funded from Prop K sales tax funds and local contributions from the Treasure Island Development Authority. The first year's activity is included in the Transportation Authority's proposed Fiscal Year 2021/22 Budget. Sufficient funds will be included in future budgets to cover the remaining cost of the contract.



CAC POSITION

The CAC considered this item at its April 28th meeting and unanimously adopted a motion of support.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Annual Audit Scope of Services

Attachment 1
Annual Audit Scope of Services

Audit services will be requested on an hourly reimbursable basis, plus expenses, and may include, but are not limited to, the following categories of action:

- Conduct an annual audit of all the Transportation Authority's funds in accordance with auditing standards generally accepted in the United States of America and the GASB with the objectives of expressing an opinion on the financial statements. The Auditor will audit the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information, including the related notes to the financial statements, which collectively comprise the basic financial statements in our Annual Comprehensive Financial Report (ACFR);
- Perform the procedures necessary to ensure that the Transportation Authority may use the Auditor's opinion on the basic financial statements in connection with any official statements for public debt issuance. The Auditor will issue a debt service certificate, in the form of a debt consent agreed upon procedures engagement and/or a consent letter as requested by bond counsel. We do not anticipate any debt issuances during FY 2020/21;
- Perform a single audit on the expenditures of federal grants in accordance with Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance) and render the appropriate audit reports on Internal Control Over Financial Reporting based upon the audit of the Transportation Authority's financial statements in accordance with Government Auditing Standards and the appropriate reports on compliance with Requirements Applicable to each Major Program, Internal Control over Compliance and on the Schedule of Expenditures of Federal Awards in Accordance with the Uniform Guidance. The single audit will include appropriate schedule of expenditures of federal awards, footnotes, findings and questioned costs, including reportable conditions and material weaknesses, and follow up on prior audit findings where required. In addition, the Auditor will complete and file the federal Data Collection Form. If the Transportation Authority or TIMMA does not meet the minimum requirements to necessitate a single audit, the fees shall be adjusted accordingly;
- Assist in preparing the ACFR including financial statements, schedule of expenditures of federal awards, and related notes of the Transportation Authority in conformity with U.S. generally accepted accounting principles and the Uniform Guidance based on information provided by Transportation Authority;
- Prepare a separate audit report on TIMMA;
- Issue a Management Letter that includes a listing of all non-material items, which were identified during the audit, as well as a listing of the status of resolved and unresolved Management Letter comments from prior audits will be submitted to Transportation Authority staff; and

- Present audit results and Management Letter to the TIMMA Committee, Transportation Authority and TIMMA Boards. We anticipate attendance by the Auditor at up to four meetings each year.

The following auditing standards will be followed:

- Accounting principles and auditing standards generally accepted in the United States;
- GASB;
- Standards for financial audits contained in the Government Auditing Standards, issued by the Comptroller General of the United States;
- Provisions of the Uniform Guidance; and
- Other applicable accounting and auditing standards.

The Transportation Authority assumes the responsibility to prepare the Letter of Transmittal, Management Discussion and Analysis, the basic financial statements, other required supplementary information, schedule of expenditures of federal awards, footnotes, Statistical and Compliance sections. The Auditor will then be asked to produce the final published ACFR, financial statements and/or single audit, if applicable. Any costs for this production should be built into the cost estimate. The following assistance will be available to the Auditor:

- The Transportation Authority's staff will be available to work with the selected firm to ensure a smooth implementation for the year ending June 30, 2021; and
- The Auditor will be provided workspace within the Transportation Authority's offices, except for auditing services for the year ending June 30, 2021, which shall take place virtually or at the Auditor's offices in order to adhere to COVID-19 guidelines. Please note that the Transportation Authority has limited office space. All space requirements and other miscellaneous requirements and concerns should be made known to the Transportation Authority in the response and during contract negotiations.

Additional Accounting and Audit-Related Service

From time to time the Transportation Authority may require additional or special auditing and/or audit related services such as compliance audits of recipients of Prop K funds. Where it can be demonstrated that it is to the Transportation Authority's benefit to engage the Auditor for such services, the Transportation Authority may amend the Auditor's contract to include said services without a subsequent formal bid process, provided that the cost of the amendments is less than \$75,000 in a fiscal year. These additional audit services may also be bid separately, at the sole discretion of the Transportation Authority.

Examples of additional or special accounting and/or audit services are:

- Compliance Agreed-Upon Procedures;
- Compliance Audit Procedures;
- Debt Consent Agreed-Upon Procedures;

- Management Audit; and
- Reviews or audits as required by any grantors.



Memorandum

AGENDA ITEM 9

DATE: April 29, 2021
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 05/11/21 Board Meeting: Preliminary Fiscal Year 2021/22 Budget and Work Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2021/22 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input 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 checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 18-07) and Administrative Code (Ordinance 17-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, and adopt the budget prior to June 30 of each year.

DISCUSSION

The preliminary FY 2021/22 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver, and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Prop D Traffic Congestion Mitigation Tax program



(TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our preliminary work program for FY 2021/22. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA program, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2021/22 Budget and Work Program will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

Revenues. Total revenues are projected to be \$126.3 million and are budgeted to decrease by an estimated \$148,593 from the FY 2020/21 Amended Budget, or 0.1%. Sales tax revenues, net of interest earnings, are projected to be \$92.9 million or 73.6% of revenues. This is an increase of \$11.9 million compared to the budgeted sales tax revenues for FY 2020/21, reflecting a moderate economic recovery as San Francisco continues to slowly reopen various sectors. Program revenues are projected to be \$23.7 million or 18.8% of revenues. This is a decrease of \$9.3 million compared to the budgeted program revenues for FY 2020/21, which is largely due to decreased activities for the Southgate Road Realignment Improvements Project, or Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Improvement Project, and YBI West Side Bridges.

Expenditures. Total expenditures are projected to be about \$226.0 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$191.4 million. Capital projects costs are 84.7% of total projected expenditures, with another 5.5% of expenditures budgeted for administrative operating costs, and 9.8% for debt service and interest costs. Capital expenditures in FY 2021/22 of \$191.4 million are budgeted to increase by \$13.8 million, or 7.8%, from the FY 2020/21 amended budget, which is primarily due to the increase in Prop K capital expenditures.

Debt service costs of \$22.2 million are for costs related to the assumed fees and interests for the expected drawdown from the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our Sales Tax Revenue Bond, and other costs associated with debt. During the first quarter of the fiscal year, we anticipate bringing a new Revolving Credit Loan Agreement to the Board for approval, up to \$200 million, to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program that we could do on a pay-go basis.



Other Financing Sources/Uses. The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2021/22 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2021/22 may trigger the need to drawdown up to \$100 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280 Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

Fund Balance. The budgetary fund balance is generally defined at the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$73.5 million in total fund balances, as a result of the anticipated Revolving Credit Loan Agreement drawdown.

Next Steps. The final proposed FY 2021/22 Annual Budget and Work Program will be presented to the Citizens Advisory Committee at its May 26 meeting and the Board at its June 8 and 22 meetings. A public hearing will precede consideration of the FY 2021/22 Annual Budget and Work Program at the June 8 Board meeting.

FINANCIAL IMPACT

As described above.

CAC POSITION

None. This is an information item. The preliminary budget and work program were presented to the CAC at its April 28 meeting with the final returning to the CAC at its May 26 meeting as noted above.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Preliminary Work Program
- Attachment 2 - Preliminary Budget
- Attachment 3 - Preliminary Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Preliminary Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

Attachment 1

Preliminary Fiscal Year 2021/2022 Annual Work Program

The Transportation Authority's Fiscal Year (FY) 2021/22 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data, and Analysis, and 5) Finance and Administration. The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the Prop K transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2021/22 Work Program will be presented to the TIMMA Board as a separate item and is not reflected below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

PLAN

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. In FY 2021/22, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while completing the next update (SFTP, 2021) through the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. This year, we are conducting a major update of the SFTP in concert with the adoption of Plan Bay Area 2050, to set a future transportation policy and investment blueprint for the city that coordinates with regional plans. We will also continue to further corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes research and active congestion management as the economy emerges from shelter-in-place toward recovery. Most of the FY 2021/22 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with Technology, Data, and Analysis and the Policy and Programming divisions. Proposed activities include:

Active Congestion Management

- COVID-Era Congestion Tracker and COVID-19 Recovery Scenario Analysis.** The shelter-in-place (SIP) orders issued in mid-March 2020 rapidly changed traffic patterns, resulting in less congestion and significantly lower transit ridership. Since last spring, congestion has slowly increased, but roadway travel speeds remain above pre-pandemic levels, and transit ridership continues to be at historically low levels. We anticipate that these patterns will change

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significantly in the coming months, as increased vaccination rates lead to easing of travel restrictions and increased economic activity, which combined with reduced levels of transit service provision may lead to a sharp increase in congestion. The Transportation Authority will continue with frequent updates to the COVID-Era Congestion Tracker (<https://covid-congestion.sfcta.org/>), an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor weekly changes in roadway congestion in order to identify emerging congestion "hot spots" and identify appropriate management strategies. The Congestion Tracker also allows partner agencies like the SFMTA and other users to view speed data for the city overall, or for particular segments, and to compare current speeds to pre-COVID conditions. This year we expect to expand the Congestion Tracker to include more streets across more of the city. In addition, we will continue to use the Transportation Authority's San Francisco Chained Activity Modeling Process (known as SF-CHAMP) activity-based travel demand model to analyze a wide range of recovery scenarios that look at the impacts of telecommuting, transit service provision, public willingness to ride transit, and other factors on travel demand and system performance.

- **Downtown Congestion Pricing Study.** We have worked with the Policy Advisory Committee (PAC) and other stakeholders to set key goals and objectives, including advancing equity while reducing congestion, transit delays, traffic collisions, air pollution, and greenhouse gas emissions; to conduct outreach to shape alternative scenarios; and technical screening of policy options. We will extend the study schedule, as directed by the Chair in response to stakeholder feedback, through the end of calendar year 2021. Remaining study tasks include the detailed evaluation work and working with the PAC, community organizations, and the public to review program design options, benefits, and impacts of a potential congestion pricing program in San Francisco.

SFTP Implementation and Board Support

- **Neighborhood Transportation Improvement Program (NTIP) Cycle 2 (Fiscal Years 2019/20-2023/24).** We will identify and advance new projects through Cycle 2 of the sales tax-funded NTIP, and monitor implementation of previously funded NTIP projects. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. Scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, will be done in coordination with Transportation Authority Board members and SFMTA's NTIP Coordinator. We will continue to lead NTIP projects in three City supervisorial districts: Districts 4 (D4 Mobility Study), 5 (D5 Circulation and Access Study), and 9 (Alemany Realignment Study), and we anticipate supporting the next phase of D1 NTIP work on JFK and Golden Gate Park Access including Equity studies (D10 request).
- **San Francisco School Access Plan.** Caltrans awarded a Caltrans Sustainable Planning Grant to the Transportation Authority to develop a School Access Plan. Building on our prior work on the Child Transportation Study, this plan will develop near and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. This study started slowly in the prior fiscal year reflecting the lack of in-person schooling. As schools reopen in FY 2021/22, we anticipate making substantial progress on this study, with study completion expected in FY 2022/23.

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Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050 and ConnectSF.** We plan to present the SFTP 2050 to the Board for approval by the end of calendar year 2021, building on the Streets and Freeways Study, the Transit Corridors Study, and other ConnectSF work, as well as other plans and studies conducted by the Transportation Authority and others. We are planning outreach this summer to review potential tradeoffs among major investments and policy choices. The SFTP will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050. The plan will identify the policy and transportation investment options that help San Francisco advance towards our ambitious equity, greenhouse gas, safety, and other goals, given current and future funding sources. The 2017 SFTP and the SFTP update work completed to date have informed San Francisco's input into Plan Bay Area 2050. Both plans are slated for adoption in 2021. The SFTP will also be central to reauthorization of the Prop K sales tax wherein we can reset Expenditure Plan categories and extend the Expenditure Plan end date past FY 2033/34, which will be a key element of our work program in FY 2021/22 (see Fund section for additional details).
- **Managed Lane and Express Bus System Planning and Policy Support.** We continue to work on planning and regional coordination for the San Francisco freeway system, including conducting an equity study of managed lanes in the US 101/I-280 corridor. The project is evaluating an HOV lane to improve transit speed and reliability. The equity study of the US 101/I-280 corridor will include outreach on improvement concepts identified in prior studies and will identify a full program to address congestion in this corridor, including transit service, local improvements, and potential lane changes to the freeway system. We are also continuing to coordinate with regional agencies on the Express Lane Strategic Plan and U.S. 101 corridor plans with San Mateo and Santa Clara counties, given the need to address growing congestion in the corridor, and to help prioritize Muni bus service.
- **Support Statewide and Regional Planning Efforts.** We will continue to support studies and planning efforts at the state and regional levels, including the California High-Speed Rail Authority's Business Plan and Environmental Impact Report; Caltrain and High-Speed Rail Business Plan coordination; California Transportation Commission (CTC)/California Air Resources Board (CARB) joint efforts on climate policy; State of California Public Utilities Commission (CPUC) data rulemaking and regulations for TNCs (including SB 1376 Access for All regulations); and the Metropolitan Transportation Commission's (MTC's) Blue Ribbon Transit Recovery Task Force. We will also continue to coordinate with BART and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to the west side.
- **SFTP Modal Planning Follow-on Studies.** Looking ahead, we anticipate working in collaboration with Board members, partner agencies and the community on the following, which will also be dependent upon securing funding through future appropriations or discretionary grants:
 - West side transit planning/subway feasibility study
 - Active transportation connectivity, street reconfiguration, and safety improvements on Brotherhood and Alemany (D11)
 - D4 Mobility Study implementation of recommendations such as a community shuttle

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- Local waterfront ferry (D10, 6, 3, 2)
- Shifting truck access to industrial areas in the southeast away from Third Street (D10)
- SE Caltrain station follow on to SF Planning study
- Citywide shuttle planning to help fill gaps in the future City transit network
- Potential Fare Free Muni Pilot Evaluation

Transportation Forecasting, Data and Analysis

- **Travel Forecasting and Analysis for Transportation Authority Studies.** We will provide modeling and data analysis to support efforts such as SFTP and ConnectSF, including the Streets and Freeways Study and the Transit Corridors Study; Downtown Rail Extension; US 101/280 Managed Lanes and Express Bus Study; Treasure Island Mobility Management Program; and Downtown Congestion Pricing Study.
- **Congestion Management Program Update.** Every two years, we prepare and update to the San Francisco Congestion Management Program (CMP), which documents changes in multi-modal transportation system performance including roadway speeds, transit reliability, and bicycle and pedestrian counts. We will lead CMP data collection efforts in spring 2021, and the CMP update will be completed in fall 2021.
- **Modeling Service Bureau.** We provide modeling, data analysis, and technical advice to City agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.
- **Transportation Sustainability Program Evaluation Study.** We will advance research to quantify the effectiveness of the TDM strategies included in San Francisco's Transportation Sustainability Program (TSP) in reducing VMT and single-occupancy vehicle trips.
- **New Mobility Rulemaking.** We will continue to work with SFMTA to provide San Francisco's input to state and federal rulemaking opportunities, particularly related to CPUC's regulation of TNCs including data sharing; CPUC implementation of the TNC "Access for All" legislation; and CARB implementation of the TNC "Clean Miles" legislation. We will also continue to work on federal autonomous vehicle policies through transportation reauthorization and other legislative efforts.
- **Model Enhancements.** We are limiting our model development efforts to focus on understanding current essential travel patterns, as well as patterns that result from re-opening the City's economy. These efforts include tracking congestion and transit ridership trends and representing the evolving transit service levels in the region during recovery.

FUND

The Transportation Authority was initially established to serve as the administrator of the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the Traffic Congestion Mitigation Tax (Prop D or TNC Tax), the TFCA county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; advocate for discretionary funds and

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legislative changes to advance San Francisco project priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions. Notable efforts planned for FY 2021/22 include:

Fund Programming and Allocations. We will continue to administer the Prop K sales tax, Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly allocates or prioritizes projects for grant funding; monitor and provide project delivery support and oversight for the Lifeline Transportation Program, One Bay Area Grant, and State Transportation Improvement Program in our role as CMA. We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (see below), California's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts for FY 2021/22 include conducting a Prop AA call for projects for the Strategic Plan and 5-Year Prioritization Programs update covering FY 22/23 through FY 26/27, with Board adoption of the update by the end of FY 21/22; and allocating the second year of TNC Tax funds for the SFMTA's Quick-Build Program by the end of the calendar year.

Senate Bill 1. In FY 2020/21, we were pleased to see major Bay Area and local San Francisco projects receive grant funds from the Solutions for Congested Corridors program (BART Core Capacity), Local Partnership Program (LPP) competitive funds (Mission Geneva Safety), and State Highway Operations and Preservation Program's Complete Streets Reservation (Vision Zero Ramp Intersection). This coming FY, we will work internally and with San Francisco project sponsors to identify strong candidates for the next funding cycles of these SB 1 programs. After seeking Board approval of project priorities for the Transportation Authority's share of LPP formula funds (anticipated in June 2021 for a portion of the funds, with the remainder in fall 2021), we will seek approval from the California Transportation Commission (CTC) and support allocation requests for projects recommended to receive FY 2021/22 programming. We will continue to support regional requests for funding, provide input to CTC on revisions to program guidelines, and engage our Board and MTC Commissioners, including seeking guidance on prioritizing funds.

Plan Bay Area 2050. As CMA, we will continue to coordinate San Francisco's input to Plan Bay Area 2050 and related transit and housing policy efforts (Regional Housing Needs Allocation, Blue Ribbon Transit Recovery Task Force), through their completion in the fall of 2021. These efforts involve close coordination with San Francisco agencies, the Mayor's office, our representatives on the Association of Bay Area Governments and MTC, and with Bay Area County Transportation Agencies (CTAs), regional transit agencies, and other community stakeholders.

New Revenue Options. We continue to track Regional Measure 3 status (in litigation) and are coordinating with SFMTA on needs and opportunities for a potential local transportation measures in upcoming election cycles, including reauthorization of the Prop K sales tax (see below), a regional transportation measure (eyeing 2024 potentially), and new opportunities at the federal and state levels including but not limited to a new federal surface transportation bill, a federal infrastructure bill and new state funding for climate and safety projects.

Prop K Strategic Plan Update. We will finish the Strategic Plan update started in FY 2020/21 that was initiated given the pandemic-induced decline in sales tax revenues. We have already done a lot of the foundational work with sponsors to true up revenues and expenditures to reflect actuals

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since the 2019 Strategic Plan was adopted and adjusted anticipated reimbursement schedules for grants with the largest remaining balances. The next steps involve incorporating new short- and long-term revenue projections into the Strategic Plan financial model. Given that the revenue forecast will be lower than in the current Strategic Plan, we will work with project sponsors to counterbalance the decline as much as possible by updating project reimbursement schedules for existing allocations and programmed but unallocated funds, while also working to keep project pipelines moving until a New Expenditure Plan is approved (see entry below). We anticipate completing the Strategic Plan update this fall.

New Transportation Sales Tax Expenditure Plan. Following Board direction, we will continue work on reauthorization of the Prop K half-cent transportation sales tax, which provides the opportunity to update the Prop K Expenditure Plan to reflect new priorities that are not eligible under the 2003 Expenditure Plan, to incorporate recommendations from ConnectSF and SFTP work, and to replenish funds for categories running out of funds by extending the FY 2033/34 end date of the Expenditure Plan. We will continue public engagement, expanding our toolkit of engagement methods as SIP orders ease up, while maintaining a strong focus on equity. Subject to Board approval of the Expenditure Plan Advisory Committee (EPAC) structure, we plan to convene the EPAC in July with regular meetings through the end of the calendar year to develop and recommend a new Expenditure Plan to the Transportation Authority Board. We will work with San Francisco project sponsors, including regional transit operators, to provide input to and support the work of the EPAC. Our current schedule targets placing a measure on the ballot in June 2022, though the schedule is flexible should the Board decide to bring the ballot measure to the November 2022 election instead.

Legislative Advocacy. We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off the agency's adopted legislative program (e.g., includes Vision Zero, new revenue, and project delivery advocacy), and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year our efforts will include advocacy and coordination on the Biden Administration's American Jobs Plan proposal and subsequent legislation that Congress authors, as we continue to advocate and provide input on the Invest Act/Reauthorization bill and other federal policies that support San Francisco projects and strategies (e.g. emerging technology regulations, new safety and equity legislation, transportation pricing authorization).

Funding and Financing Strategy Opportunities. We will continue to provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement. Examples include: Caltrain Electrification, the Downtown Rail Extension, and Better Market Street. We will help position San Francisco's projects and programs to receive funding from reauthorization of the federal transportation bill, infrastructure bill funding opportunities, and any additional federal COVID relief funds. We serve as a funding resource for all San Francisco project sponsors (e.g. brokering fund exchanges). At the regional level, in summer 2021, MTC will be kicking off the program development for the One Bay Area Grant (OBAG) program cycle 3 to inform the regional distribution of future federal Surface Transportation Block Grant and Congestion Mitigation and Air Quality Improvement funding. In our role as a CTA and advisors to our MTC Commissioners, we will provide input to the program

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development process, to support equitable distribution of funds across the region, including for San Francisco local and regional priorities included in PBA 2050.

Capital Financing Program Management. Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the revolver credit agreement, to enable flexibility and accelerated delivery of sales-tax funded capital projects compared to what is supportable on a pay-go basis - at the lowest possible cost to the public. During the first quarter of the fiscal year, we anticipate bringing a new Revolving Credit Loan Agreement to the Board for approval, up to \$200 million, to support the Transportation Authority's interim borrowing program.

Prop K Customer Service and Efficiency Improvements. This ongoing multi-division initiative will continue to improve our processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures. The initiative includes evaluating the potential to create a master grant number that agencies charge to for projects that draw funds from multiple expenditure plan categories rather than having to track multiple grant numbers. It also includes maintaining and enhancing mystreetsf.sfcta.org, our interactive project map, and the Portal, our web-based grants management database used by our staff and project sponsors. Our key areas of focus will be making refinements to project promotion tools, and enhancements to grant administration resources including cash flow amendments through the Portal and identifying projects ripe for closeout.

DELIVER

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of Prop K sales tax major capital investments, such as SFMTA's Central Subway, Van Ness Bus BRT, and facility upgrade projects; the Downtown Rail Extension (DTX) and Pennsylvania Alignment Studies; and Caltrain Modernization, including electrification as well as railyards planning coordination and oversight (for which we will seek funding). We also serve as the lead agency for the delivery of certain capital projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key delivery activities for FY 2021/22 include the following:

Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** We will continue working with Caltrans, the Bay Area Toll Authority (BATA), Treasure Island Development Authority (TIDA), and the U.S. Coast Guard to advance construction of the new facility. The project broke ground in June 2020 and is on schedule and within budget for partial completion by the end of FY 2022.
- **YBI West Side Bridges.** We will continue working on securing full funding (if not done in FY 2020/21), executing funding agreements, and completing final engineering in preparation for award of the construction contract. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side bridges project. See YBI Bike/Ped Path below.

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Transportation Authority - Lead Project Development:

- **US 101/I-280 Managed Lanes and Express Bus Project.** The Transportation Authority will continue advancement of environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd Street (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line. The companion equity study and related regional express lane policy work is described above under the Plan section.
- **I-280/Ocean Avenue South Bound Off-Ramp Realignment.** We will continue to advance I-280 Interchange modifications at Balboa Park including the start of design work for the southbound off ramp at Ocean Avenue and early planning for the connected northbound off ramp to Geneva Avenue. This is dependent upon securing Prop K funds to be reprogrammed from US 101/I-280 Managed Lanes and Express Bus Project, for which we plan to seek Board approval in fourth quarter of FY 2020/21.
- **YBI Bike/Ped Path.** We will keep working with our partners, BATA, TIDA, SFMTA, and interested stakeholders (San Francisco and East Bay bicycle coalitions) to fund and advance the preliminary engineering, environmental and design phases of the YBI multi-use path connecting the western side of the island from the SFOBB East Span YBI viewing area down to the future Treasure Island Ferry Terminal and providing an ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path.
- **Quint Street.** We will continue to work with San Francisco Public Works and Office of Real Estate to acquire the right of way for the re-aligned Quint Street, if not already achieved by the end of June 2021. This acquisition will allow us to begin the design phase of the project, subject to funding availability.
- **Presidio Parkway.** We will continue development of an informational Case Study showcasing the Public Private Partnership delivery of Phase 2 in comparison to traditional delivery of Phase 1. The study explores the unique situation of a single project being delivered using two methods of procurement.

Transportation Authority - Project Delivery Support:

- **Caltrain Early Investment Program and California High-Speed Rail Program.** We coordinate with the California High-Speed Rail Authority and city agencies on high-speed rail issues affecting the City; and we work with Caltrain, MTC, the Mayor's Office, and Peninsula and regional stakeholders to monitor and support delivery of the Caltrain Early Investment Program, including the electrification project. This year we will continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system to the Peninsula corridor that extends to the new Salesforce Transit Center, including leading critical Configuration Management Board efforts. We are also supporting policy discussions as requested for Caltrain funding and governance.
- **Caltrain Downtown Rail Extension (DTX) and Salesforce Transit Center.** We will continue moving forward with DTX project development efforts as part of the Executive Steering Committee (ESC), inclusive of regional partners per the SF-Peninsula rail program Memorandum of Understanding (MOU). This includes the Executive Director serving on the ESC and on the TJPA Board as an alternate. We will work closely with our MOU partners to

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advance critical phasing opportunities analysis, long range rail network planning, and funding plan development, and coordinating our efforts with BART/Capitol Corridor as they lead the Link21 planning efforts for a second transbay rail crossing.

- **Caltrain Railyards, Pennsylvania Extension, and 22nd Street ADA and Station Location Studies.** We will continue to support coordination at the Caltrain northern terminus railyards site at 4th/5th and King streets through enhanced oversight (subject to Board approval of an appropriation anticipated first quarter FY 2021/2022), as well as lead preliminary engineering to inform the environmental phase for the Pennsylvania Avenue Extension (PAX) project. We are also partnering with Caltrain and SF Planning on ADA and station location/improvement studies for the 22nd Street Station and potential new southeast/Bayview station. Subject to Board approval, we anticipate taking the results of the Planning Department's screening and evaluation study and advancing them into the planning and design phases.
- **Geary and Van Ness Avenue BRTs.** We will continue to oversee SFMTA construction efforts including environmental compliance for Geary Phase I and Van Ness BRT projects. We will also keep working closely with SFMTA to review Geary BRT Phase II project plans and coordination with TCS recommendations for the west side subway.
- **Better Market Street.** We will continue to conduct oversight on city agencies' project delivery plans to minimize disruption to businesses during construction and reduce cost. We will also make further efforts to strengthen the project's funding plans both for the near-term improvements as well as the long-term vision for the corridor.
- **Central Subway.** We will continue to provide project management oversight and scope/cost/schedule and funding assessment and strategy, including participation in critical Configuration Management Board efforts.
- **Capital Projects Delivery Reform.** Lead and coordinate project delivery reform best practices (lessons learned) analysis, including workshops with City and regional agencies and industry experts leading to development of specific recommendation options. We anticipate scoping and seeking an appropriation for this work in first quarter FY 2021/22.

TRANSPARENCY AND ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of taxpayer funds. This work includes ongoing efforts lead by the Finance and Administration Division (e.g., accounting, human resources, procurement support), by the Technology, Data and Analysis Division (e.g., information technology and systems integration support), and by the Executive Office (e.g., Board operations and support, budgeting, and communications) as listed below:

Board Operations and Support. Staff Board meetings including standing and ad hoc committees.

Communications and Community Relations. Execute the agency's communications strategy with the general public, our Board, various interest groups, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-based communications; supporting public outreach; and helping coordinate events to promote the agency's work. Communications staff has listed the following growth goals for various platforms:

Attachment 1

Preliminary Fiscal Year 2021/2022 Annual Work Program

- Instagram: Grow following by 50%
- Twitter: Grow following by 17%
- Facebook: Grow following by 15%
- Messenger: Grow subscriber list by 2.5%
- LinkedIn: Grow following by 20%
- Website: Increase unique website hits by 5%

Communications staff will continue participating in training to advance outreach skills. This year, we plan to continue to:

- Continue refining outreach and communications techniques to adapt to SIP restrictions and the ongoing pandemic, with a focus on racial equity and seeking to engage Communities of Concern.
- Rollout agency Outreach Guidelines to agency staff to codify best practices when preparing for and executing agency outreach.
- Support agency experts in thought leadership roles and speaking engagements
- Support project delivery events (groundbreakings, ribbon cuttings), including anticipated Van Ness BRT opening and Tunnel Tops opening

Audits. Prepare, procure, and manage fiscal compliance and management audits.

Budget, Reports, and Financial Statements. Develop and administer Transportation Authority budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements.

Accounting and Grants Management. Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

Debt Oversight and Compliance. Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

Systems Integration. Enhance and maintain the enterprise resource planning system (business management and accounting software), and other financial systems to improve accounting functions, automate processes, general ledger reconciliations, and financial reporting, as well as enabling improved data sharing with the Portal. This year, we are planning to perform a major upgrade to our enterprise resource planning system due to the end of mainstream support from the existing software developer.

Contract Support. Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings.

Racial Equity Action Plan. Work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in the prior fiscal year. The current phase of the plan identifies over 80 actions for implementation over a 3-year period. This year we anticipate making progress in several areas, including enhancing our hiring and recruiting processes and tracking success in this area, documenting procedures for advancement, and many others. The current plan focuses on internal agency operations and we anticipate that the Office of Racial Equity will initiate a second phase of work that is focused on public-facing activities. We have begun to incorporate racial equity into work

Attachment 1

Preliminary Fiscal Year 2021/2022 Annual Work Program

products including our ConnectSF/SFTP and Downtown Congestion Pricing studies, our work on reauthorization of the Prop K expenditure plan, and others. We look forward to future guidance to develop plans, projects, and programs. We will provide quarterly updates to the Citizens Advisory Committee and Board on our progress on this plan.

Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE). Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

Policies. Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.

Human Resources. Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff. We advance agency workplace excellence initiatives through staff working groups, training, and other means. This year, we continue to focus on racial equity training and the implementation of the agency racial equity action plan.

Office Management and Administrative Support. Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Transportation Authority as required with preparation of agenda packets and minutes, updates to our website, and clerking meetings.

Legal Issues. Manage routine legal issues, claims, and public records requests.

Information Technology. Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.



Preliminary Budget Annual by Fund

	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	Budget Annual Fiscal Year 2021/22
Revenues:							
Sales Tax Revenues	\$ 92,879,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,879,800
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	4,199,300	4,199,300
Interest Income	607,168	-	724	631	-	25,147	633,670
Program Revenues	-	20,345,877	672,708	-	2,656,232	-	23,674,817
Other Revenues	46,500	-	-	-	-	-	46,500
Total Revenues	93,533,468	20,345,877	673,432	4,834,680	2,656,232	4,224,447	126,268,136
Expenditures							
Capital Project Costs	150,674,687	22,422,367	1,385,939	11,162,165	1,790,963	4,005,686	191,441,807
Administrative Operating Costs	6,318,683	4,539,375	40,429	241,778	1,064,721	120,205	12,325,191
Debt Service Costs	22,192,850	-	-	-	-	-	22,192,850
Total Expenditures	179,186,220	26,961,742	1,426,368	11,403,943	2,855,684	4,125,891	225,959,848
Other Financing Sources (Uses):	93,184,683	6,615,865	-	-	199,452	-	100,000,000
Net change in Fund Balance	\$ 7,531,931	\$ -	\$ (752,936)	\$ (6,569,263)	\$ -	\$ 98,556	\$ 308,288
Budgetary Fund Balance, as of July 1	\$ 50,354,157	\$ -	\$ 1,003,204	\$ 15,490,329	\$ -	\$ 6,362,903	\$ 73,210,593
Budgetary Fund Balance, as of June 30	\$ 57,886,088	\$ -	\$ 250,268	\$ 8,921,066	\$ -	\$ 6,461,459	\$ 73,518,881



**San Francisco
County Transportation
Authority**

**Attachment 3
Preliminary Fiscal Year 2021/22 Budget Annual
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2019/20 Actual	Fiscal Year 2020/21 Amended Budget	Preliminary Fiscal Year 2021/22 Budget Annual	Variance from Fiscal Year 2020/21 Amended Budget	% Variance
Sales Tax Revenues	\$ 99,268,709	\$ 81,028,216	\$ 92,879,800	\$ 11,851,584	14.6%
Vehicle Registration Fee	4,016,473	5,035,345	4,834,049	(201,296)	-4.0%
Traffic Congestion Mitigation Tax	-	6,683,182	4,199,300	(2,483,882)	-37.2%
Interest Income	2,782,633	692,060	633,670	(58,390)	-8.4%
Program Revenues					
Federal	6,559,443	24,725,310	8,629,623	(16,095,687)	-65.1%
State	117,621	2,475,524	3,587,961	1,112,437	44.9%
Regional and other	3,935,297	5,731,852	11,457,233	5,725,381	99.9%
Other Revenues	43,631	45,240	46,500	1,260	2.8%
Total Revenues	116,723,807	126,416,729	126,268,136	(148,593)	-0.1%
Capital Project Costs	92,514,661	177,603,846	191,441,807	13,837,961	7.8%
Administrative Operating Costs					
Personnel expenditures	6,613,922	8,607,126	9,226,939	619,813	7.2%
Non-Personnel expenditures	2,671,878	2,907,429	3,098,252	190,823	6.6%
Debt Service Costs	21,772,994	21,868,117	22,192,850	324,733	1.5%
Total Expenditures	123,573,455	210,986,518	225,959,848	14,973,330	7.1%
Other Financing Sources (Uses)	-	50,000,000	100,000,000	50,000,000	100.0%
Net change in Fund Balance	\$ (6,849,648)	\$ (34,569,789)	\$ 308,288	\$ 34,878,077	-100.9%
Budgetary Fund Balance, as of July 1	\$ 114,630,030	\$ 107,780,382	\$ 73,210,593		
Budgetary Fund Balance, as of June 30	\$ 107,780,382	\$ 73,210,593	\$ 73,518,881		



	Preliminary Budget Annual by Fund						Preliminary Fiscal Year 2021/22 Budget Annual
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Revenues:							
Sales Tax Revenues	\$ 92,879,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 92,879,800
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	4,199,300	4,199,300
Interest Income	607,168	-	724	631	-	25,147	633,670
Program Revenues							
Federal							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	1,106,232	-	1,106,232
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	50,000	-	50,000
Highway Bridge Program - I-80/Yerba Buena Island (YBI) Interchange Improvement	-	5,907,214	-	-	-	-	5,907,214
Highway Bridge Program - YBI Bridge Structures	-	285,116	-	-	-	-	285,116
Priority Conservation Area Program - YBI Multi-Use Pathway	-	249,061	-	-	-	-	249,061
Surface Transportation Program 3% Revenue and Augmentation	-	1,032,000	-	-	-	-	1,032,000
State							
Affordable Housing and Sustainable Communities - I/80 YBI Interchange Improvement Project	-	2,980,245	-	-	-	-	2,980,245
Planning, Programming & Monitoring SB45 Funds	-	419,170	-	-	-	-	419,170
Seismic Retrofit Proposition 1B - I/80 YBI Interchange Improvement Project	-	57,350	-	-	-	-	57,350
Seismic Retrofit Proposition 1B - YBI Bridge Structures	-	20,875	-	-	-	-	20,875
Sustainable Communities - School Access Plan	-	110,321	-	-	-	-	110,321
Regional and other							
BATA - I-80/YBI Interchange Improvement	-	8,963,740	-	-	-	-	8,963,740
SFMTA - School Access Plan	-	17,662	-	-	-	-	17,662
SF Planning - Alemany Interchange Improvement Study	-	1,809	-	-	-	-	1,809
SF Planning - Housing Element	-	10,000	-	-	-	-	10,000
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	-	40,000
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
TIDA - Treasure Island Mobility Management Agency	-	-	-	-	1,500,000	-	1,500,000
TIDA - YBI Interchange Improvement & Bridge Structures	-	176,314	-	-	-	-	176,314
Vehicle Registration Fee Revenues (TFCA)	-	-	672,708	-	-	-	672,708
Other Revenues							
Sublease of Office Space	46,500	-	-	-	-	-	46,500
Total Revenues	\$ 93,533,468	\$ 20,345,877	\$ 673,432	\$ 4,834,680	\$ 2,656,232	\$ 4,224,447	\$ 126,268,136



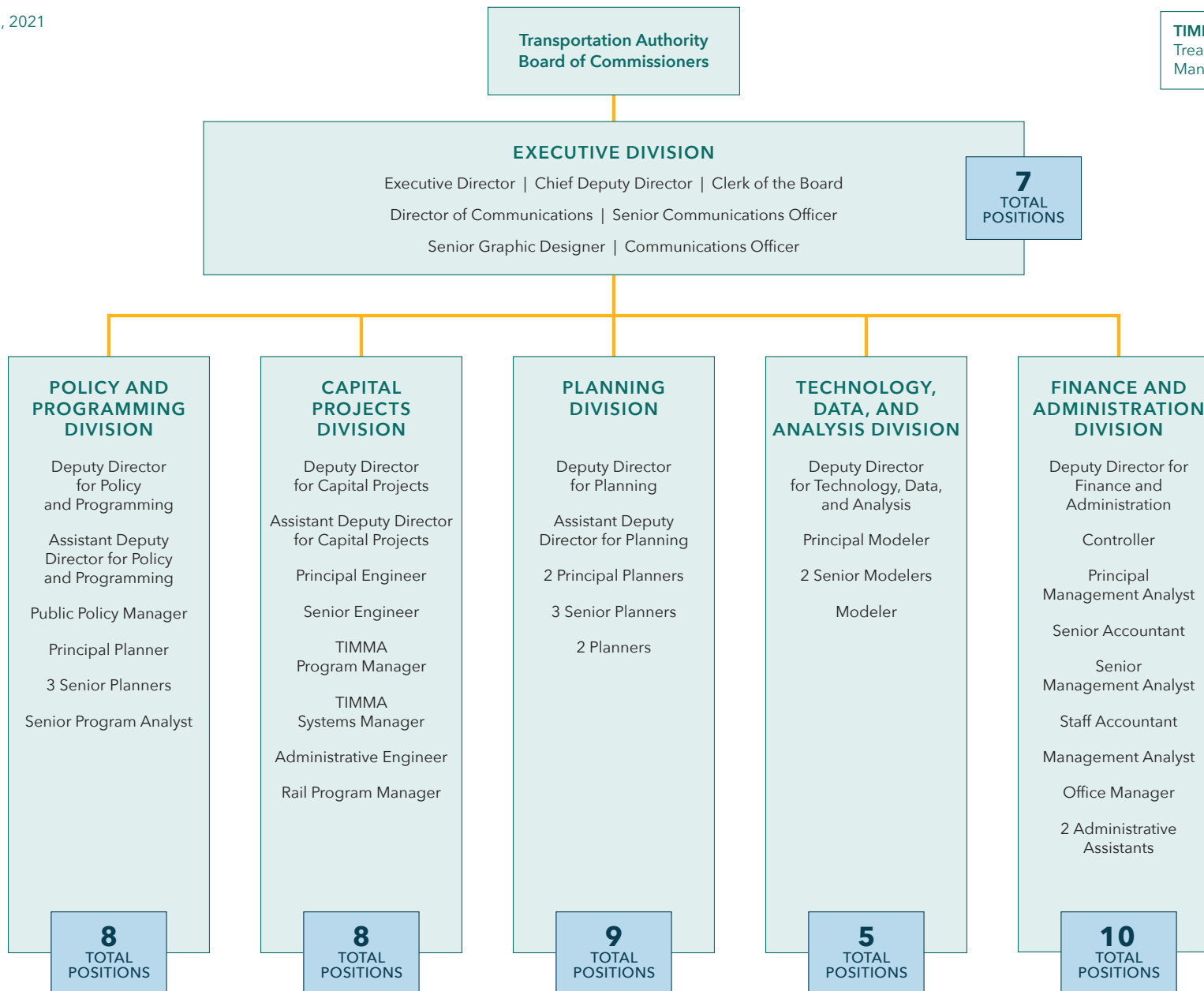
	Preliminary Budget Annual by Fund						Preliminary Fiscal Year 2021/22 Budget Annual
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
Expenditures:							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 150,000,000	\$ -	\$ 1,385,939	\$ 11,162,165	\$ -	\$ 4,005,686	\$ 166,553,790
Technical Professional Services	674,687	22,422,367	-	-	1,790,963	-	24,888,017
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,076,802	3,094,746	27,563	164,834	687,565	75,133	6,126,643
Fringe Benefits	969,453	1,444,629	12,866	76,944	320,956	35,072	2,859,920
Pay for Performance	240,376	-	-	-	-	-	240,376
Non-personnel Expenditures							
Administrative Operations	2,867,052	-	-	-	50,000	10,000	2,927,052
Equipment, Furniture & Fixtures	105,000	-	-	-	-	-	105,000
Commissioner-Related Expenses	60,000	-	-	-	6,200	-	66,200
Debt Service Costs							
Fiscal Charges	135,000	-	-	-	-	-	135,000
Interest Expenses	8,347,850	-	-	-	-	-	8,347,850
Bond Principal Payment	13,710,000	-	-	-	-	-	13,710,000
Total Expenditures	\$ 179,186,220	\$ 26,961,742	\$ 1,426,368	\$ 11,403,943	\$ 2,855,684	\$ 4,125,891	\$ 225,959,848
Other Financing Sources (Uses):							
Transfers in - Prop K Match to Grant Funding	-	6,615,865	-	-	199,452	-	6,815,317
Transfers out - Prop K Match to Grant Funding	(6,815,317)	-	-	-	-	-	(6,815,317)
Draw on Revolving Credit Agreement	100,000,000	-	-	-	-	-	100,000,000
Total Other Financing Sources (Uses)	93,184,683	6,615,865	-	-	199,452	-	100,000,000
Net change in Fund Balance	\$ 7,531,931	\$ -	\$ (752,936)	\$ (6,569,263)	\$ -	\$ 98,556	\$ 308,288
Budgetary Fund Balance, as of July 1	\$ 50,354,157	\$ -	\$ 1,003,204	\$ 15,490,329	\$ -	\$ 6,362,903	\$ 73,210,593
Budgetary Fund Balance, as of June 30	\$ 57,886,088	\$ -	\$ 250,268	\$ 8,921,066	\$ -	\$ 6,461,459	\$ 73,518,881
Fund Reserved for Program and Operating Contingency	\$ 9,287,980	\$ -	\$ 67,271	\$ 483,405	\$ -	\$ 419,930	\$ 10,258,586

Agency Structure 47 STAFF POSITIONS



Revised April 21, 2021

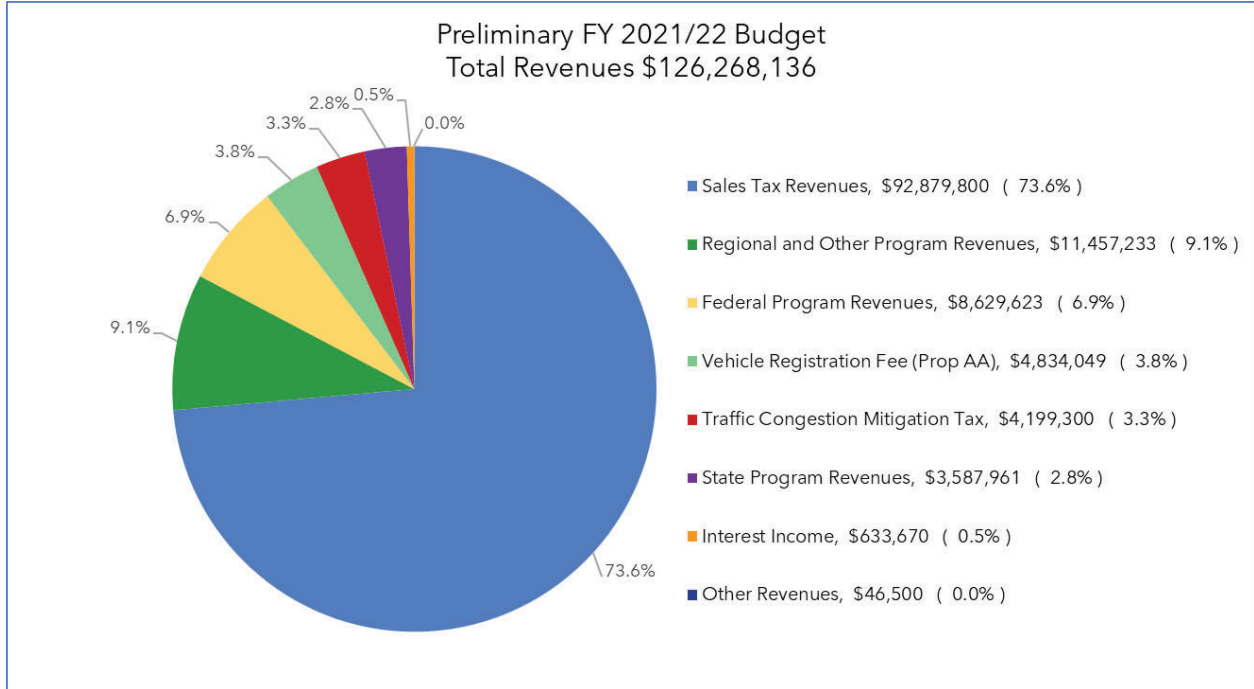
TIMMA:
Treasure Island Mobility
Management Agency



Attachment 6
Line Item Descriptions

TOTAL PROJECTED REVENUES..... \$126,268,136

The following chart shows the composition of revenues for the preliminary FY 2021/22 budget.



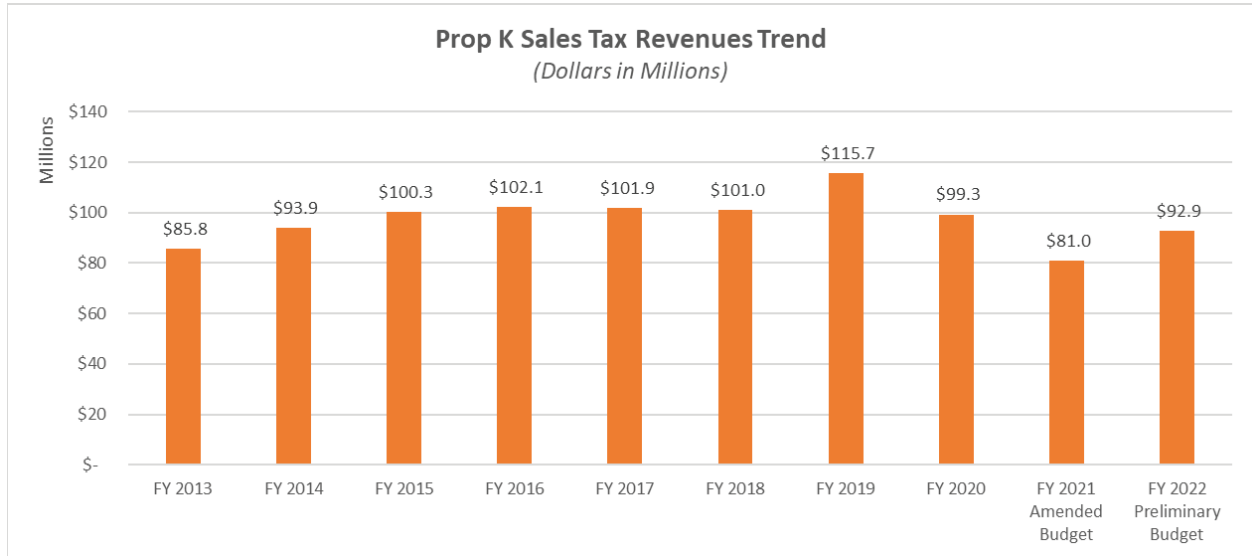
Prop K Sales Tax Revenues:\$92,879,800

On November 4, 2003, San Francisco voters approved Proposition K (Prop K), the imposition of retail transactions and use tax of one-half of 1% in the City and County of San Francisco and the funding of the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements. The expenditure plan restricts expenditures to four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives.

As we anticipate a gradual recovery from the impact of COVID-19, and in coordination with the City’s Controller’s Office, we project FY 2021/22 sales tax revenues to increase compared to the amended budget revenues for FY 2020/21 by 14.6% or \$11.9 million. With the increase in vaccination rates and decline in infection rates, hospitalization rates, and mortality rates, we expect to see sales tax revenues begin to rebound in the latter part of FY 2020/21. In addition, as San Francisco continues to slowly reopen various sectors, the projected increase to sales tax revenues reflects a moderate economic recovery. However, because our sales tax revenues are highly reliant upon tourism and the day-time population influx of commuters, both of which remain low, San Francisco will likely take longer to recover than most regions in the state. We will continue to closely monitor San Francisco’s health orders and reopening plan and will continue to provide monthly updates of our sales tax revenue collections. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

Attachment 6
Line Item Descriptions

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop K sales tax revenues.



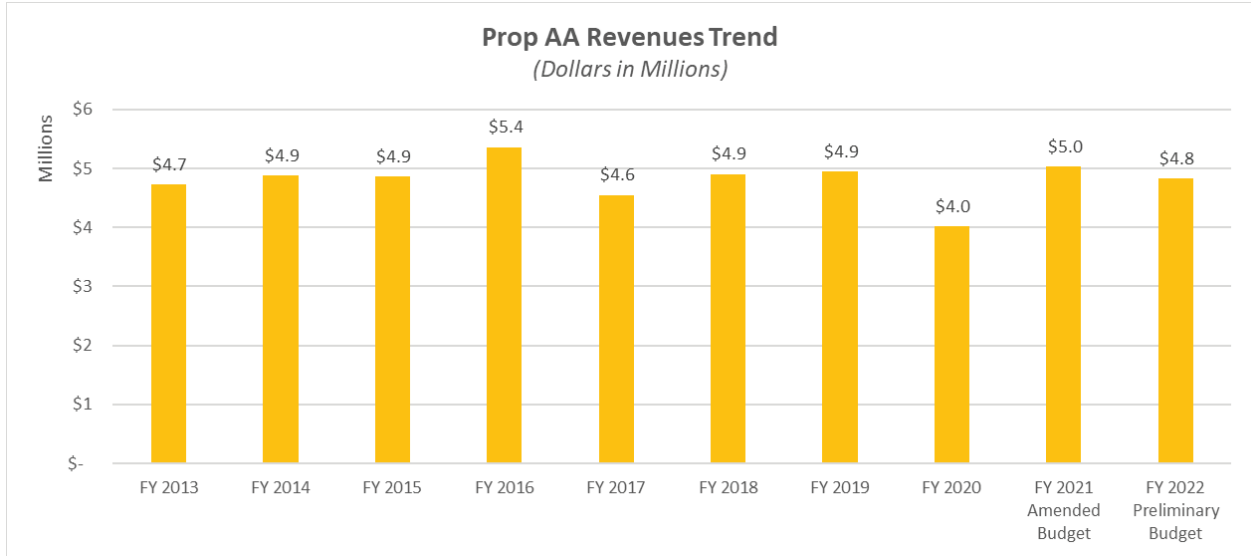
Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues...\$4,834,049

The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

Based on FY 2020/21 revenues to date, we project FY 2021/22 Prop AA revenues to decrease compared to the budgeted revenues for FY 2020/21 by 4.0% or \$201,296. This decrease is due to two months of FY 2019/20 revenues that were collected in October 2020, which increased and recorded as FY 2020/21 revenue. However, we are expecting to rebound to pre-pandemic level in FY 2021/22. This amount is net of the Department of Motor Vehicles' charges for the collection of these fees.

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.

Attachment 6
Line Item Descriptions



Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... \$4,199,300

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users’ safety in the public right-of-way in support of the City’s Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

We anticipate TNC Tax revenues will decrease by 37.2% to \$4.1 million. This estimate is consistent with the FY 2020/21 budget amendment, which reflected 12 months of revenue at \$4.1 million plus \$2.5 million of additional revenue covering January through June 2020 that was received in October 2020. Based on continuous discussions and coordination with the City Controller’s Office and the SFMTA, we anticipate a gradual recovery from the impact of COVID-19 over the next couple fiscal years and are aligning with the City’s Controller’s Office estimates for economic recovery.

Interest Income:..... \$633,670

Most of our investable assets are deposited in the City’s Treasury Pool. The deposits in the Pooled Investment Fund for FY 2021/22 are assumed to earn approximately 0.6%, which is lower than the average income earned over the past year. The level of our deposits held in the pool during the year depends on the Prop K capital project reimbursement requests. Our cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2021/22 budget for interest income shows a \$58 thousand or 8.4%, decrease as compared to FY 2020/21 which is mainly due to the decline in interest rates resulting from the impact of COVID-19 and the decrease in the bank balance thus less interest earned on the deposits due to the anticipated capital expenditures for project sponsors’ projects and programs in FY 2021/22.

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant Revenues:.....\$20,345,877

Attachment 6 Line Item Descriptions

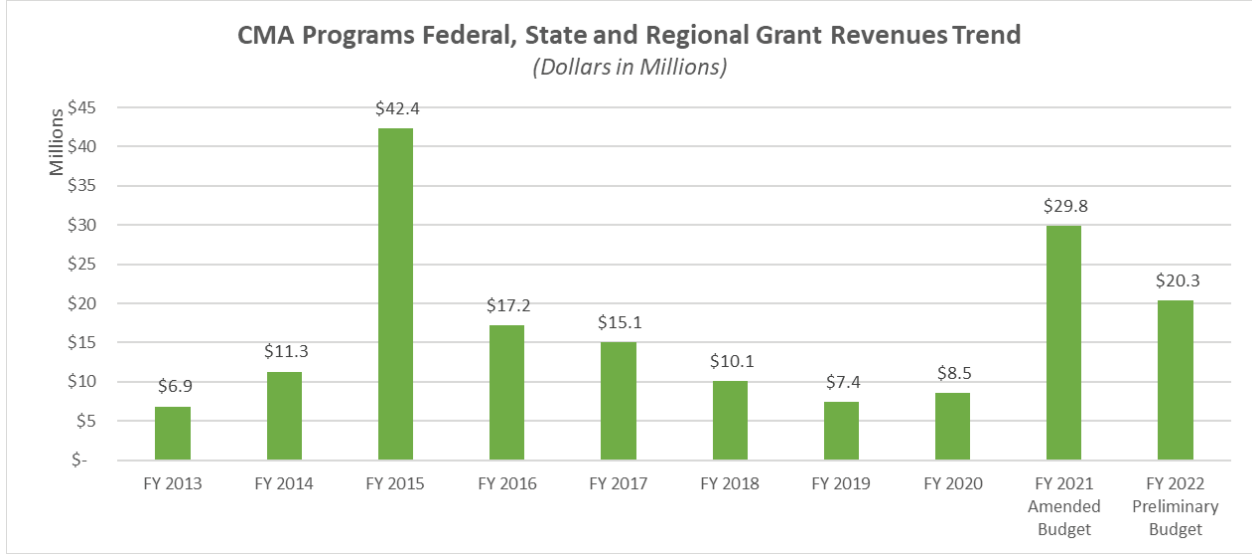
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City's future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City's priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA program revenues for FY 2021/22 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from the agencies such as the MTC and the California Department of Transportation (Caltrans). Some of these grants are project-specific, such as those for the Southgate Road Realignment Improvements Project, or Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Improvement Project, and YBI West Side Bridges (collectively known as YBI Project), YBI Multi-Use Pathway and the School Access Plan. Other funding sources, such as federal Surface Transportation Program funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan (SFTP) update, the Congestion Management Program, and the Downtown Congestion Pricing Study. Regional CMA program revenues include City agency contributions for projects such as School Access Plan and travel demand model services provided to City agencies in support of various projects.

The FY 2021/22 budget includes \$11.1 million from federal and state funding, a \$15.4 million decrease as compared to FY 2020/21, largely due to expected depletion and decreased use of federal and state funding for the YBI Project (construction phase activities for the I-80/YBI East Bound Off Ramp/Southgate Road Realignment project and design phase activities for the YBI West Side Bridges project). The budget also includes \$9.3 million from regional funding, a \$5.9 million increase as compared to FY 2019/20 largely due to increased use of regional funding for the YBI Project.

The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.

Attachment 6
Line Item Descriptions



Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$672,708

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. FY 2021/22 TFCA revenues are expected to decrease compared to the new revenues included in FY 2020/21 by 10.8% or \$81,772. Budgeted revenues are based on a funding estimate for calendar year 2020 provided by the Bay Area Air Quality Management District, which administers these revenues, and reflects the impact of the COVID-19 on vehicle registrations.

Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$2,656,232

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project.

The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the City’s Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA’s functions from the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority. Any costs not reimbursed by federal, state or regional funds will be reimbursed by TIDA.

The TIMMA FY 2021/22 revenues will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

Attachment 6
Line Item Descriptions

Other Revenues: \$46,500

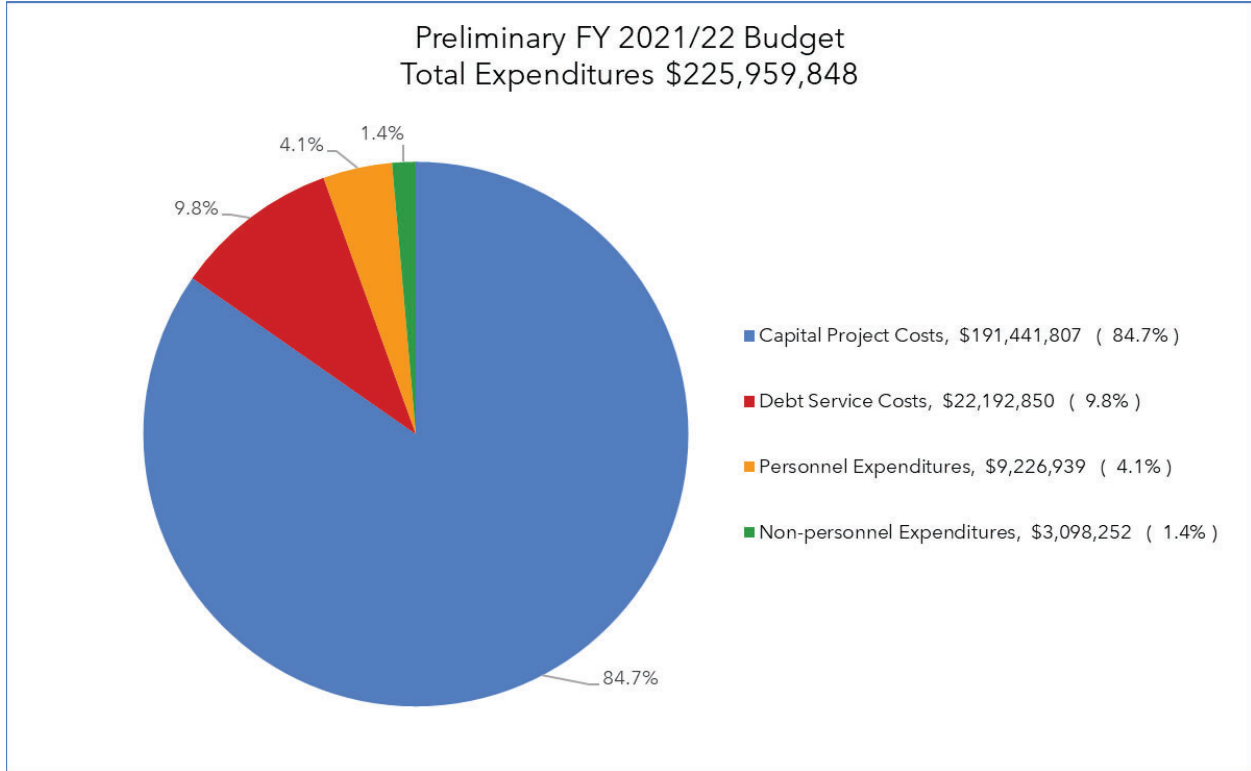
Other revenues budgeted in FY 2021/22 include revenues from the sublease of our office space.

Attachment 6
Line Item Descriptions

TOTAL PROJECTED EXPENDITURES..... \$225,959,848

Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$191.4 million, Administrative Operating Expenditures of \$12.3 million, and Debt Service Expenditures of \$22.2 million.

The following chart shows the composition of expenditures for the preliminary FY 2021/22 budget.



CAPITAL EXPENDITURES..... \$191,441,807

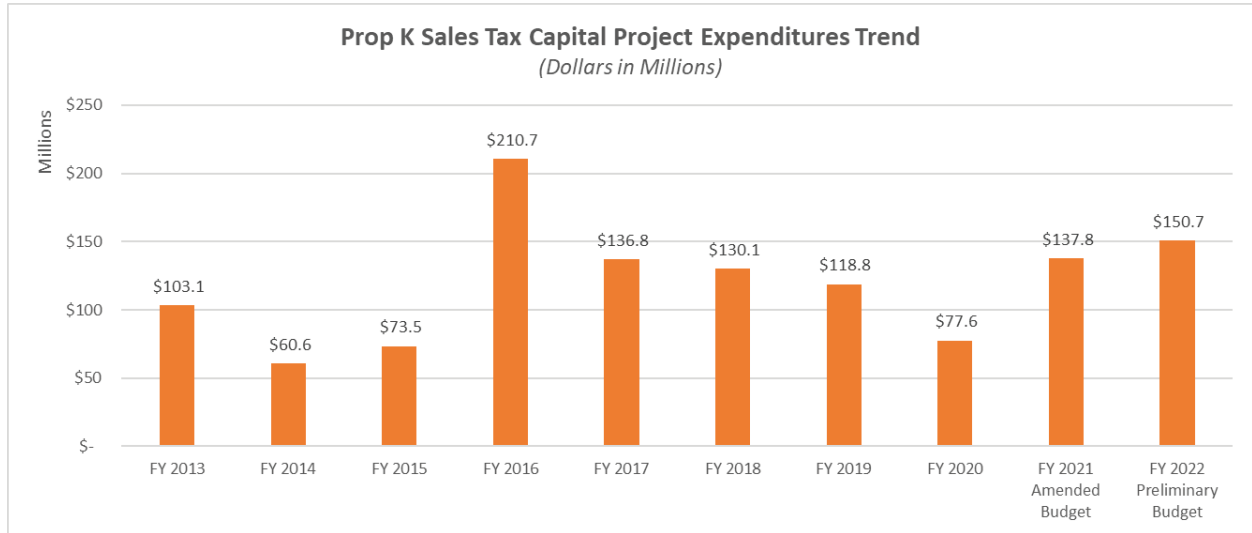
Capital expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated 7.8%, or \$13.8 million, which is primarily due to anticipated higher capital expenditures for the Prop K program overall, most of which are awarded as grants to agencies like the SFMTA. Expenditures by Program Fund are detailed below.

Sales Tax Program Expenditures:..... \$150,674,687

The estimate of sales tax capital expenditures reflects the recent coordination with project sponsors for the 2021 Prop K Strategic Plan Update which involves updating project reimbursement schedules for the existing allocations with large remaining balances as well as programmed but unallocated funds. Some of the main drivers of Prop K capital expenditures for FY 2021/22 are Siemens Light Rail Vehicle (LRV) procurement (\$22 million), paratransit (\$10.6 million), Motor Coach procurement (\$8.1 million), Muni maintenance facility projects (\$7.7 million), Downtown Rail Extension (\$6.6 million), Van Ness Bus Rapid Transit (\$6 million), Caltrain state of good repair projects (\$5.9 million), Caltrain Electrification including vehicles (\$5.3 million), John Yehall Chin and 6th Street traffic calming projects (\$4.4 million), and Breda LRV overhauls (\$3.75 million).

Attachment 6
Line Item Descriptions

The chart below reflects the eight-year historical and two-year budgeted Prop K sales tax program capital expenditures.

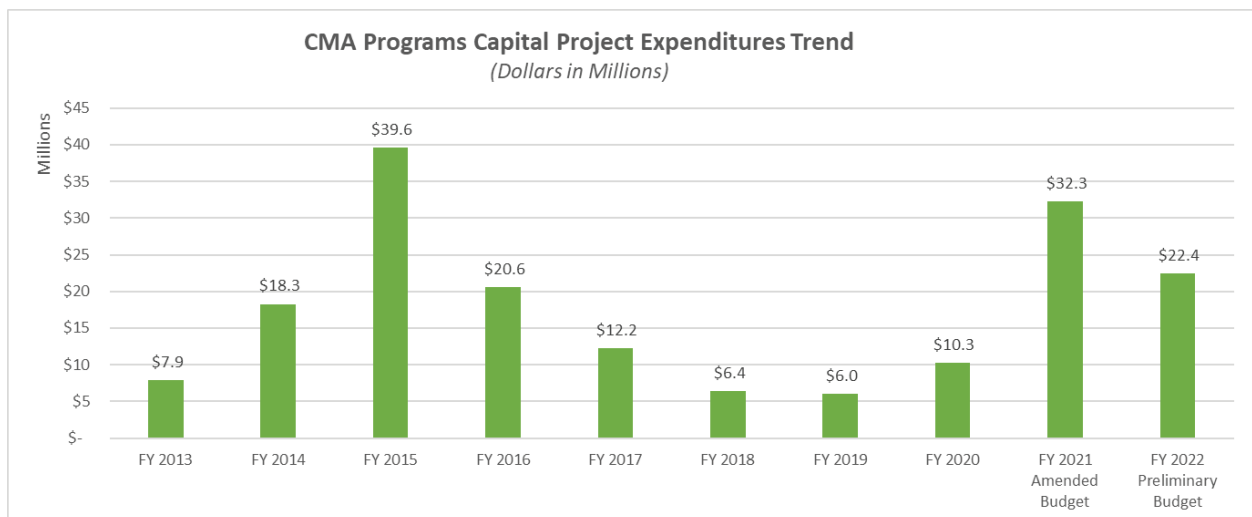


CMA Programs Expenditures:..... \$22,422,367

This line item includes technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as Downtown Congestion Pricing Study and the SFTP. Also included is the YBI Project, which is supported by federal, state, and regional funding.

Expenditures in FY 2021/22 are budgeted to decrease by 31%, or \$9.9 million, as compared to FY 2020/21 budget amendment. This decrease is primarily due to decreased activities for the YBI projects in which there is a decrease of \$13.1 million in capital expenditures and increased activities of \$2.5 million for the US 101/I-280 Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.



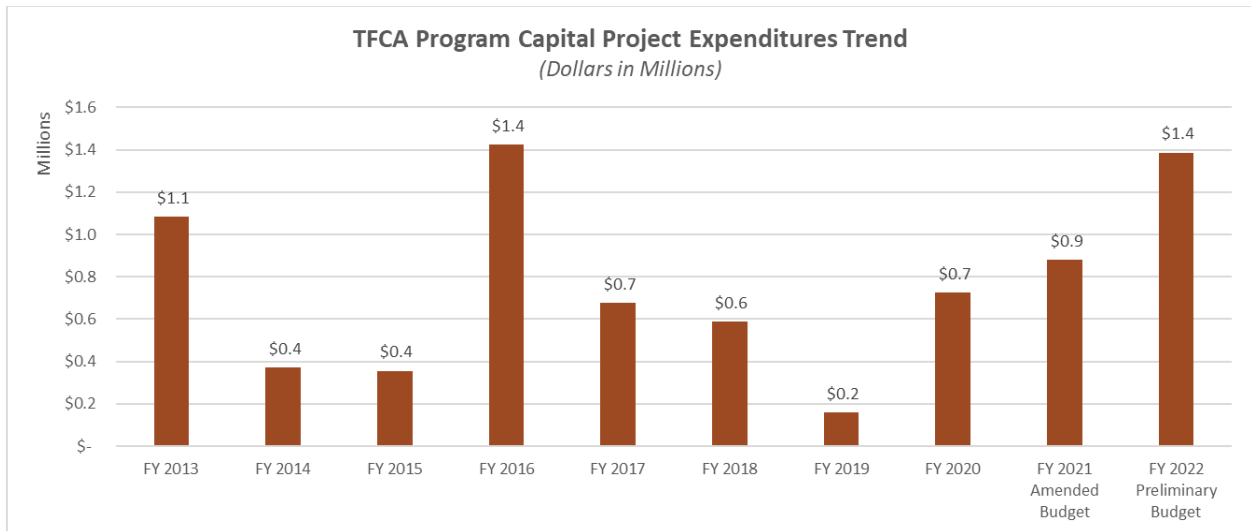
Attachment 6
Line Item Descriptions

TFCA Program Expenditures:..... \$1,385,939

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2021/22 projects, anticipated to be approved by the Board in June 2021, carryover prior year projects with multi-year schedules and other projects that were not completed as anticipated in FY 2020/21.

This year’s budget is higher than the FY 2020/21 amended budget of \$878,256 due to slower than anticipated expenditures for two electric vehicle charger projects that are expected to seek full grant reimbursements early in FY 2021/22 after the chargers are installed, and Bay Area Rapid Transit’s Early Bird Express project which has been providing shuttle service but its invoicing has been delayed into FY 2021/22.

The chart below reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.



Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

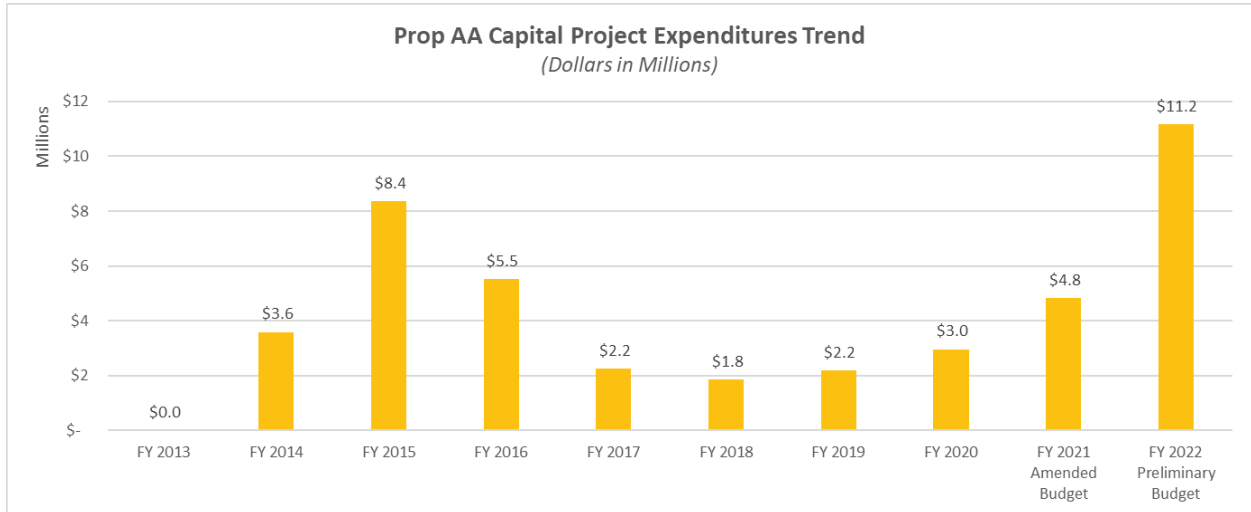
Expenditures:\$11,162,165

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include FY 2021/22 projects programmed in the Prop AA Strategic Plan as amended in June 2020, carryover prior-year projects with multi-year schedules, and projects that were not completed as anticipated by the end of FY 2020/21. The largest capital project expenditures include San Francisco Public Works Western Addition Pedestrian Lighting project, Geary Boulevard Pavement Renovation project, Richmond Residential Streets Pavement Renovation project, 23rd Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation project, and SFMTA’s L-Taraval Transit Enhancements (Segment B) project, which together account for more than 65% of the FY 2021/22 budget amount.

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Line Item Descriptions

For FY 2021/22, we expect expenditures to increase by \$6.3 million, as compared to the FY 2020/21 amended budget of \$4.8 million. This increase is primarily due to several projects that are expected to begin construction in FY 2021/22 and projects that are behind schedule but expected to make significant progress in the coming year, especially the Geary Boulevard Pavement Renovation project.

The chart below reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$4,005,686

The Board adopted the TNC Tax Program Guidelines in Fall 2020, allocated \$2.5 million in available collections, and programmed the next \$5.0 million in collections to the SFMTA’s Vision Zero Quick-Build Program. We anticipate allocating FY 2021/22 funds this fall.

Capital Project Costs for the TNC Tax Program are expected to increase to \$4.0 million. This increase is due to the SFMTA’s Vision Zero Quick-Build Program being slower to incur costs against the TNC Tax in the previous year than anticipated at the time of allocation. The project is on schedule and has been moving forward using SFMTA’s Prop B General Fund. We also expect costs for the future allocation to the Quick-Build Program that were anticipated in Fall 2021.

TIMMA Program Expenditures:.....\$1,790,963

The TIMMA FY 2021/22 expenditures will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective June meetings.

ADMINISTRATIVE OPERATING EXPENDITURES..... \$12,325,191

Administrative operating expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated \$810,636 or 7.0%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture and fixtures expenditures.

Personnel:..... \$9,226,939

Personnel costs are budgeted at a higher level by 7.2% as compared to the FY 2020/21 amended budget, reflecting a budget of 42 full-time equivalents. The increase in personnel costs is primarily due to the delay of hiring vacant positions such as the Senior Engineer and Transportation Planner in the FY 2020/21 amended budget as part of response to COVID-19. In addition, we anticipate hiring a TIMMA

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Program Manager, which would be funded by the TIMMA, to advance its FY 2021/22 work program. The increase in fringe cost reflects the corresponding increase in personnel costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

Non-Personnel:..... \$3,098,252

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

Non-personnel expenditures in FY 2021/22 are budgeted to increase from the FY 2020/21 amended budget by an estimated 6.6%, which is primarily due to the anticipated upgrade to our existing enterprise resource planning system, as well as slight increases in travel, training, and equipment, furniture and fixture costs as we gradually recover from the COVID-19 pandemic and reopening of our physical office.

DEBT SERVICE COSTS..... \$22,192,850

During the first quarter of the fiscal year, we will execute a new Revolving Credit Loan Agreement, up to \$200 million, to support the Transportation Authority's interim borrowing program. Our existing Revolving Credit Loan Agreement with State Street and U.S. Bank National Association terminates in June 2021. The Revolving Credit Loan Agreement will be available to draw upon for Prop K capital project costs and 2017 Sales Tax Revenue Bonds. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal and interest payments, and other costs associated with our debt program. Debt service expenditures in FY 2021/22 are comparable to the prior year.

OTHER FINANCING SOURCES/USES.....\$100,000,000

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2021/22 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. The estimated level of sales tax capital expenditures for FY 2021/22 may trigger the need to drawdown up to \$100 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

This line item also includes inter-fund transfers of \$6.8 million among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280

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Managed Lanes and Express Bus and the I-280/Ocean Avenue South Bound Off-Ramp Realignment projects.

BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$10,258,586

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$9.3 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside \$67,271 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; \$483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and \$419,930 or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.