

**Prop K Allocation Request Forms
July 2021 Board Action
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Total Requested						\$ 15,092,610	

¹ Acronyms: PCJPB (Caltrain); SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Enterprise Asset Management Software System
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Capital Improvement Program
Current PROP K Request:	\$750,000
Supervisory Districts	District 06, District 10

REQUEST

Brief Project Description

Implement an Enterprise Asset Management (EAMS) system to inventory and manage major assets, providing information on an asset's condition, anticipated service life and renewal. Project consists of EAM software implementation including process mapping / improvement and data gathering activities to support implementation. Scope includes identifying data types and required fields so that data is complete, establishing data standards and structure so that data is consistent, developing and documenting processes so that data is correct, and centralizing data to ensure that data is convenient.

Detailed Scope, Project Benefits and Community Outreach

BACKGROUND

The purpose of implementing Caltrain's Transit Asset Management (TAM) program is to maximize assets' useful life and their availability to support Operations and Maintenance. The TAM program facilitates and provides data for Caltrain's asset-related decisions, such as:

- For Capital Planning to develop effective projects by aligning business vision improvements with asset and/or system replacements at their end of life.
- For Grants and Finance to provide funding support by understanding the varying year to year financial needs related to major asset rehabilitations or end of life replacement.
- For Capital Projects to deliver cost-effective improvements by providing accurate information about existing assets before construction.
- For Engineering to optimize asset performance by determining when assets should be repaired or replaced before they fail and impact Operations.
- For Maintenance to productively carry out maintenance activities by identifying maintenance needs based on the assets' condition and degradation and by developing logistical maintenance plans that minimize travel inefficiencies.

ACTIVITY SUMMARY

This project's activities will focus on specific processes and technology implementation of the Enterprise Asset Management (EAM) system, which will improve data to support such decision-

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making and capital asset management. Project activities include:

- Identify data types and required fields to ensure that data is complete
 - Data is complete when it is available for all required fields and is maintained to a defined level of comprehensiveness.
- Establish data standards and structure to ensure that data is consistent
 - Data is consistent when it is entered, formatted, and stored in a standardized and defined manner.
- Develop and document processes to ensure that data is correct and is current
 - Data is correct when it is represented by accurate values in an unambiguous form.
 - Data is current when it is up to date with what it represents and/or historical data is representative of its indicated date.
- Centralize data to ensure that data is convenient
 - Data is convenient when it is stored and retrieved by authorized stakeholders and is readily available to the necessary working groups.

BENEFITS

(Replacement and Rehabilitation / State of Good Repair)

- Software capabilities improve Caltrain's (and its Contract Operator's) ability to plan, optimize, execute, and track SOGR activities resulting in reduced re-work and more efficient delivery.

(Enhancement)

- EAM software expands existing software capabilities to include the following – Asset Registry, Asset Condition and Assessment, Work Request, Work Planning and Management, Warranty Management, Materials Management, Planning and Budgeting, and Reporting.
- EAM software centralizes asset information to reduce risk exposure through better knowledge of assets, deterioration, etc.

(Compliance)

- This project is consistent with Caltrain's TAM Plan, which was approved by the Chief Operating Officer, Rail, and the Executive Director in Sep 2018 and supported by the JPB Board in Dec 2018.
- Data stored in EAM software would support regulatory reporting requirements; the reporting function in EAM software may facilitate more efficient report generation.
- Software capabilities enhance safety by monitoring and/or controlling asset related compliance requirements.

OBJECTIVES

This project will enable the organization to:

- Collect and analyze maintenance and operational data to identify failure trends at the system and component levels
- Review failure trends and indicators that predict when an asset will fail to identify appropriate action before it impacts Operations
- Update maintenance programs to minimize unplanned maintenance events and failures
- Consolidate asset information into a single source of truth to reduce data duplication and to support lifecycle management of assets.
- Develop reports for regulatory reporting and for internal use

Project Location

San Carlos, CA

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
Prop K 5YPP Amount:	\$750,000

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Enterprise Asset Management Software System
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

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)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2023

SCHEDULE DETAILS

No community outreach is planned for this project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Enterprise Asset Management Software System
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-107: Capital Improvement Program	\$0	\$750,000	\$0	\$750,000
Phases In Current Request Total:	\$0	\$750,000	\$0	\$750,000

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	\$750,000	\$750,000	FY2021 Capital Budget
Operations	\$0		
Total:	\$750,000	\$750,000	

% Complete of Design:	0.0%
As of Date:	06/01/2021
Expected Useful Life:	20 Years

PROJECT:		Enterprise Asset Management System		
Project Cost	Project Phase	In-House	Consultants	\$750,000
	Implementation Planning & Mgmt	\$42,500	\$112,500	
	Data Gathering	\$49,200	\$246,000	
	EAM Requirement Gathering	\$49,500	\$250,300	
	TOTAL	\$141,200	\$608,800	
Milestones	Project Phase	Expected Start	Expected Finish	
	Planning/Conceptual Design			
	PE/Env/PSE			
	ROW Acquisition/Utilities Relo.			
	Bid and Award			
	Procurement			
	Construction	08/01/21	06/30/23	
	Closeout			
Cost Summary	FY 2021	Prior Year	Future Budget	Total Request
	\$750,000	\$0	\$0	\$750,000
FY21 Funding Plan	Funding Source	Proposed		
	Federal	\$0		
	State	\$0		
	Local Match JPB Member:	\$750,000		
	San Francisco	\$750,000		
	San Mateo	\$0		
	Santa Clara	\$0		
	Regional/Other	\$0		
	TOTAL	\$750,000		

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Enterprise Asset Management Software System
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$750,000	Total PROP K Recommended	\$750,000

SGA Project Number:	107-x	Name:	Enterprise Asset Management Software System
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	06/30/2024
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-107	\$0	\$0	\$375,000	\$375,000	\$0	\$750,000

Special Conditions

1. PCJPB staff will cooperate with the SFCTA's Project Oversight representative, as needed.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Enterprise Asset Management Software System
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$750,000
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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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Leslie Fong	Peter Skinner
Title:	Senior Administrative Analyst	Senior Grants Analyst
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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Right of Way Fencing
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Capital Improvement Program
Current PROP K Request:	\$250,000
Supervisory Districts	District 06, District 10

REQUEST

Brief Project Description

The Right of Way Fencing project is an continuous project to install vandal-resistant fencing at key locations to deter trespassing at key locations along the Caltrain right of way.

Detailed Scope, Project Benefits and Community Outreach

This project will install fencing along the PCJPB right of way between San Francisco mile post (MP) 0 to Lick MP 50.94. The installation of fencing is to reduce trespassing, vandalism, illegal dumping and deaths along the right of way.

Project Location

Caltrain Corridor from San Francisco to Gilroy

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:	\$250,000

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Right of Way Fencing
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

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)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

SCHEDULE DETAILS

No community outreach is planned for this project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Right of Way Fencing
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-107: Capital Improvement Program	\$0	\$250,000	\$0	\$250,000
State	\$0	\$915,000	\$0	\$915,000
VTA	\$0	\$335,000	\$0	\$335,000
Phases In Current Request Total:	\$0	\$1,500,000	\$0	\$1,500,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$150,000		FY21 Capital Budget
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,350,000	\$250,000	FY21 Capital Budget
Operations	\$0		
Total:	\$1,500,000	\$250,000	

% Complete of Design:	0.0%
As of Date:	05/28/2021
Expected Useful Life:	15 Years

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PROJECT:

Right of Way Fencing

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env	\$150,000	
	PE/Env/PSE		
	ROW Acq/Utilities Relo.		
	Procurement	\$650,000	
	Construction	\$700,000	
	Closeout		
	TOTAL	\$1,500,000	\$0

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design	08/02/21	08/31/21
	PE/Env/PSE		
	ROW Acquisition/Utilities Relo.		
	Bid and Award		
	Procurement	09/01/21	12/31/21
	Construction	01/01/22	12/31/23
	Closeout	1/1/2024	03/31/24

Cost Summary	FY 2021	Prior Year	Future Budget	Total Request
	\$1,500,000	\$0	\$0	\$1,500,000

FY21 Funding Plan	Funding Source	Proposed
	Federal	\$0
	State	\$915,000
	Local Match JPB Member:	\$585,000
	<i>San Francisco</i>	<i>\$250,000</i>
	<i>San Mateo</i>	<i>\$0</i>
	<i>Santa Clara</i>	<i>\$335,000</i>
	Regional/Other	\$0
	TOTAL	\$1,500,000

San Francisco County Transportation Authority
Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Right of Way Fencing
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$250,000	Total PROP K Recommended	\$250,000

SGA Project Number:	107-xxxx	Name:	Right of Way Fencing
Sponsor:	Peninsula Corridor Joint Powers Board (Caltrain)	Expiration Date:	12/31/2024
Phase:	Construction	Fundshare:	16.67%

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-107	\$0	\$0	\$125,000	\$125,000	\$0	\$250,000

Deliverables
1. Upon project completion, provide 2-3 digital photos of before and after conditions.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	83.33%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	83.33%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Right of Way Fencing
Grant Recipient:	Peninsula Corridor Joint Powers Board (Caltrain)

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$250,000
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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:

LF

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Leslie Fong	Peter Skinner
Title:	Senior Administrative Analyst	Senior Grants Analyst
Phone:	(650) 508-6332	(650) 622-7818
Email:	fongl@samtrans.com	skinnerp@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Paratransit
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Paratransit
Current PROP K Request:	\$10,233,010
Supervisory District	Citywide

REQUEST

Brief Project Description

The SFMTA provides paratransit services to persons with disabilities. Since 2004 Prop K funds have supported the program's taxi trips, pre-scheduled van trips, inter-county trips, and group van trips to senior centers. This request will also fund SFMTA's Ramp Taxi Incentive Program, which provides financial incentives to drivers/companies to increase the supply of wheelchair-accessible ramp taxis available through the paratransit program.

Detailed Scope, Project Benefits and Community Outreach

See attached.

Paratransit and Ramp Taxi Incentives Detailed Scope

The SFMTA requests \$10,233,010 in Proposition K (Prop K) funds to pay for a portion of the estimated \$32.2 million Fiscal Year 2021/22 contract with the broker that administers the Paratransit program. This is an annual request for paratransit operations. The Prop K Strategic Plan includes \$10,233,010 in programming for the Paratransit program in Fiscal Year 2021/22 as follows: Paratransit operations: \$10,193,010 and Wheelchair Accessible Vehicle Incentives: \$40,000.

The SFMTA provides paratransit services to persons with disabilities, in compliance with the Americans with Disabilities Act (ADA). Paratransit services are provided to persons with disabilities who are unable to independently ride bus or light rail service some or all of the time and are certified eligible according to federal criteria. Paratransit in San Francisco is administered by a broker and delivered through a diverse set of providers and resources, including 102 city-owned vehicles that are less than 5 years old, private taxis and group vans associated with community-based organizations throughout the city. On June 14, 2016, the Board of Supervisors approved a contract with Transdev to provide paratransit broker services through June 30, 2021, with an option for a five-year extension, and in an amount not to exceed \$142,902,104. On May 14, 2021, the Board of Supervisors approved exercising the option for the five-year extension recommended by the SFMTA Board, and increased the not to exceed amount to \$308,271,023.

In FY2021/22 SFMTA is including, as part of its Paratransit Program request, an additional \$40,000 to continue its Wheelchair Accessible Ramp Taxi Incentive Program, which has proven to be a successful strategy for improving access and the quality of paratransit ramped taxi services. In FYs 2018/19, 2019/20, and 2020/21, the Transportation Authority allocated Prop K and programmed Lifeline Transportation Program funds for this ancillary program operated by SFMTA's Paratransit program.

Detailed Description of Services

Paratransit Services:

The paratransit broker services include determination of client eligibility, customer service, overseeing and monitoring the operation of the taxi debit card system, procuring, subcontracting, and oversight of van and taxi services, and reporting and record keeping. The operations services provided by Transdev include the SF Access service and a portion of the Group Van Services. All other transportation services are contracted with other providers. In addition, the broker is responsible for the continued development and implementation of the mobility management program, including activities to make it easier for San Francisco's disabled and senior residents to navigate the transportation services available to them, including the Shop-a-Round and Van Gogh shuttles and Ramp Taxi Incentives programs. The broker also administers the Essential Trip Card (ETC) program, which was initiated in response to the COVID-19 pandemic and the resulting reduction in Muni service, and will continue through FY21/22. In Fiscal Year 2021/22 approximately 700,000 paratransit trips are projected to be provided to 12,000 registered ADA-eligible consumers, in addition to approximately 80,000 ETC taxi trips to be provided to about 3,500 seniors and persons with disabilities.

ADA-eligible paratransit services, supported by the requested Prop K funds, are described below:

- 1) **Taxi** – Provides individual paratransit taxi trips to ADA-eligible paratransit users using both sedans and wheelchair accessible ramped taxis.
- 2) **SF Access** – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles for ADA eligible paratransit users.

Paratransit and Ramp Taxi Incentives Detailed Scope

- 3) **Intercounty** – Pre-scheduled paratransit trips provided to paratransit users to or from Muni’s service area in San Francisco, to or from destinations in Alameda County, Marin, and Contra Costa County. These trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels.
- 4) **Group Van** – Provides pre-scheduled group trips for ADA-eligible paratransit users who are going to a common destination such as an Adult Day Health Centers, developmentally disabled work sites, senior nutrition programs etc.
- 5) **Department of Aging and Adult Services Group Van** – Provides pre-scheduled group van services to senior centers funded by the Department of Disabled and Aging Services.

The Paratransit program also provides the following non-ADA transportation services:

- 6) **Shop-a-Round (not Prop K funded in Fiscal Year 2021/22)** – Provides pre-scheduled group and taxi service to grocery stores for non-ADA eligible seniors and persons with disabilities
- 7) **Van Gogh (not Prop K funded in Fiscal Year 2021/22)** – Provides pre-scheduled van service to groups of seniors and/or persons with disabilities to attend social and recreational events and activities in San Francisco
- 8) **Wheelchair Accessible Taxi Incentive Program (included in current request)** –
This program provides financial incentives to increase the supply of accessible wheelchair ramp taxis available through the Paratransit program, but the additional ramp taxis will also be in general circulation, increasing mobility options citywide for wheelchair users. The project provides up to \$300 per month as incentive to help with the capital cost of purchasing or converting a wheelchair accessible vehicle and an additional \$300 per month to help pay for the associated increase in fuel and maintenance costs. Incentives will be distributed monthly if all the following conditions are met:
 - a. Driver/Company has purchased a converted wheelchair accessible ramped vehicle.
 - b. Vehicle must perform at least 20 verified San Francisco Paratransit wheelchair trips in the month.
 - c. Must be logged into an SFMTA-approved mobile app with ramped taxi option for at least 80 hours each month.
 - d. Must submit log of all non-paratransit wheelchair trips provided by the vehicle each month.
 - e. Medallion and Vehicle must be in good standing with SFMTA.
- 9) **Essential Trip Card (ETC) (not Prop K funded in Fiscal Year 2021/22)** - Provides taxi trips to seniors and persons with disabilities to enhance mobility during and post - pandemic

Public Outreach

For the Ramp Taxi Incentive program, SFMTA will continue to work with community-based organizations and local government agencies to increase awareness of the incentives that will be paid to ramp taxi drivers to increase the availability of taxis to the wheelchair community. SFMTA is working with taxi drivers and companies to promote this incentive program. SFMTA’s mobility management team will include information about it in its outreach efforts to the community.

Paratransit and Ramp Taxi Incentives Detailed Scope

Service Impacts Due to the COVID-19 Pandemic

Through the duration of the COVID-19 pandemic and Shelter in Place order, the overall service levels for Paratransit program services dropped by 50%. However, in recent months, with the rollout of the COVID-19 vaccines, there has been a slight increase in overall ridership. SFMTA expects ridership to increase to pre-pandemic levels as restrictions are lifted and individuals feel more comfortable engaging in social activities.

For the SF Access service, daily ridership has declined by about 50%. The majority of trips provided are for medical purposes or dialysis. SF Access has continued these safety procedures amidst the COVID-19 pandemic:

- **Social-distancing:** During the vast majority of Fiscal Year 2020/21, routing & scheduling protocols were administratively adjusted to limit van capacity to the transport of 2 unrelated passengers at one time in the interest of social distancing. At all times, the guidelines for maintaining 6 feet of separation will be respected and enforced by drivers while they are in service. Based on state and local guidance, as of June 15, 2021, these social distancing guidelines will be lifted with the exception of the 6-foot separation requirement between the driver and any rider, per CAL/OSHA guidelines.
- **Masks:** All drivers and riders are required to wear facial coverings while using our service, per FTA requirements through September 13, 2021. SFMTA and SF Paratransit will monitor FTA guidance regarding masks on public transit.

Paratransit Taxi service has also seen a decline in the number of daily trips with an overall reduction of approximately 20% and recent months showing ridership returning to pre-COVID levels. To protect both taxi drivers and their passengers SFMTA has procured clear plastic shields for vehicles, separating the rear and front seats while adding a layer of protection for both the driver and passenger.

Limited SFMTA Group Van service restarted in May 2021 as agencies are planning for reopening pending regulatory approval from the state. SFMTA and SF Paratransit remain in constant communication with these centers regarding their reopening plans and are working to ensure that their clients' ADA eligibility has not lapsed.

In addition to the ADA Paratransit service, SFMTA operates several non-ADA transportation services as well. Shop-a-Round van and taxi service continues to operate. The Shop-a-Round van service uses the same safety precautions as the SF Access service. The Van Gogh recreational shuttle is still temporarily suspended.

SF Paratransit has also taken on additional services as requested by the city's Emergency Operations Center. These services will continue to operate on a limited basis as the Department of Public Health and Department of Homelessness and Supportive Housing evaluate their transportation needs moving forward.

- **Emergency Medical Transportation Service** – transporting PUIs (Persons Under Investigation, i.e. people who may have contracted COVID infections) to sheltered housing sites on an as-needed basis
- **Pier 94 Shuttle** – daily shuttle between Pier 94, a city operated sheltering site, and two key transit/shopping points in the Bayview neighborhood
- **Essential Trip Card Program** – taxi program available to all seniors/individuals with disabilities who need to complete essential trips but have been affected by Muni service reductions

**Paratransit and Ramp Taxi Incentives
Detailed Scope**

Cost Impact of the COVID-19 Pandemic

The reasons for the increase in the Paratransit contract cost estimate for FY21/22 compared with the estimate for FY20/21 include projected increases in employee wages and certain fixed costs, such as rent. In addition, the Paratransit contractor will be updating some essential infrastructure needs, including communication and IT services. In FY 20/21, there were cost savings due to reduced ridership due to the COVID-19 pandemic.

Most of the Paratransit budget costs are associated with service delivery. These costs, which range from Transdev operator wages to fuel costs, as well as payments to Group Van and taxi subcontractors for service delivery, vary month to month due to demand. In FY20/21, there was reduced cost due to the uncertainty of the COVID-19 pandemic and less demand for trips. However, in FY21/22, with the roll-out of the vaccines and the lifting of restrictions, trip demand is expected to increase, and cost are expected to be aligned closer to the projected budget for FY2021/22 (see attached). SF Access service demand is increasing while Taxi trip number are already at pre-COVID levels. Agencies served by Group Van operations, which have been shut down since April 2020, are expected to reopen by September 2021.

SFMTA and SF Paratransit will continue to provide additional COVID-19 related services to the city in FY21/22. These include EMS transport of potential/confirmed PUIs, the Pier 94 shuttle, and the Essential Trip Card (ETC) program. These new services have added some additional costs to the Paratransit expenditures that are being supplemented by other city departments and anticipated grant funding in Fiscal Year 2021/22. The ETC program received Prop K support in FY20/21 and will be fully funded in FY21/22 from other sources.

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Key Paratransit Performance Trends

YTD
(April 2021)

Paratransit Performance Indicators	FY 2014/15	FY2015/16	FY2016/17	FY2017/18	FY 2018/19	FY 2019/20	FY 2020/21
Total Passenger Trips Provided	780,048	782,405	774,572	751,166	720,807	592,207	363,548
On-time Percentage							
(Group Van & Access Van)	88.09%	88.76%	87.73%	85.79%	83.07%	90.85%	98.65%
Taxi	95.58%	97.41%	96.71%	97.17%	96.16%	95.53%	95.70%
Complaints	995	881	852	834	739	517	177
Cost per Passenger Trip	\$29.04	\$31.10	\$32.45	\$34.68	\$39.01	\$44.87	\$43.84

Project Location

Citywide

Project Phase(s)

Operations (OP)

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?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$10,193,010

Justification for Necessary Amendment

Request includes \$40,000 in funds deobligated from previous paratransit grants to the subject project.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Paratransit
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)				
Operations (OP)	Jul-Aug-Sep	2021	Apr-May-Jun	2022
Open for Use				
Project Completion (means last eligible expenditure)				

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Paratransit
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-123: Paratransit	\$40,000	\$10,193,010	\$0	\$10,233,010
BART	\$0	\$2,155,785	\$0	\$2,155,785
Department of Disabled and Aging Services	\$0	\$800,000	\$0	\$800,000
FTA Section 5307	\$0	\$4,782,205	\$0	\$4,782,205
SFMTA Operating Budget	\$0	\$11,186,500	\$0	\$11,186,500
State Transit Assistance	\$0	\$3,012,914	\$0	\$3,012,914
Phases In Current Request Total:	\$40,000	\$32,130,414	\$0	\$32,170,414

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	\$0		
Operations	\$32,170,414	\$10,233,010	Paratransit Contract Agreement
Total:	\$32,170,414	\$10,233,010	

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

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Paratransit Funding & Budget Changes - FY2021/22

Funding Plan

Revenues/Recovery	Approved		Proposed		Increase (Decrease)	% Change
	FY2020/21 Budget	% of Contract Budget	FY2021/22 Budget	% of Contract Budget		
Paratransit						
Federal Transit Agency 5307	\$ 4,629,174	14.4%	\$ 4,782,205	14.9%	\$ 153,031	3%
Prop K	\$ 10,193,010	31.7%	\$ 10,193,010	31.7%	\$ -	0%
BART ADA Contribution	\$ 2,071,241	6.4%	\$ 2,155,785	6.7%	\$ 84,544	4%
State Transit Assistance-Paratransit	\$ 2,386,660	7.4%	\$ 3,012,914	9.4%	\$ 626,254	26%
SFMTA Operating Budget	\$ 11,017,351	34.2%	\$ 11,186,500	34.8%	\$ 169,149	2%
Department of Disabled and Aging Recovery	\$ 960,000	3.0%	\$ 800,000	2.5%	\$ (160,000)	-17%
Paratransit subtotal	\$ 31,257,436	99.6%	\$ 32,130,414	99.9%	\$ 872,978	3%

* Annual State Transportation Assistance (STA) revenues are projections and annual amounts may be higher or lower when confirmed at the end of each fiscal year following the State's reconciliation of actual revenues generated. In the event of a shortfall in SF'S STA block grant funds for Paratransit for FY21/22, the SFMTA will work with Transportation Authority staff to adjust the Paratransit funding plan and/or budget accordingly.

Ramp Taxi Incentives

Prop K	\$ 125,000	0.4%	\$ 40,000	0.1%	-68%
Other funds	\$ -	0.0%	\$ -	0.0%	
Taxi Incentives subtotal	\$ 125,000	0.4%	\$ 40,000	0.1%	

Total	\$ 31,382,436	100.0%	\$ 32,170,414	100.0%	
Total Prop K	\$ 10,318,010	32.9%	\$ 10,233,010	31.8%	

Major Line Item Budget

Apportionment	Approved		Proposed		Increase (Decrease)
	FY2020/21 Budget	% of Contract Budget	FY2021/22 Budget	% of Contract Budget	
Paratransit Broker	\$ 31,382,436	100%	\$ 32,170,414	100%	\$ 787,978
Muni Paratransit Staff	\$ 392,972	1%	\$ 402,560	1%	\$ 9,588
Total	\$ 31,775,408	101%	\$ 32,572,974	101%	\$ 797,566

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Paratransit
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$10,233,010	Total PROP K Recommended	\$10,233,010

SGA Project Number:		Name:	Paratransit
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Operations	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-123	\$0	\$7,630,000	\$2,603,010	\$0	\$0	\$10,233,010

Deliverables

1. Quarterly Progress Reports shall provide a service report of performance by mode, including the number of trips, number of complaints, on-time percentage, number of Paratransit program ramp taxi trips originating in Communities of Concern, number Paratransit wheelchair passenger trips made on taxi vehicles funded by the Ramp Taxi Incentives program, and the number of ramp taxi vehicle owners receiving the subsidy each month, in addition to the standard requirements described in the Standard Grant Agreement. The quarterly performance report shall also include average trip times for group van services, as evaluated by a sampling methodology.

Special Conditions

1. Recommendation is contingent on reprogramming \$40,000 in Paratransit category funds that were deobligated from previous allocations to the Paratransit program.
2. Prop K funds allocated to this project are only for eligible expenses incurred in the fiscal year for which the allocation was made (ending 6/30/22). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (estimated mid-July 2022), any remaining unclaimed amounts will be deobligated and made available for future allocations.

Notes

1. Prop K funds are for reimbursement of Paratransit contract expenses only, and will be used for Paratransit services and the Ramp Taxi Incentives program.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	68.19%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	68.19%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Paratransit
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$10,233,010
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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:

JC

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Jonathan Cheng	Joel C Goldberg
Title:	Paratransit Planner	Grants Procurement Manager
Phone:	(415) 701-4597	(415) 646-2520
Email:	jonathan.cheng@sfmta.com	joel.goldberg@sfmta.com

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Street Resurfacing, Rehab, & Maintenance
Current PROP K Request:	\$3,000,000
Supervisory District	District 05

REQUEST

Brief Project Description

Demolition and pavement renovation of 36 blocks, construction and retrofit of 21 curb ramps, new sidewalk construction, traffic control, and all related and incidental work within project limits: Golden Gate Avenue from Van Ness Avenue to Divisadero Street; Laguna Street from Haight Street to Golden Gate Avenue and from Turk Street to Pine Street.

Detailed Scope, Project Benefits and Community Outreach

The Prop K funds will partially fund the paving scope of work which includes demolition, pavement renovation of 36 blocks, curb ramp construction and retrofit, new sidewalk construction, traffic control, and all related and incidental work within project limits.

The proposed segments include:

On Golden Gate Ave from Van Ness Ave to Divisadero St

On Laguna St from Haight St to Golden Gate Ave and from Turk to Pine St

The average Pavement Condition Index (PCI) score within the project limits is in the upper 40s. Streets with a PCI between 25 and 49 are quickly deteriorating and would require larger scale more costly repair work if they are not treated soon.

All candidates shown are subject to substitution and schedule changes pending visual confirmation, utility clearances and coordination with other agencies. Other unforeseen conditions encountered during construction may also cause the project team to conclude that substitution or postponement of some or all of the proposed scope is necessary. Any scope changes must be approved by the Transportation Authority to ensure that the work is eligible for Prop K reimbursement.

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Project Location

On Golden Gate Ave from Van Ness Ave to Divisadero St; on Laguna St from Haight St to Golden Gate Ave, Turk and Pine St

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:	\$3,000,000

Golden Gate Ave and Laguna St Pavement Renovation



Information as of June 2021



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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Grant Recipient:	Department of Public Works

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)	Oct-Nov-Dec	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			Jul-Aug-Sep	2023
Project Completion (means last eligible expenditure)			Jan-Feb-Mar	2024

SCHEDULE DETAILS

The San Francisco Public Utilities Commission (SFPUC) Sewer will be joined to this Public Works contract. The schedule of this work will be completed within the time frame of the Public Works contract.

Contract will be advertised July/ August 2021.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Grant Recipient:	Department of Public Works

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-134: Street Resurfacing, Rehab, & Maintenance	\$0	\$3,000,000	\$0	\$3,000,000
General Fund	\$0	\$1,178,910	\$0	\$1,178,910
Phases In Current Request Total:	\$0	\$4,178,910	\$0	\$4,178,910

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$3,000,000	\$0	\$3,000,000
General Fund	\$0	\$1,178,910	\$510,000	\$1,688,910
Funding Plan for Entire Project Total:	\$0	\$4,178,910	\$510,000	\$4,688,910

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	\$510,000		Actuals and cost to complete
Construction	\$4,178,910	\$3,000,000	95% engineer's estimate
Operations	\$0		
Total:	\$4,688,910	\$3,000,000	

% Complete of Design:	95.0%
As of Date:	05/18/2021
Expected Useful Life:	15 Years

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Golden Gate Ave and Laguna St Pavement Renovation

MAJOR LINE ITEM BUDGET

PROJECT BUDGET - CONSTRUCTION

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

Budget Line Item	Totals	% of contract	SFPW	Contractor
Contract				
Traffic Routing/Temp Striping	\$ 100,000			\$ 100,000
Planing	\$ 466,805			\$ 466,805
Asphalt Concrete	\$ 933,610			\$ 933,610
Concrete Base/Pavement	\$ 1,213,693			\$ 1,213,693
Concrete Curb	\$ 156,600			\$ 156,600
Concrete Sidewalk	\$ 66,000			\$ 66,000
Hydrant and Watermain Valve Box	\$ 615			\$ 615
Pull Box/Adjust Manhole	\$ 6,000			\$ 6,000
Mobilization/Demobilization	\$ 147,166			\$ 147,166
Allowance for Partnering Req.	\$ 5,000			\$ 5,000
Contract Subtotal	\$ 3,095,489			\$ 3,095,489
Construction Management/Support	\$ 773,872	25%	\$ 773,872	
Contingency	\$ 309,549	10%		\$ 309,549
TOTAL CONSTRUCTION PHASE	\$ 4,178,910		\$ 773,872	\$ 3,405,038

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Grant Recipient:	Department of Public Works

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$3,000,000	Total PROP K Recommended	\$3,000,000

SGA Project Number:		Name:	Golden Gate Ave and Laguna St Pavement Renovation
Sponsor:	Department of Public Works	Expiration Date:	09/30/2024
Phase:	Construction	Fundshare:	71.79%

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-134	\$0	\$750,000	\$2,000,000	\$250,000	\$0	\$3,000,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location 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 (due October 2021) SFPW shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFPW for the construction phase until Transportation Authority staff releases the funds (\$3,000,000) pending receipt of evidence of completion of design (e.g. copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	28.21%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	36.02%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Golden Gate Ave and Laguna St Pavement Renovation
Grant Recipient:	Department of Public Works

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$3,000,000
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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:

OQ

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ramon Kong	Oscar Quintanilla
Title:	Project Manager	Capital Budget Analyst
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San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 9 Traffic Calming [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$165,000
Supervisory District	District 09

REQUEST

Brief Project Description

Implement traffic calming measures in District 9 to keep local streets safe for pedestrians and bicyclists by preempting speeding and cut-through traffic. Project will focus on the Folsom Street and Crescent Avenue corridors in the Mission and Bernal neighborhoods.

Detailed Scope, Project Benefits and Community Outreach

SFMTA requests an allocation of \$165,000 in Prop K Neighborhood Transportation Improvement Program (NTIP) funds for traffic calming in Supervisory District 9, with a focus on the Mission and Bernal neighborhoods. This request will cover design and construction of traffic calming measures along the Folsom Street and Crescent Avenue corridors.

The Transportation Authority's Neighborhood Transportation Improvement Program (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. Commissioner Ronen has expressed support for using the \$165,000 in District 9 NTIP funds included in this request.

The goal of the proposed traffic calming in District 9 is to keep local streets safe for pedestrians and bicyclists, by preempting speeding and cut-through traffic on local neighborhood streets. Speed reduction also reduces the severity of injury from a collision. This request will cover implementation of traffic calming measures including speed cushions, speed tables, raised crosswalks and traffic islands. Locations and specific improvements were recommended by the District 9 Commissioner's Office and SFMTA staff.

Scope includes:

Mission Neighborhood

- Folsom St, 20th St to 22nd St: four speed cushions
- Folsom St at 21st St: two traffic islands

Bernal Neighborhood

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- Crescent Ave, Mission St to Leese St: one speed table
- Crescent Ave, Porter St to Bache St: one speed table
- Crescent Ave at Murray St: one raised crosswalk (asphalt)

Location Selection

The proposed locations were recommended by Supervisor Ronen's office, with input from SFMTA staff. More specifically, the Folsom Street location was a request submitted by District 9 residents to calm traffic, deter exhibition driving and increase safety around Jose Coronado Playground. The Crescent Avenue location was the subject of multiple requests by District 9 residents to supplement existing traffic calming on Crescent Avenue between Andover and Mission Streets.

Traffic Calming Toolbox

Traffic calming measures encourage slower mid-block speeds along residential streets in San Francisco and include physical safety improvements put in place on our roads for the purpose of altering, slowing down, or reducing motor-vehicle traffic. Different types of traffic calming measures are appropriate on different types of streets; these include speed humps, speed cushions, median islands, traffic circles, changes to the lane widths, and lane shifting. These measures have been shown to reduce speeding and increase safety.

Speed Humps and Speed Tables

Speed humps and speed tables (slightly expanded speed humps) are the default device used as part of the Traffic Calming Program to meet the program's goals of reducing mid-block vehicular speeding. The devices are relatively inexpensive, simple to construct, and do not require any tradeoffs such as parking removal. Most importantly, speed humps and speed tables are the most effective traffic calming device in reducing vehicular speeds on residential street.

Speed Cushions

Speed cushions are speed humps that include wheel cutouts to allow large vehicles, such as Muni buses and emergency response vehicles, to pass unaffected, while reducing passenger vehicle speeds. Speed cushions can either be a 5-lump design, allowing for a set of slots in each direction of travel, or a 3-lump design, with a single set of slots down the center of the street.

Raised Crosswalks

Raised Crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

Traffic Islands

Traffic Islands can take many forms, in this instance the islands being proposed are raised concrete medians placed adjacent to the crosswalk to provide horizontal deflection and slow vehicles as they approach an intersection. These islands have the added benefit of providing a physical barrier to protect pedestrians.

Project Location

Various District 9 locations, focused on the Mission and Bernal neighborhoods.

Project Phase(s)

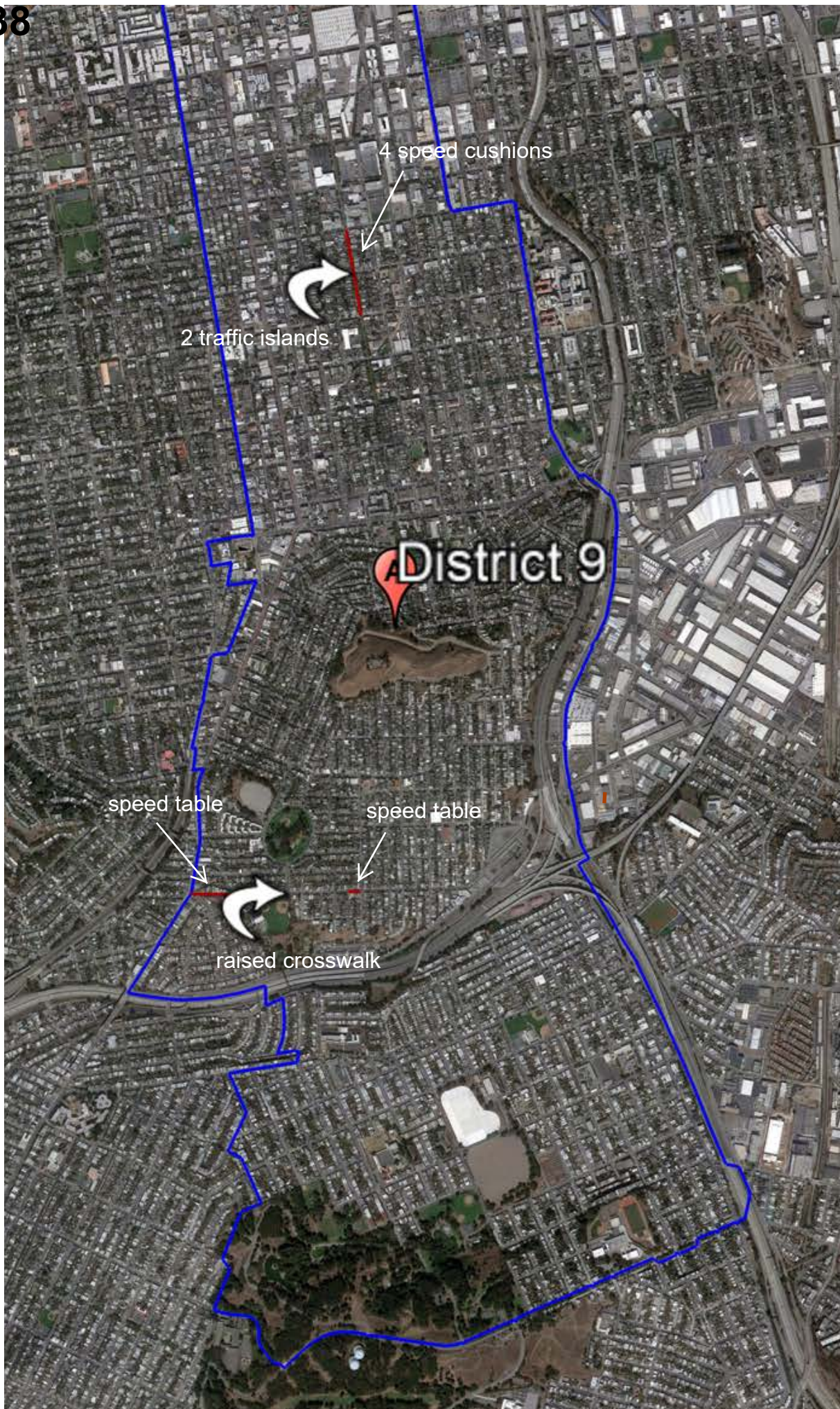
Design Engineering (PS&E), Construction (CON)

Justification for Multi-phase Request

Multi-phase allocation is recommended given the straightforward scope (i.e. speed humps and cushions), and overlapping design and construction phases as work is conducted on multiple corridors.

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:	\$371,300



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 9 Traffic Calming [NTIP Capital]
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)	Jul-Aug-Sep	2021	Apr-May-Jun	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2022
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2022

SCHEDULE DETAILS

Locations and recommended improvements have been selected therefore we do not anticipate the need for community outreach, apart from possible targeted communication with certain property owners to fine tune final device placement during the design phase and the standard notifications associated with the SFMTA legislative process.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 9 Traffic Calming [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$165,000	\$0	\$165,000
Phases In Current Request Total:	\$0	\$165,000	\$0	\$165,000

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	\$27,000	\$27,000	Engineer's estimate based on prior similar work.
Construction	\$138,000	\$138,000	Engineer's estimate based on prior similar work.
Operations	\$0		
Total:	\$165,000	\$27,000	\$138,000

% Complete of Design:	0.0%
As of Date:	05/12/2021
Expected Useful Life:	20 Years

PROPOSED REIMBURSEMENT SCHEDULE FOR CURRENT REQUEST

Fund Source	Phase	FY 2020/21	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	Fund Source Total
PROP K	Design Engineering	\$0	\$15,000	\$12,000	\$0	\$0	\$27,000
PROP K	Construction	\$0	\$72,000	\$66,000	\$0	\$0	\$138,000
Total:		\$0	\$87,000	\$78,000	\$0	\$0	\$165,000

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

Project Name: District 9 Traffic Calming [NTIP]

MAJOR LINE ITEM BUDGET

I. BUDGET SUMMARY BY PHASE

	SFMTA STAFF LABOR	CONTRACT or SFPW	TOTAL PROJECT COSTS	CURRENT REQUEST
A. ENGINEERING SUPPORT and SFMTA SHOPS *	\$ 27,000	\$ -	\$ 27,000	\$ 27,000
B. CONSTRUCTION		\$ 138,000	\$ 138,000	\$ 138,000
GRAND TOTALS	\$ 27,000	\$ 138,000	\$ 165,000	\$ 165,000
* Includes Livable Streets engineering staff, Paint Shop, Sign Shop				

FTE = Full Time Equivalent; MFB = Mandatory Fringe Benefits

A. ENGINEERING SUPPORT and SFMTA SHOPS *

Position	Salary Per FTE	MFB for FTE	Salary + MFB	Overhead = (Salary+MFB) x Approved Rate	(Fully Burdened) Salary + MFB + Overhead	Hours	FTE	Cost
Engineer Principal (5212)	\$ 213,314	\$ 111,686	\$ 325,000	\$ 240,175	\$ 565,175	0	0.000	\$ -
Sr. Engineer (5211)	\$ 183,778	\$ 98,318	\$ 282,097	\$ 208,469	\$ 490,566	2	0.001	\$ 472
Engineer (5241)	\$ 158,799	\$ 87,012	\$ 245,812	\$ 181,655	\$ 427,466	8	0.004	\$ 1,644
Transit Planner IV (5290)	\$ 147,489	\$ 81,894	\$ 229,383	\$ 169,514	\$ 398,897	8	0.004	\$ 1,534
Associate Engineer (5207)	\$ 137,129	\$ 77,204	\$ 214,333	\$ 158,392	\$ 372,725	44	0.021	\$ 7,795
Assistant Engineer (5203)	\$ 117,818	\$ 69,030	\$ 186,848	\$ 138,080	\$ 324,928	44	0.021	\$ 6,795
Engineering Associate (5366)	\$ 112,827	\$ 66,747	\$ 179,575	\$ 132,706	\$ 312,280	24	0.012	\$ 3,603
Junior Engineer (5201)	\$ 104,338	\$ 62,864	\$ 167,202	\$ 123,563	\$ 290,765	0	0.000	\$ -
Engineering Assistant (5362)	\$ 87,929	\$ 55,359	\$ 143,288	\$ 105,890	\$ 249,178	24	0.012	\$ 2,875
Senior Clerk (1406)	\$ 65,825	\$ 44,589	\$ 110,414	\$ 81,596	\$ 192,009	24	0.012	\$ 2,215

Construction Support LABOR SUBTOTAL \$ 27,000

Construction (Contract or SFPW)	Unit Cost	# Units	Total	Notes
Speed Hump/Cushion	\$ 12,000.00	4	\$ 48,000	Engineer's estimate based on prior work
Speed Table/Raised Crosswalk	\$ 22,000.00	3	\$ 66,000	Engineer's estimate based on prior work
Traffic Island	\$ 12,000.00	2	\$ 24,000	Engineer's estimate based on prior work

CONSTRUCTION MATERIALS & CONTRACT WORK SUBTOTAL \$ 138,000

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 9 Traffic Calming [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$165,000	Total PROP K Recommended	\$165,000

SGA Project Number:		Name:	District 9 Traffic Calming [NTIP Capital] - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2022
Phase:	Design Engineering	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-138	\$0	\$15,000	\$12,000	\$0	\$0	\$27,000

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, SFMTA shall provide 2-3 photos of existing conditions.
3. Upon completion, SFMTA shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of work order, internal design completion documentation, or similar).

Special Conditions

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

SGA Project Number:		Name:	District 9 Traffic Calming [NTIP Capital] - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2023
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-138	\$0	\$72,000	\$66,000	\$0	\$0	\$138,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed at each location to date, 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. On completion of the project SFMTA shall provide 2-3 photos of completed work.

Special Conditions

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

Notes

1. Progress reports will be shared with the Commissioner of the relevant supervisorial district.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 9 Traffic Calming [NTIP Capital]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$165,000
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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:	Damon Curtis	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 701-4674	(415) 646-2520
Email:	damon.curtis@sfmta.com	joel.goldberg@sfmta.com

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Traffic Calming (EP 38)
Programming and Allocations to Date
 Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	John Yehall Chin Safe Routes to School	CON	Allocated	\$436,000					\$436,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Allocated	\$210,000					\$210,000
SFMTA	Ocean Avenue Safety Improvements	PLAN/CER	Programmed	\$30,000					\$30,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁵	PS&E	Programmed	\$0					\$0
SFMTA	Sloat Skyline Intersection Improvements	PA&ED	Programmed	\$379,000					\$379,000
Local/Neighborhood Program									
Any Eligible	NTIP Placeholder ^{6, 7, 9, 14, 18, 19, 21, 22, 25}	Any	Programmed	\$206,300					\$206,300
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] ⁹	PS&E	Allocated		\$300,000				\$300,000
SFPW	Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] ¹⁸	CON	Allocated		\$676,000				\$676,000
SFMTA	District 3 Pedestrian Safety Improvements [NTIP Capital] ⁷	PS&E	Allocated	\$295,600					\$295,600
SFMTA	District 11 Traffic Calming [NTIP Capital] ⁶	PLAN, PS&E, CON	Allocated	\$600,000					\$600,000
SFMTA	District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] ¹⁴	PS&E, CON	Allocated		\$132,600				\$132,600
SFMTA	Lake Merced Quick Build [NTIP Capital] ²¹	PLAN, PS&E	Allocated		\$149,500				\$149,500
SFPW	Minnesota and 25th Street Intersection Improvements [NTIP Capital] ²²	CON	Allocated		\$400,000				\$400,000
SFPW	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds ⁸	CON	Allocated		\$50,000				\$50,000
SFMTA	Application-Based Traffic Calming Program - FY18/19 Cycle Implementation ³	PS&E, CON	Allocated	\$1,253,103					\$1,253,103
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Planning ⁴	PLAN/CER	Allocated	\$203,192					\$203,192
SFMTA	Application-Based Local Streets Traffic Calming Program ²³	Any	Programmed		\$0				\$0
SFMTA	Application-Based Traffic Calming Program - FY19/20 Cycle Implementation	PS&E	Allocated		\$141,836				\$141,836

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Traffic Calming (EP 38) Programming and Allocations to Date Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Application-Based Traffic Calming Program - ²³ FY19/20 Cycle Construction	CON	Pending			\$1,612,000			\$1,612,000
SFMTA	Application-Based Traffic Calming Program - FY20/21 Cycle Planning	PLAN	Allocated		\$220,387				\$220,387
SFMTA	Application-Based Local Streets Traffic Calming Program ^{23, 24}	Any	Programmed			\$175,777			\$175,777
SFMTA	Application-Based Traffic Calming Program - ²⁴ FY21/22 Cycle Planning	PLAN	Pending			\$250,000			\$250,000
SFMTA	District 9 FY21 Traffic Calming [NTIP] ²⁵	PS&E, CON	Pending			\$165,000			\$165,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed				\$1,200,000		\$1,200,000
SFMTA	Application-Based Local Streets Traffic Calming Program	Any	Programmed					\$1,200,000	\$1,200,000
SFMTA	Central Richmond Traffic Safety ¹	PS&E, CON	Allocated	\$596,420					\$596,420
SFMTA	Bayview Community Based Transportation Plan - Additional Funds ⁵	PLAN	Allocated	\$50,000					\$50,000
SFMTA	Advancing Equity through Safer Streets ^{1, 13}	Any	Programmed	\$0					\$0
SFMTA	Advancing Equity through Safer Streets ^{18, 19}	Any	Programmed		\$0				\$0
SFMTA	Vision Zero Proactive Traffic Calming - Visitation Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	PS&E	Allocated		\$115,000				\$115,000
SFMTA	Vision Zero Proactive Traffic Calming - Visitation Valley and Portola Neighborhoods [NTIP Capital] ¹⁹	CON	Allocated		\$785,000				\$785,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed			\$750,000			\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed				\$750,000		\$750,000
SFMTA	Advancing Equity through Safer Streets	Any	Programmed					\$750,000	\$750,000
SFMTA	Speed Radar Sign Installation	Any	Programmed	\$1,180					\$1,180
SFMTA	Speed Radar Sign Installation	PLAN	Allocated	\$30,820					\$30,820
SFMTA	Speed Radar Sign Installation	CON	Allocated	\$148,000					\$148,000
SFMTA	Speed Radar Sign Installation	Any	Programmed		\$180,000				\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed			\$180,000			\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed				\$180,000		\$180,000
SFMTA	Speed Radar Sign Installation	Any	Programmed					\$180,000	\$180,000
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000

Traffic Calming (EP 38)
Programming and Allocations to Date

Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Safe Streets Evaluation ¹⁶	PLAN/ CER	Allocated		\$100,000	\$0			\$100,000
Schools Program									
SFMTA	Schools Engineering Program FY 20	PLAN, PS&E, CON	Allocated	\$1,000,000					\$1,000,000
SFMTA	Schools Engineering Program ^{19, 20}	Any	Programmed		\$725,000				\$725,000
SFMTA	Traffic Calming Removal and Replacement - FY21 ²⁰	PS&E	Allocated		\$4,106				\$4,106
SFMTA	Traffic Calming Removal and Replacement - FY21 ²⁰	CON	Allocated		\$45,894				\$45,894
SFMTA	Schools Engineering Program	Any	Programmed			\$1,000,000			\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed				\$1,000,000		\$1,000,000
SFMTA	Schools Engineering Program	Any	Programmed					\$1,000,000	\$1,000,000
Corridor Improvements									
SFMTA	6th Street Safety Improvements ^{2, 10}	CON	Allocated		\$4,000,000				\$4,000,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Allocated	\$5,226,200					\$5,226,200
SFMTA	Vision Zero Quick-Build Program Implementation ^{2, 11, 13, 16}	PS&E, CON	Programmed		\$252,457				\$252,457
SFMTA	Vision Zero Quick-Build Program Implementation ¹⁶	PS&E, CON	Programmed			\$100,000			\$100,000
SFMTA	Slow Streets Program ¹¹	CON	Allocated		\$750,000				\$750,000
SFMTA	Citywide Daylighting ¹³	PS&E, CON	Allocated		\$500,000				\$500,000
SFMTA	Vision Zero Quick-Build Program Implementation ²	PS&E, CON	Programmed			\$1,250,000			\$1,250,000
SFMTA	Ocean Avenue Safety Improvements ¹⁰	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Bulbouts	PS&E	Allocated		\$110,000				\$110,000
SFMTA	Bayview Community Based Transportation Plan Implementation: Rectangular Rapid Flashing Beacons	PS&E	Allocated		\$70,000				\$70,000
SFMTA	Bayview Community Based Transportation Plan Implementation	CON	Programmed			\$2,280,000			\$2,280,000

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Traffic Calming (EP 38) Programming and Allocations to Date Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
SFMTA	Bayview Community Based Transportation Plan Near Term Implementation	CON	Programmed	\$85,000					\$85,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁰	CON	Programmed		\$2,050,000				\$2,050,000
SFMTA	Excelsior Neighborhood Traffic Calming ¹⁵	PS&E, CON	Allocated		\$550,000				\$550,000
SFMTA	Sloat Skyline Intersection Improvements ¹⁷	PS&E	Programmed	\$235,029					\$235,029
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] ¹²	CON	Allocated		\$1,183,813				\$1,183,813
SFMTA	Safer Taylor Street ^{12, 13}	PS&E	Programmed	\$0					\$0
SFMTA	Safer Taylor Street	PS&E	Allocated	\$2,047,958					\$2,047,958
SFMTA	Safer Taylor Street ¹⁰	CON	Programmed		\$0				\$0
SFMTA	Great Highway Traffic Management ¹⁷	CON	Allocated		\$424,971				\$424,971
Total Programmed in 2019 5YPP				\$14,033,802	\$13,916,564	\$7,762,777	\$3,130,000	\$3,130,000	\$41,973,143
Total Allocated and Pending				\$12,197,293	\$10,709,107	\$2,027,000	\$0	\$0	\$24,933,400
Total Unallocated				\$1,836,509	\$3,207,457	\$5,735,777	\$3,130,000	\$3,130,000	\$17,039,743
Total Programmed in 2019 Strategic Plan				\$20,933,450	\$7,662,499	\$6,760,000	\$3,130,000	\$3,130,000	\$41,615,949
Deobligated Funds				\$357,194	\$0	\$0	\$0	\$0	\$357,194
Cumulative Remaining Programming Capacity				\$7,256,842	\$1,002,777	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to accommodate allocation of \$596,420 for Central Richmond Traffic Safety (Resolution 20-003, 7/23/2019)

Advancing Equity through Safer Streets: Reduced by \$596,420 in FY2019/20 to \$153,580.

Central Richmond Traffic Safety: Added project with \$596,420 in FY2019/20.

² Strategic Plan and 5YPP amendment to accommodate allocation of \$5,226,200 and programming of \$2,500,000 for Vision Zero Quick-Build Program Implementation (Resolution 20-003, 7/23/2019)

6th Street Safety Improvements: Reduced by \$5,226,200 in FY2019/20 to \$4,000,000.

Funds advanced from outside of current 5YPP period: \$1,250,000 advanced to FY2020/21, and \$1,250,000 advanced to FY2021/22.

Vision Zero Quick-Build Program Implementation: Added project with \$5,226,200 in FY2019/20, \$1,250,000 in FY2020/21, and \$1,250,000 in FY2021/22.

³ 5YPP amendment to accommodate allocation of \$1,253,103 for Application-Based Traffic Calming Program FY18/19 Cycle Implementation (Resolution 20-009, 09/24/2019).

Cumulative Remaining Programming Capacity: Reduced by \$53,103 from \$100,899 to \$47,796.

Application-Based Local Streets Traffic Calming Program: Programming increased by \$53,103 from \$1,200,000 to \$1,253,103 in FY2019/20.

Traffic Calming (EP 38)
Programming and Allocations to Date

Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

- ⁴ 5YPP amendment to accommodate allocation of \$203,192 for Application-Based Traffic Calming Program - FY19/20 Cycle Planning (Resolution 20-009, 09/24/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$203,192 from \$304,091 to \$100,899.
 Application-Based Local Streets Traffic Calming Program FY19/20 Cycle Planning: Added project with \$203,192 in FY2019/20.
- ⁵ 5YPP amendment to accommodate allocation of \$50,000 for Bayview Community Based Transportation Plan (Resolution 20-014, 10/22/2019).
 Cumulative Remaining Programming Capacity: Reduced by \$50,000 from \$100,899 to \$50,899.
 Bayview Community Based Transportation Plan: Added project with \$50,000 in FY2019/20.
- ⁶ 5YPP amendment to accommodate allocation of \$600,000 for District 11 Traffic Calming [NTIP Capital] (Resolution 20-014, 10/22/2019).
 NTIP Placeholder: Reduced by \$600,000 from \$2,850,000 to \$2,250,000.
 District 11 Traffic Calming [NTIP Capital]: Added project with \$600,000 in FY2019/20.
- ⁷ 5YPP amendment to fund District 3 Pedestrian Safety Improvements [NTIP Capital] (Resolution 2020-041, 4/14/2020).
 NTIP Placeholder: Reduced from \$2,250,000 to \$1,954,400
 District 3 Pedestrian Safety Improvements [NTIP Capital]: Added project with \$295,600 in Fiscal Year 2019/20 for construction.
- ⁸ 5YPP amendment to accommodate allocation of \$50,000 for Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution 2020-041, 4/14/2020).
 Cumulative Remaining Capacity: Reduced from \$50,899 to \$899 in FY2020/21.
 Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$50,000 in FY2020/21.
- ⁹ To accommodate funding of Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2020-XXX, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,954,400 in FY2019/20 to \$1,654,400.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$300,000 in FY2020/21.
- ¹⁰ Cost-neutral 5YPP amendment to accommodate requested cash flow for 6th Street Safety Improvements (Resolution 20-XX, 09/22/2020).
 Ocean Avenue Safety Improvements: Slowed cash flow between FY2020/21 and FY2022/23 from FY2020/21 and FY2021/22 by delaying \$385,000 in cash flow from FY 2020/21 to FY 2021/22.
 Safer Taylor (Construction): Reduced programming from \$1,022,499 to \$0 in FY2020/21.
 Excelsior Neighborhood Traffic Calming (Construction): Delayed \$1,300,000 in cash flow from FY2021/22 to FY2022/23.
 6th Street Safety Improvements: Advanced cash flow from FY2022/23 to FY2020/21 (\$500,000) and FY2021/22 (\$2,207,499).
- ¹¹ 5YPP amendment to accommodate allocation of \$750,000 for Slow Streets Program (Resolution 21-0XX, 09/xx/2020).
 Vision Zero Quick-Build Implementation: Reduced placeholder from \$1.25 million to \$500,000 in FY2020/21.
 Slow Streets Program: Added project with \$750,000 in FY2020/21.
- ¹² 5YPP amendment to fund Upper Market Street Safety Improvements [NTIP Capital] (Resolution 2021-016, 10/27/2020).
 Cumulative Remaining Programming Capacity: Reduced from \$1,023,398 to \$0.
 Safer Taylor (Design): Reduced programming from \$359,292 to \$198,877 in FY2019/20.
 Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$1,183,813 in FY2020/21.
- ¹³ 5YPP amendment to fund Citywide Daylighting (Resolution 21-020, 11/17/2020).
 Advancing Equity through Safer Streets: Reduced from \$153,580 to \$0 in FY2019/20.
 Safer Taylor Street: Reduced from \$198,877 to \$0 in FY2019/20.
 Vision Zero Quick-Build Program Implementation: Reduced from \$500,000 to \$352,457 in FY2020/21.
 Citywide Daylighting: Added project with \$500,000 in FY2020/21 design and construction funds.
- ¹⁴ To accommodate funding of District 7 FY20 Participatory Budgeting Priorities [NTIP Capital] (Resolution 2021-023, 06/23/2020):
 NTIP Placeholder: Reduced from \$1,654,400 in FY2019/20 to \$1,521,800.
 District 7 FY20 Participatory Budgeting Priorities [NTIP Capital]: Added project with \$132,600 in FY2020/21.

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Traffic Calming (EP 38) Programming and Allocations to Date

Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

- 15 To accommodate funding of Excelsior Neighborhood Traffic Calming (Resolution 2021-023, 12/15/2020):
 Excelsior Neighborhood Traffic Calming (PS&E): Reduced from \$520,000 to \$0 FY2019/20.
 Excelsior Neighborhood Traffic Calming (Construction): Reduced from \$2,080,000 to \$2,050,000 in FY2020/21.
 Excelsior Neighborhood Traffic Calming: Added project with \$550,000 in FY2020/21 design and construction funds.
- 16 5YPP amendment to accommodate allocation of \$100,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).
 Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.
 Vision Zero Quick-Build Program Implementation: Delayed \$100,000 from FY20/21 to FY21/22.
- 17 5YPP amendment to accommodate allocation of \$424,971 for Great Highway Traffic Management (Resolution 21-029, 02/23/2021).
 Sloat Skyline Intersection Improvements (Design): Reduced from \$660,000 in FY2019/20 to \$235,029.
 Great Highway Traffic Management: Added project with \$424,971 in FY2020/21 construction funds.
- 18 5YPP amendment to fund Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital] (Resolution 2021-036, 03/23/2021):
 NTIP Placeholder: Reduced from \$1,521,800 in FY2019/20 to \$1,070,800.
 Advancing Equity through Safer Streets: Reduced from \$750,000 in FY2020/21 to \$525,000.
 Buchanan Mall Bulbouts - Golden Gate and Turk [NTIP Capital]: Added project with \$676,000 in FY2020/21.
- 19 5YPP amendment to fund Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 Advancing Equity through Safer Streets: Reduced placeholder from \$525,000 to \$0 in FY2020/21.
 Schools Engineering Program: Reduced placeholder by \$225,000 from \$1,000,000 to \$775,000 in FY2020/21; program funding needs are delayed due to impacts from the COVID-19
 NTIP Placeholder: Reduced by \$150,000 from \$1,070,800 to \$920,800.
 Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods: Added project with \$900,000 in FY2020/21.
- 20 5YPP amendment to fund Traffic Calming Removal and Replacement - FY21 (Resolution 2021-040, 4/27/2021):
 Schools Engineering Program: Reduce placeholder from \$775,000 to \$725,000 in FY2020/21; need for these funds is reduced due to impacts of the COVID-19 pandemic.
 Traffic Calming Removal and Replacement - FY21: Add project with \$50,000 in FY2020/21.
- 21 To accommodate funding of Lake Merced Quick Build [NTIP Capital] (Resolution 2021-040, 4/27/2021):
 NTIP Placeholder: Reduced by \$149,500 from \$920,800 to \$771,300.
 Lake Merced Quick Build [NTIP Capital]: Added project with \$149,500 in FY2020/21.
- 22 To accommodate funding of Minnesota and 25th Street Intersection Improvements [NTIP Capital] (Resolution 2021-047, 5/25/2021):
 NTIP Placeholder: Reduced by \$400,000 from \$771,300 to \$371,300.
 Minnesota and 25th Street Intersection Improvements [NTIP Capital]: Added project with \$400,000 in FY2020/21.
- 23 To accommodate funding of \$1,612,000 for Application-Based Traffic Calming Program FY19/20 Cycle Construction (Resolution xx-xxx, xx/xx/xxxx).
 Application-Based Local Streets Traffic Calming Program in FY20/21: Reduced by \$837,777 from \$837,777 to \$0.
 Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$774,223 from \$1,200,000 to \$425,777.
- 24 To accommodate funding of \$250,000 for Application-Based Traffic Calming Program FY21/22 Cycle Planning (Resolution xx-xxx, xx/xx/xxxx).
 Application-Based Local Streets Traffic Calming Program in FY21/22: Reduced by \$250,000 from \$425,777 to \$175,777.
- 25 5YPP amendment to accommodate allocation of \$165,000 for District 9 Traffic Calming [NTIP Capital] (Resolution xx-xxx, xx/xx/xxxx):
 NTIP Placeholder: Reduced by \$165,000 from \$371,300 to \$206,300.
 District 9 Traffic Calming [NTIP Capital]: Added project with \$165,000 in FY2021/22.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	\$220,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Provide 16 months of the Bicycle Safety Education and Outreach program to deliver over 80 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents, and anticipates providing classes to 2,000 people. Outreach and classes will be supported by robust engagement through funded partnerships with community organizations.

Detailed Scope, Project Benefits and Community Outreach

Background and Scope

The SFMTA requests \$220,000 to support 16 months of the Bicycle Safety Education and Outreach program to deliver over 80 classes with enhanced support for engagement through community organizations. The SFMTA provides bicycle training classes for adults and children thanks to voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process. This request is for a higher funding amount than previous Bicycle Outreach and Education requests because SFMTA is proposing to double the number of classes and conduct additional outreach. The most recent allocation, approved by the Board in April 2020, funded 44 classes for \$100,000.

Task 1: Broad Bicycle Safety and Education Outreach Activities

Task 1 requires the SFMTA's contractor to develop and implement activities that introduce bicycling and bicycling safety concepts to people who may not otherwise receive safety messaging and encouragement. The contractor will host a table at 12 pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. The goal will be to reach at least 2250 people per quarter. Task 1 requires in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time. This will include distributing educational and promotional materials in Chinese, Spanish, and Filipino as well as English. In the event that in-person

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outreach at fairs, festivals, farmer's markets, and/or open street events is infeasible or seen as unlikely to be effective, the contractor can seek approval from SFMTA to conduct outreach using different methods.

In addition to 12 events or mutually agreed upon and pre-approved alternate outreach techniques, community outreach and engagement will be supported by robust engagement through funded partnerships with community organizations. These community organizations will play an active role in developing and implementing culturally responsive, in-language engagement campaigns, as well as providing input on the mix of classes and language of instruction to be offered in their neighborhoods. SFMTA will approve community organizations chosen for partnership and outreach and engagement plans prior to implementation.

Task 2: Bicycle Safety Education Classes

Task 2 involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:

- Teaching children and adults how to ride a bike
- Providing bicycling basics to help people start to commute, shop, and travel by bike
- Rules of the road trainings
- On-street bicycle instruction

This year, a minimum of four classes shall be conducted in each of the following languages: Spanish, English and Chinese, and a minimum of two classes conducted in Filipino. Additional in-language classes will be offered as-needed in response to community organization input and observed demand. Classes will be drawn from the portfolio of classes listed below and will reflect the topics and language needs expressed by the community organizations engaged by the SFMTA's contractor. Based on learnings from previous years the SFMTA and the contractor have developed the portfolio of classes for the 2022 contract year to serve as the basis for budgeting and estimated students reached. In response to changes in travel patterns resulting in expanded need for bicycle education, the SFMTA plans to offer twice as many Bicycle Safety and Education classes in 2022, and increase outreach and engagement to underserved populations through funding partnerships with community organizations in target neighborhoods. The exact mix of classes delivered may vary based on community organization input to ensure responsiveness to community needs and priorities. (See attached table of proposed classes.)

Classes with on-bike components will be taught in-person. If in-person instruction is not possible due to health or safety concerns, such as a surge in infectious disease transmissions or low air quality due to wildfire smoke, classes will be postponed and rescheduled when the health and safety concerns have resolved. Classes that are exclusively classroom-based, notably Smart City Cycling 1, may be offered either in-person or remotely. When in-person instruction is not possible, these classes will be offered exclusively remotely. When in-person instruction is possible, the contractor can propose a mix of in-person and remote classes for review and approval by SFMTA.

Task 3: Reporting

Contractor shall submit monthly reports, a summary at 12 months, and a final report to the SFMTA project manager as directed by the SFMTA. (Reports can include both Task 1 and 2 activities). These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented in Tasks 1 and 2.

Additional Information

Annual evaluation:

The program will be evaluated on demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation are attached to this request.

Equity:

The program will ensure that event participation is not limited only to people who can pay to attend by offering all classes to the public free of charge, and that outreach and activities happen within all four quadrants of the city. The budget includes funding to provide multi-lingual materials and translation to ensure people are not excluded by language barriers. Outreach and engagement through trusted community partners will further extend program reach to populations that may otherwise be missed.

Environmental Status:

On January 10, 2019, the SFMTA Environmental Review Team determined that the Bicycle Safety Education and Outreach program is “Not a Project” pursuant to CEQA as defined in CEQA Guidelines Sections 15060(c) and 15378(b) because the action would not result in a direct or a reasonably foreseeable indirect physical change to the environment.

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?	Greater than Programmed Amount
Prop K 5YPP Amount:	\$220,000

Justification for Necessary Amendment

Request includes the \$100,000 programmed for Bike Safety Education and Outreach in FY 21/22 and \$120,000 currently programmed to the Grove Street/Civic Center Improvements project in the Bicycle Circulation and Safety 5YPP. The Grove Street project was supposed to follow the completion of the Civic Center Public Realm Plan from SF Planning, however, that plan was never completed, so these funds are not needed.

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Proposed Classes

Based on learnings from previous years the SFMTA and the contractor have developed the following portfolio of classes for the 2022 contract year to serve as the basis for budgeting and estimated students reached:

Class Description	Hrs/Class	Target Attendees	# of Classes	Total People
Adult Learn-to-ride	3	20	15	300
Smart City Cycling 1: Classroom	2	30	15	450
Smart City Cycling 2: Maneuvering	2	15	10	150
Smart City Cycling 3: Road Practice	2	15	10	150
Night and All-Weather Biking	1	20	6	120
On-Bike Practice for Adult Beginning Cyclists	3	20	10	200
Sharing City Streets	2	20	6	120
Youth Freedom from Training Wheels	3.5	50	16	800
Total			88	2290

The exact mix of classes delivered may vary based on community organization input to ensure responsiveness to community needs and priorities.

Overview

The San Francisco Municipal Transportation Agency Bicycle Safety Education and Outreach Program is funded by Prop K and is administered through a contract with the San Francisco Bicycle Coalition (SFBC).

- In 2020, the Bicycle Safety Education and Outreach program worked through the COVID-19 Pandemic to host 29 Adult Bicycle Education Classes and 10 Freedom from Training Wheels events
- Nearly all (96%) participants in the adult education classes would recommend their course

Attendance

For Bicycle Education classes, we were able to pivot with SFBC and host a combination of webinars (to replace in-classroom classes) and on-bike classes. However, in-person classes faced significant capacity limits due to public health restrictions, meaning that most of the classes this year were able to host around 11 attendees. This lowered our potential Adult Bicycle Education participation, but we did reach a similar number of attendees as previous years, driven by increased attendance at webinar classes which did not face any capacity concerns.

Our Freedom from Training Wheels events faced additional restrictions that limited participation even further to a maximum of 5 households. Capacity for class attendees was lower because classes for young children require additional instructors to be present in addition to guardians who accompany the attendees. Additionally, participants had to register in advance to ensure capacity limits were adhered to. We were unable to host drop-in classes at community events like Sunday Streets that in typical years allow us to reach a large population, but instead hosted classes at SFUSD Shared Schoolyards, leveraging connections with school communities made through the Safe Routes to School Program to reach the most youth possible while operating safely within DPH health guidelines.

Lastly, while we had scheduled a full slate of outreach activities, we had to cancel all in-person outreach due to the Covid-19 pandemic. Instead, we worked with SFBC to execute a doorhanger outreach campaign as the best possible replacement for in-person engagement. Doorhangers presented information in English, Spanish, Chinese, and Filipino and were hand delivered in all 11 Supervisory Districts to mirror the reach of in-person events held throughout the city to the fullest extent possible.

Figure 1: Event attendance at bicycle safety events from 2017 to 2020

	Outreach Events		Adult Bicycle Education		Freedom from Training Wheels	
Year	# of Events	# of People Engaged	# of Classes	# of Attendees	# of Events	# of Attendees
2020	11 ¹	6676	29	437 ²	10	94
2019	11	8944	27	440	9	703
2018	11	8802	26	399	9	778
2017	9	6038	20	268	7	345

Event Locations

Figure 2: Location of 2020 events by San Francisco Supervisor District

District	1	2	3	4	5	6	7	8	9	10	11	Online
# of Events	2	1	2	1	11	1	1	1	1	13	5	11

Due to closures of libraries, schools, Sunday Streets, and other locations that host bicycle education classes in typical years, we were very limited in where we could host events. To make up for this, SFBC began hosting webinar versions of the classroom classes, meaning that they were more accessible to residents of every SF Supervisor District. They also conducted a doorhanger outreach initiative that included campaigns in all 11 Districts.

On-bike classes, however, require car-free outdoor space, which is limited in San Francisco. These classes were most likely to be held at the Arguello Extension in District 5 or at NOW Hunters Point in District 10, though we are scouting for additional locations as we are able to host more in-person events.

Class Outcomes

Post-class surveys were conducted 6 weeks after classes were held and had about a 25% response rate (~120 responses total). The post-class surveys show positive impacts from the classes (though it should be noted that survey respondents are likely more engaged with bicycle safety than participants overall).

- 96% are very or somewhat likely to recommend the course
- 34% say they bike more since taking the class
- 61% say they have good or excellent knowledge of their rights and responsibilities when biking
- 70% of participants feel at least a little bit confident in their bicycle skills when riding in traffic (compared to 48% pre-class)

¹ The doorhanger outreach campaign included 22 different Outreach locations, with 2 in each Supervisor district. For evaluation purposes, each pair of locations is considered equivalent to one event.

² Due to cancellations and delays related to the COVID-19 Pandemic and poor air quality conditions, we are still waiting on reporting from 1 Adult Bicycle Education class

Demographics

In 2020, our contractors reached an increasingly diverse population of San Francisco residents through culturally competent outreach and education delivered in English, Chinese, Spanish, and Filipino.

- In 2020, 5 out of 29 classes were offered in languages other than English, equivalent to the number offered in 2019 and surpassing what was offered in 2017 and 2018.
- An additional 8 classes offered the possibility of multi-lingual instruction for attendees

Figure 3: Percentage of adult bicycle education attendees by ethnicity

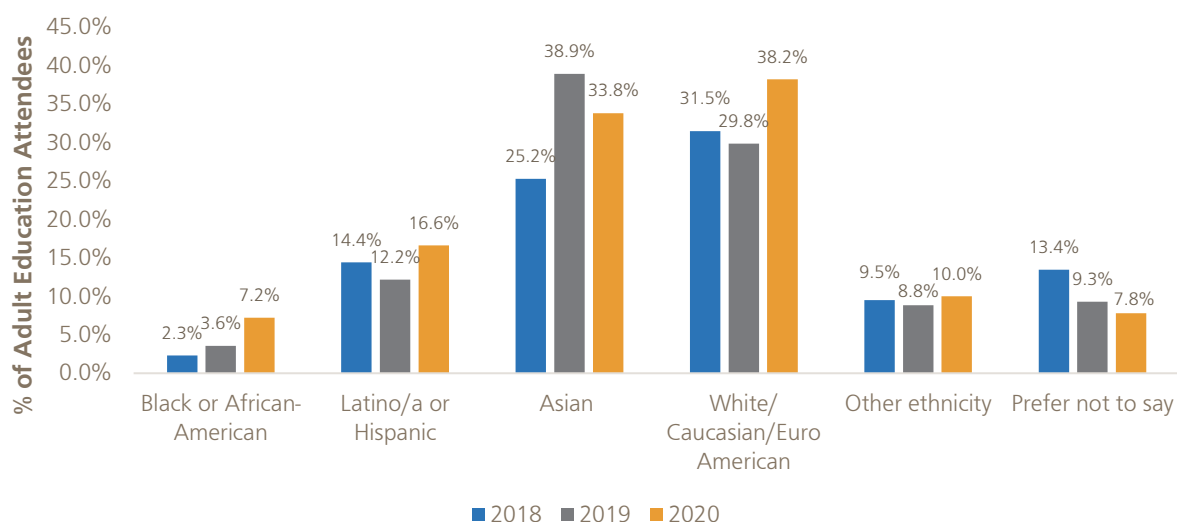
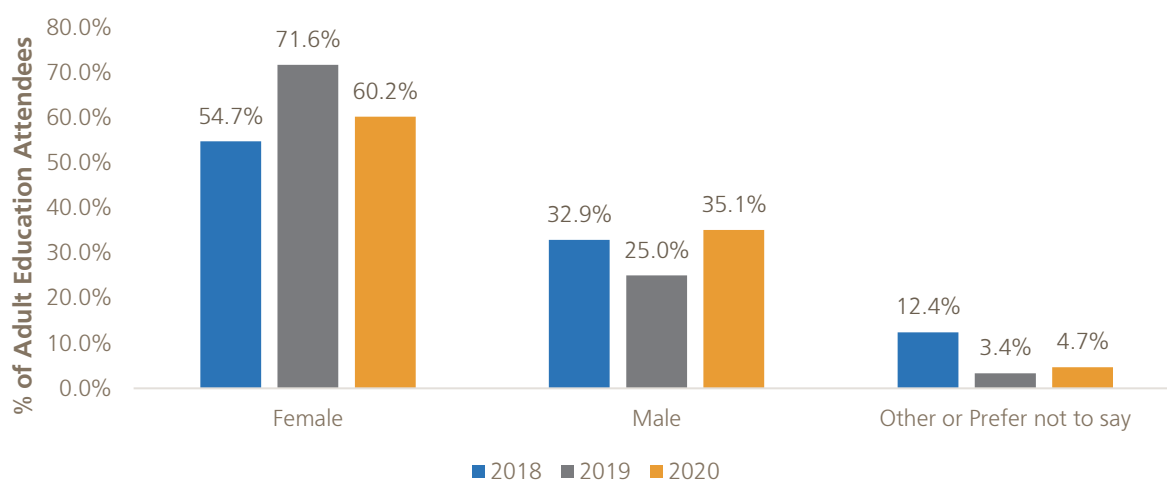


Figure 4: Percentage of adult bicycle education attendees by gender



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Safety Education and Outreach
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)	Jul-Aug-Sep	2021		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2023
Project Completion (means last eligible expenditure)			Apr-May-Jun	2023

SCHEDULE DETAILS

Classes will run from September 2021 through December 2022; final closeout, reporting etc may continue into early 2023.

Outreach will be conducted throughout project timeline. One primary method of outreach for contracted classes is tabling at pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. In the event that in-person outreach at fairs, festivals, farmer's markets, and/or open street events is infeasible or seen as unlikely to be effective, the contractor can seek approval from SFMTA to conduct outreach using different methods. Outreach and engagement will be further supported throughout project timeline through funded partnerships with community organizations. Community organizations will provide input on effective outreach to their communities, and implement customized engagement plans approved by SFMTA and coordinated by the contractor.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$120,000	\$100,000	\$0	\$220,000
Phases In Current Request Total:	\$120,000	\$100,000	\$0	\$220,000

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	\$220,000	\$220,000	Budget from contractor
Operations	\$0		
Total:	\$220,000	\$220,000	

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

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Bicycle Safety Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 220,000
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	\$ 2,623			\$ 2,623
Translation Services	1	\$ 600			\$ 600
Outreach	12	\$ 1,821			\$ 21,851
Community Organization Support	1	\$ 25,000			\$ 25,000
Task 2: Bicycle Safety Education Classes					
Materials & Promotion	1	\$ 4,000			\$ 4,000
Translation Services	1	\$ 1,000			\$ 1,000
Adult Learn-to-Ride	15	\$ 2,479			\$ 37,187
Smart City Cycling 1: Classroom	15	\$ 1,401			\$ 21,011
Smart City Cycling 2: Maneuvering	10	\$ 2,230			\$ 22,296
Smart City Cycling 3: Road Practice	10	\$ 2,230			\$ 22,296
Night and All-Weather Biking	6	\$ 1,209			\$ 7,251
Pilot: On-Bike Practice for Adult Beginning Cyclists	10	\$ 2,241			\$ 22,412
Pilot: Sharing City Streets	6	\$ 1,343			\$ 8,057
Freedom From Training Wheels	16	\$ 1,242			\$ 19,874
Task 3: Reporting					
Monthly and Final Reporting	109	\$ 41.7			\$ 4,542
2. SFMTA Support (Contract Award and Oversight)					\$ 500
City Attorney			2	\$ 250	\$ 500
TOTAL CONSTRUCTION PHASE					\$ 220,500

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$220,000	Total PROP K Recommended	\$220,000

SGA Project Number:		Name:	Bicycle Safety Education and Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2023
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-139	\$0	\$100,000	\$120,000	\$0	\$0	\$220,000

Deliverables

1. Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.

2. Upon SFMTA's approval of contractor outreach plan (anticipated August 2021), including specific dates and locations, SFMTA shall submit the outreach plan.

3. Upon project completion (anticipated April 2023), provide copy of program evaluation.

Special Conditions

1. The recommended allocation is contingent upon a concurrent amendment to the Bicycle Circulation and Safety 5YPP. See attached 5YPP amendment for details.

Notes

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0.0%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$220,000
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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:	Crysta Highfield	Joel C Goldberg
Title:	Transportation Planner II	Grants Procurement Manager
Phone:	(415) 646-2454	(415) 646-2520
Email:	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
Any Eligible	NTIP Placeholder ³	ANY	Programmed	\$0					\$0
SFMTA	Beale Street Bikeway	PS&E	Allocated	\$330,000					\$330,000
SFMTA	Ocean Avenue Safety Improvements	PLAN	Programmed	\$110,000					\$110,000
Bicycle Safety, Education and Outreach									
SFMTA	Bike To Work Day Promotion	CON	Allocated	\$41,758					\$41,758
SFMTA	Bike To Work Day Promotion	CON	Allocated		\$41,758				\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed			\$41,758			\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed				\$41,758		\$41,758
SFMTA	Bike To Work Day Promotion	CON	Programmed					\$41,758	\$41,758
SFMTA	Bicycle Outreach and Education	CON	Allocated	\$80,000					\$80,000
SFMTA	Bicycle Outreach and Education ²	CON	Allocated	\$100,000					\$100,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed		\$0				\$0
SFMTA	Bicycle Outreach and Education ⁹	CON	Pending			\$220,000			\$220,000
SFMTA	Bicycle Outreach and Education ²	CON	Programmed				\$110,000		\$110,000
System Evaluation and Innovation									
SFMTA	Safe Streets Evaluation	PLAN/ CER	Allocated	\$100,000					\$100,000
SFMTA	Safe Streets Evaluation ⁶	PLAN/ CER	Allocated		\$150,000	\$0			\$150,000
Bicycle Network Expansion and Upgrades									
SFMTA	Beale Street Bikeway	CON	Programmed	\$640,000					\$640,000
SFMTA	Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	PS&E	Allocated	\$480,000					\$480,000
SFMTA	Grove Street/Civic Center Improvements ⁵	PS&E	Programmed	\$0					\$0
SFMTA	Grove Street/Civic Center Improvements ⁸	CON	Programmed			\$271,000			\$271,000
SFMTA	Central Embarcadero Quick Build ⁸	CON	Allocated			\$1,000,000			\$1,000,000
SFMTA	Upper Market Street Safety Improvements [NTIP Capital] ⁵	CON	Allocated		\$700,000				\$700,000
SFMTA	Ocean Avenue Safety Improvements ⁸	PS&E	Programmed	\$900,000					\$900,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PA&ED	Programmed	\$110,000					\$110,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	PS&E	Programmed		\$250,000				\$250,000
SFMTA	Page Street Neighborway (Webster to Stanyan)	CON	Programmed			\$1,210,000			\$1,210,000

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Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date
 Pending July 2021 Board

[illegible]

Bicycle Circulation and Safety (EP 39)
Programming and Allocations to Date

Pending July 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

FOOTNOTES:

- ¹ 5YPP amendment to fund Anza Street Bike Lanes [NTIP Capital] (Resolution 2020-029, 1/28/2020).
NTIP Planning Placeholder: Reduced from \$1,000,000 to \$780,000 in Fiscal Year 2019/20.
Anza Street Bike Lanes [NTIP Capital]: Added project with \$220,000 in Fiscal Year 2019/20 for planning and construction.
- ² 5YPP amendment to fund Bicycle Outreach and Education (Resolution 2020-051, 04/28/2020).
Citywide Neighborhoods: Reduced from \$750,000 to \$650,000 in Fiscal Year 2019/20 and increased from \$750,000 to \$840,000 for construction in Fiscal Year 2020/21.
Bicycle Outreach and Education: Increased from \$80,000 to \$180,000 in Fiscal Year 2019/20 for construction and reduced from \$90,000 to \$0 in Fiscal Year 2020/21.
- ³ 5YPP amendment to accommodate allocation of \$216,800 to Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds (Resolution 20-0XX, 6/xx/2020).
NTIP Placeholders: Reduced placeholder in FY2019/20 by \$11,000 to \$769,000 and reduced Carry Forward From 2014 5YPP from \$139,000 to \$0.
Cumulative Remaining Capacity: Reduced from \$66,800 to \$0 in FY2020/2021.
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds: Added project with \$216,800 in FY2020/21.
- ⁴ 5YPP amendment to accommodate allocation of \$425,400 for Slow Streets Program (Resolution 21-009, 09/22/2020).
Citywide Neighborhoods: Reduced placeholder from \$650,000 to \$224,600 in FY2019/20.
Slow Streets Program: Added project with \$425,400 in FY202021.
- ⁵ 5YPP amendment to accommodate allocation of \$700,000 for Upper Market Street Safety Improvements [NTIP Capital] (Resolution 21-016, 10/27/2020).
Grove Street/Civic Center Improvements (design): Reduced from \$200,000 to \$0 in FY2019/20.
NTIP Placeholder: Reduced from \$769,000 to \$269,000 in FY2019/20.
Upper Market Street Safety Improvements [NTIP Capital]: Added project with \$700,000 in FY2020/21.
- ⁶ 5YPP amendment to accommodate allocation of \$150,000 for Safe Streets Evaluation (Resolution 21-029, 02/23/2021).
Safe Streets Evaluation: Advanced \$100,000 from FY21/22 to FY20/21.
The Embarcadero at Pier 39/Fisherman's Wharf - Complete Street Improvements: Delayed \$100,000 from FY20/21 to FY21/22.
Cumulative Remaining Programming Capacity: Reduced from \$70,700 to \$20,700.
- ⁷ To accommodate allocation of \$274,600 for District 4 Neighborhood Network (Resolution 21-053, 06/22/2021):
Citywide Neighborhoods: Reduced placeholder from \$224,600 to \$0 in FY2019/20 and from \$840,000 to \$790,000 in FY2020/21.
District 4 Neighborhood Network: Added project with \$274,600 in FY21/22.
- ⁸ 5YPP amendment to accommodate allocation of \$1,000,000 for Central Embarcadero Quick Build (Resolution 21-053, 06/22/2021).
Cost neutral amendment to Ocean Avenue Safety Improvements: Delayed \$149,000 in cash flow from FY2020/21 to FY2022/23.
Cost neutral amendment to Grove Street/Civic Center Improvements: Advanced \$149,000 in cash flow from FY2022/23 to FY2021/22.
Grove Street/Civic Center Improvements: Reduced from \$1,391,000 to \$391,000 in FY2021/22.
Central Embarcadero Quick Build: Added project with \$1,000,000 in FY21/22.
- ⁹ 5YPP amendment to accommodate allocation of \$220,000 for Bicycle Outreach and Education (Resolution 21-0XX, 07/27/2021).
Grove Street/Civic Center Improvements: Reduced from \$391,000 to \$271,000 in FY2021/22.
Bicycle Outreach and Education: Increased from \$100,000 to \$220,000 in FY21/22.

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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority

Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 4 Neighborway Network
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	\$274,600
Supervisory District	District 04

REQUEST

Brief Project Description

Design improvements for a network of streets in the Sunset neighborhood to make them comfortable for bicyclists of all ages and abilities and connect families more easily to important destinations including small businesses, schools, and parks. The project leverages existing transportation planning in the district, including the Transportation Authority's District 4 Mobility Study, and the SFMTA's Slow Streets program. Requested funds will fund SFMTA staff to review options and designs with the public using the preferred network identified in the District 4 Mobility Study.

Detailed Scope, Project Benefits and Community Outreach

SFMTA staff will perform an analysis using existing data and the findings of the Transportation Authority's District 4 Mobility Study to develop a network of neighborhood-compatible streets ("neighborways") for Supervisorial District 4 in San Francisco. District 4 is in the Sunset Neighborhood, generally a topographically flat, residential area where bicycling has the potential to increase with appropriate street improvements to increase safety and comfort. The District 4 Mobility Study is evaluating potential investments on a district level, including bikeways, to help shift trips from automobile to transit, bicycling, and walking. This project will complement that study in focusing specifically on potential neighborway corridors: 20th Avenue, 34th Avenue, 41st Avenue, Kirkham Street, and Ortega Street, among other north-south and east-west corridors, consistent with a set of streets to be recommended by the District 4 Mobility Study (anticipated in July 2021) and to be confirmed by the project team and the district supervisor's office. See the attached map of candidate corridors.

Using the recommendations from the District 4 Mobility Study, this project will review data and SFMTA's Slow Streets to confirm a proposed network of neighborways with the public. This will include an outreach effort to gather public input on existing and proposed neighborways and, depending on COVID-19 restrictions, could include tabling, flyering, public surveys, and/or web-based meetings with the public and neighborhood stakeholders. Planning work completed to date presented a number of potential design treatments that could improve safety and address community concerns over comfort. This effort will engage in a brief conceptual design phase and the detailed design phase that directly supports a succeeding construction phase.

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SFMTA staff will design neighborways and incorporate traffic calming improvements to decrease residential street speeding and cut-through traffic. Design treatments could include speed humps/cushions, traffic diversion with concrete or delineators, protected/buffered/standard bike lanes, wayfinding signs, roadway stencils and more. The project team will also be open to including other types of facilities when developing designs for the District network. Designs will be vetted with the public, leading to a future construction phase.

SFMTA's preliminary estimate for construction, based on planning work to date, is between \$100,000 and \$300,000 per mile, depending on the types of facilities designed, totaling \$850,000. If the construction cost estimate increases as a result of the specific preferred corridors and types of improvements identified during the design phase, the project team will consider revising the funding plan and/or conducting a prioritization exercise based on likely benefit, implementation costs, public support, expected use, and other related projects planned for the area. The current construction funding plan includes Prop K funds; this funding could be supplemented with SFMTA fund sources if necessary.

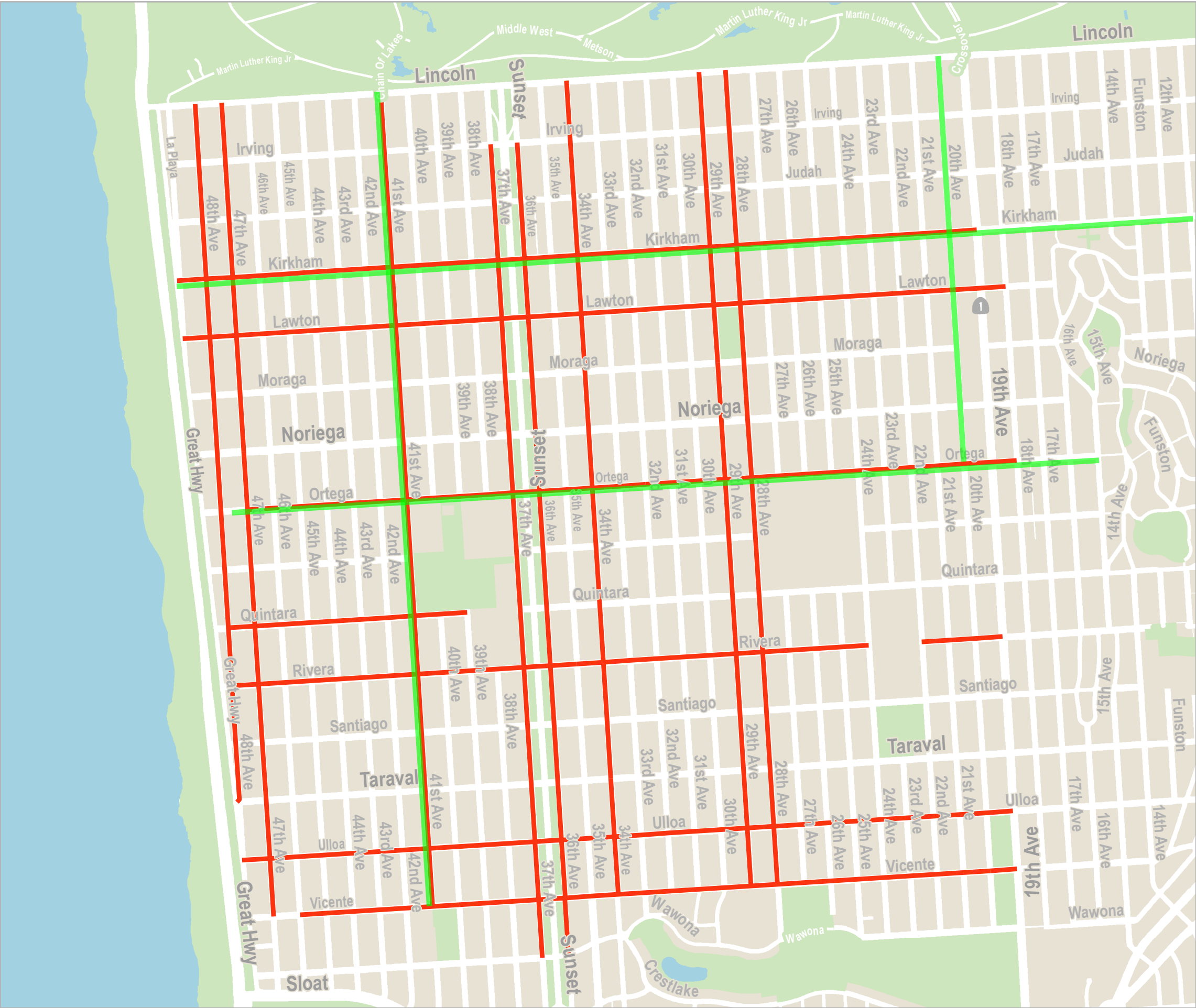
The District 4 Neighborway Network project will inform similar future projects in other neighborhoods. District 4 is best suited for the first of these studies given its residential, grid-like street pattern and history as the location of SFMTA's first Slow Street.

District 4 Neighborways

Corridors for Consideration
May 2021

LEGEND

- Corridors for Consideration
- Slow Streets network



0.25 miles

Scale 1:14,090

Date Saved: 5/7/2021

For reference contact: brian.liang@sfmta.com

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



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Project Location

District 4

Project Phase(s)

Design Engineering (PS&E)

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:	\$1,814,600

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 4 Neighborway Network
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)	Apr-May-Jun	2019	Jul-Aug-Sep	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jul-Aug-Sep	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2022		
Operations				
Open for Use			Jan-Feb-Mar	2023
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2023

SCHEDULE DETAILS

Project team will coordinate with the Slow Streets Program, which includes some of the same corridors that are candidates for bikeways.

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 4 Neighborway Network
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$0	\$274,600	\$0	\$274,600
Phases In Current Request Total:	\$0	\$274,600	\$0	\$274,600

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,124,600	\$0	\$1,124,600
PROP B GENERAL FUND	\$0	\$0	\$98,050	\$98,050
Funding Plan for Entire Project Total:	\$0	\$1,124,600	\$98,050	\$1,222,650

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$98,050		Based on worked performed
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$274,600	\$274,600	Based on prior similar work
Construction	\$850,000		Based on prior similar work
Operations	\$0		
Total:	\$1,222,650	\$274,600	

% Complete of Design:	0.0%
As of Date:	05/04/2021
Expected Useful Life:	20 Years

MAJOR LINE ITEM BUDGET - District 4 Bikeways Study - Design		
	Staff Hours	Amount
Totals		
SFMTA Staff Hours	1293	-
SFMTA Staff Labor Cost		\$215,532
Non-labor Cost		\$10,000
SFPW Design Cost		\$25,000
Design Contingency	10%	\$24,053
Design Phase Funding Request Total		\$274,585
Rounded		\$274,600
Tasks		
Task 1: Project Management	119	\$20,078
Task 1.1: Finalize Scope, Schedule, and Budget	31	\$5,046
Task 1.2: Internal Team Meetings	88	\$15,032
Task 2: Review of Temporary Slow Streets	110	\$18,107
Task 2.1: Review of existing survey, counts, and eval of existing D4 Slow Streets	64	\$10,534
Task 2.2: Additional Data Collection Identification	46	\$7,573
Task 3: Outreach	464	\$77,374
Task 3.1: Website and Survey Development	34	\$5,335
Task 3.2: Stakeholder Meetings (supe, SFFD, SFUSD, others?)	76	\$13,716
Task 3.3: Neighborhood Meetings	106	\$17,956
Task 3.4: Review and Synthesize Outreach and Survey Results	66	\$10,926
Task 3.5: Tabling/Field Meetings (two rounds x4 locations)	88	\$14,045
Task 3.6: TBD Outreach In Response to COVID	94	\$15,395
Task 4: Design Neighborway Network	364	\$61,260
Task 4.1: Review Data Collected & Circulation Patterns	92	\$15,826
Task 4.2: Identify Locations for Traffic Diversion, Turn Restrictions, & other street modifications	128	\$21,645
Task 4.3: Develop Neighborhood Slow Street Design Drawings	144	\$23,789
Task 5: Legislate Traffic Modifications	236	\$38,713
Task 5.1: PreStaff/Tasc	40	\$6,498
Task 5.2: Public Hearing Preparation	136	\$22,432
Task 5.3: Public Hearing	60	\$9,783
Expenses		
Counts/Speed Surveys		\$10,000

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 4 Neighborway Network
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$274,600	Total PROP K Recommended	\$274,600

SGA Project Number:		Name:	District 4 Neighborway Network
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	03/31/2023
Phase:	Design Engineering	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-139	\$0	\$224,600	\$50,000	\$0	\$0	\$274,600

Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, a summary of outreach conducted during the prior quarter including feedback received, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide a draft list of potential neighborway corridors and 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide the final list of neighborways to be constructed and evidence of completion of 100% design (e.g. copy of certifications page or copy of work order).
4. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	8.02%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	District 4 Neighborway Network
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$274,600
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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:

BL

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Brian Liang	Joel C Goldberg
Title:	Transportation Planner	Grants Procurement Manager
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San Francisco
County Transportation
Authority

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Downtown Congestion Pricing Study - Additional Outreach
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transportation Demand Mgmt
Current PROP K Request:	\$200,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Study how congestion pricing downtown could achieve four key goals: get traffic moving, improve safety, clean the air, and advance equity. Study will evaluate alternative packages of congestion charges, discounts, subsidies, incentives, and multi-modal transportation improvements based on the program goals. Extensive stakeholder and community outreach is centered on low-income communities of color and other historically underinvested communities. Request will fund extended study timeline to allow for more outreach.

Detailed Scope, Project Benefits and Community Outreach

In April 2021, Chair Mandelman requested that the Downtown Congestion Pricing Study schedule be extended through December 2021 to allow for more outreach. The previous schedule called for the study to conclude by June 2021. This request will fund additional scope that is focused primarily on stakeholder outreach and includes:

- Further outreach with business, employer, labor, and regional stakeholders; and
- A six-month study timeline extension to allow for the expanded stakeholder engagement plan.

See attached full additional scope for details.

Downtown Congestion Pricing Study – Additional Outreach 2021 Scope of Work Amendment

The December 2020 request identified that the first round of outreach was more labor-intensive than originally scoped due to the pandemic, and that as the team established a plan for the study's second major round of outreach under Shelter in Place, we would consider scope and funding options for the upcoming outreach round. We have included those considerations in this funding proposal, primarily, the six-month schedule extension to allow for more stakeholder input opportunity, and enhanced targeted outreach with business, employer, and labor representatives. This additional scope of work for the Transportation Authority's Downtown Congestion Pricing Study is in addition to the scope described in the most recent December 2020 appropriation. The additional scope is focused primarily on stakeholder outreach and includes:

- Further outreach with business, employer, labor, and other regional stakeholders; and
- A six-month study timeline extension to allow for the expanded stakeholder engagement plan.

0. Project Management

0.1. *Project Startup*

No additional scope.

0.2. *Ongoing Project Management*

This task includes additional hours and budget for day-to-day project management, meetings, and briefings to support delivery of the study over a longer project timeline.

0.3. *Final Report*

No additional scope.

1. Stakeholder Engagement

1.1. *Stakeholder & Community Engagement Plan and Management*

The additional hours and budget in this task are a function of the extended study timeline, the purpose of which is to allow more opportunities for stakeholder outreach. This includes developing a strategy and engaging further with business, employer and regional stakeholders

1.2. *Message Research and Development*

No additional scope..

1.3. *Policy Advisory Committee (PAC)*

The December 2020 scope included two additional PAC meetings for a total of eight. Six PAC meetings have already taken place; the remaining two are anticipated for October and November, 2021.

1.4. *Engagement Activities and Materials*

The study team will continue to implement a variety of activities to help reach stakeholders where they are, making it convenient, interesting, educational, and fun to help shape this

project, and helping people understand the opportunity to engage and how their feedback will be used. The additional scope in this request includes:

- Outreach to Businesses: Coordinate with the SF Chamber of Commerce, Council of District Merchants Associations, Bay Area Council, Community Benefits Districts, Business Council on Climate Change, and others to conduct enhanced engagement with business interests, working with them to determine the best ways to share surveys and input opportunities with their members and conduct broader engagement. This will include developing a plan to engage businesses large and small and working with them to reach their communities using the most effective tools, such as a Business Roundtable.
- Outreach to Employers and workers: Coordinate with the Transportation Management Association of San Francisco (TMA SF), the Mission Bay Transportation Management Association (TMA), and the San Francisco Labor Council and their member organizations to conduct enhanced engagement with employer and worker interests. This includes but is not limited to a Labor Roundtable and a series of specialized forums for the TMA member employers.
- Extended timeframe for outreach activities. A key purpose of the six-month study timeframe extension is to allow more opportunity for interested stakeholders to be involved in shaping the study recommendations. This task includes hours and budget to support increased staff lead and participation in outreach activities in response to stakeholder interest.

2. Program Development

2.1. Program Development Plan and Coordination

The additional hours and budget in this task address the need for additional policy and strategy development time for Task 2 to respond to the additional outreach scope and extended timeline.

2.2. Technical Advisory Committee (TAC)

No additional scope.

2.3. Goals and Objectives, Purpose and Need

No additional scope.

2.4. Case Study Research

No additional scope.

2.5. Develop & Refine Program Definition, Identify Recommended Program

The requested budget includes additional analysis and documentation in coordination with tasks 1 and 2 to support development and refinement of alternatives that are responsive to stakeholder input.

2.6. Implementation Plan

No additional scope.

3. Technical Analysis

3.1. Technical Analysis Plan and Coordination

No additional scope.

3.2. *Existing Conditions Data Gathering and Analysis*

No additional scope.

3.3. *Analysis for Program Development & Stakeholder Engagement*

The requested budget includes additional analysis and documentation in coordination with tasks 1 and 2 to support development and refinement of alternatives that are responsive to stakeholder input.

3.4. *Cost and Revenue Estimates*

No additional scope.

Schedule

The study schedule is below. Major rounds of outreach include:

- Step 2 listening phase
- Steps 3-4 to gather input on program features
- Step 5 to gather input on analyzed alternatives and a potential recommendation



Project Location

Study area is northeastern San Francisco.

Project Phase(s)

Planning/Conceptual Engineering (PLAN)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New 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:	\$200,000

Justification for Necessary Amendment

Funding this request would require an amendment to the Transportation Demand Management/Parking Management 5YPP to reprogram \$200,000 from a placeholder for "Connect SF Modal Study Follow On" to the subject project. We will seek other funding, potentially including future sales tax, to backfill the 'ConnectSF Modal Study Follow On' placeholder. This amendment also includes a cost-neutral cash flow exchange with the NTIP Placeholder. See attached 5YPP for details.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Downtown Congestion Pricing Study - Additional Outreach
Grant Recipient:	San Francisco County Transportation Authority

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)	Jan-Feb-Mar	2019	Oct-Nov-Dec	2021
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)				
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Apr-May-Jun	2022

SCHEDULE DETAILS

Timeline for key remaining tasks:

Task 0: Project management - Ongoing. Final Report to be drafted by October 2021.

Task 1: Stakeholder engagement - Next major round of outreach planned to begin in June 2021 and conclude by September 2021. We will provide an overall Study update to the June 2021 CAC and July Board. The results of outreach and draft recommendations are anticipated to be shared in September CAC and October Board presentations.

Task 2: Program development - Three Scenarios have undergone detailed analysis during Spring 2021. Draft program recommendations will be developed following summer outreach, then shared in planned September CAC and October Board presentations.

Task 3: Technical analysis - Detailed scenario analysis is essentially complete as of May 2021. Cost and revenue estimates for the final recommendation to be completed in fall 2021 and included in final report.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Downtown Congestion Pricing Study - Additional Outreach
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-143: Transportation Demand Mgmt	\$200,000	\$0	\$0	\$200,000
MTC Quick Strike	\$0	\$0	\$200,000	\$200,000
Phases In Current Request Total:	\$200,000	\$0	\$200,000	\$400,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$200,000	\$0	\$1,050,000	\$1,250,000
Bay Area Toll Authority	\$0	\$0	\$400,000	\$400,000
MTC Quick Strike	\$0	\$0	\$200,000	\$200,000
TRANSBAY TRANSIT CENTER COMMUNITY FACILITIES DISTRICT FUNDS	\$0	\$0	\$880,000	\$880,000
TRANSBAY TRANSIT CENTER DISTRICT DEVELOPER FEES	\$0	\$0	\$470,000	\$470,000
Funding Plan for Entire Project Total:	\$200,000	\$0	\$3,000,000	\$3,200,000

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COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$3,200,000	\$200,000	Costs to date and estimated cost based on similar work
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$3,200,000	\$200,000	

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

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

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MAJOR LINE ITEM BUDGET

CURRENT TOTAL BUDGET AS OF LATE 2020

	0. Project Management	1. Stakeholder Engagement	2. Program Development	3. Technical Analysis	Total
SFCTA	\$ 277,561	\$ 433,230	\$ 184,667	\$ 220,233	\$ 1,115,692
Consultant	\$ 249,893	\$ 859,720	\$ 240,004	\$ 122,384	\$ 1,472,001
Contingency					\$ 212,308
Grand Total, 2020	\$ 527,454	\$ 1,292,950	\$ 424,671	\$ 342,617	\$ 2,800,000

2021 ADDITIONAL BUDGET SUMMARY (subject of current \$200,000 Prop K request, also funded with \$200,000 from MTC Quick Strike)

	0. Project Management	1. Stakeholder Engagement	2. Program Development	3. Technical Analysis	Total
SFCTA	\$ 110,439	\$ 456,770	\$ 23,333	\$ 21,767	\$ 612,308
Consultant	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency					\$ (212,308)
Total (Current Request)	\$ 110,439	\$ 456,770	\$ 23,333	\$ 21,767	\$ 400,000

TOTAL BUDGET WITH 2021 REQUEST

	0. Project Management	1. Stakeholder Engagement	2. Program Development	3. Technical Analysis	Total
SFCTA	\$ 388,000	\$ 890,000	\$ 208,000	\$ 242,000	\$ 1,728,000
Consultant	\$ 249,893	\$ 859,720	\$ 240,004	\$ 122,384	\$ 1,472,001
Contingency					\$ -
Grand Total	\$ 527,454	\$ 1,292,950	\$ 424,671	\$ 342,617	\$ 3,200,000

E6-86

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

MAJOR LINE ITEM BUDGET**DETAILED LABOR COST ESTIMATE - BY AGENCY**

SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Assistant Deputy Director for Planning	2078	\$ 78.35	\$ 2.62	\$ 205.54	34%	\$ 427,021
Sr. Transportation Planner	1800	\$ 61.58	\$ 2.62	\$ 161.55	30%	\$ 290,822
Director of Communications	1000	\$ 79.53	\$ 2.62	\$ 208.63	17%	\$ 208,630
Senior Communications Officer	1500	\$ 66.27	\$ 2.62	\$ 173.86	25%	\$ 260,790
Communications Officer	990	\$ 49.69	\$ 2.62	\$ 130.35	16%	\$ 129,047
Senior Graphic Designer	1000	\$ 49.05	\$ 2.62	\$ 128.67	17%	\$ 128,670
Senior Transportation Modeler	1500	\$ 71.93	\$ 2.62	\$ 188.68	25%	\$ 283,020
Total	9868				1.63	\$ 1,728,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Downtown Congestion Pricing Study - Additional Outreach
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$200,000	Total PROP K Recommended	\$200,000

SGA Project Number:		Name:	Downtown Congestion Pricing Study
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	06/30/2022
Phase:	Planning/Conceptual Engineering	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	\$200,000	\$0	\$0	\$0	\$200,000

Deliverables

- Quarterly progress reports (QPRs) shall contain a percent complete by task, percent complete of the overall project, a summary of outreach activities performed the quarter prior, and a list of outreach activities planned for the quarter ahead, in addition to the standard requirements for QPRs (See Standard Grant Agreement for details).
- Provide a presentation to the CAC and Board (anticipated fall 2021) on the draft project recommendations.
- Provide a presentation to the CAC and Board (anticipated by December 2021) on the Final Report, including final project recommendations.

Special Conditions

- The recommended allocation is contingent upon a concurrent amendment to the Transportation Demand Management/Parking Management 5YPP. See attached 5YPP amendment for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	50.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	60.94%	No TNC TAX	No PROP AA

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San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Downtown Congestion Pricing Study - Additional Outreach
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$200,000
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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:

RH

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Rachel Hiatt	Steve Rehn
Title:	Principle Transportation Planner	Senior Transportation Planner
Phone:	(415) 522-4809	(415) 522-4818
Email:	rachel.hiatt@sfcta.org	steve.rehn@sfcta.org

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date
 Pending July 27, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Curb Management Strategy	PLAN/ CER	Programmed	\$200,000					\$200,000
SFMTA, Any Eligible	NTIP Placeholder ³	CON	Programmed	\$40,000					\$40,000
Citywide TDM									
SFE	Emergency Ride Home Program ¹	CON	Allocated	\$130,000	\$120,000				\$250,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Allocated	\$200,000					\$200,000
SFMTA	SF Safe Routes to Schools Program Administration	CON	Allocated		\$240,000				\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed	\$240,000					\$240,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed		\$140,000				\$140,000
SFMTA	Employer TDM Program - Placeholder	PLAN/ CER	Programmed			\$156,000			\$156,000
SFMTA	Residential TDM Program - Placeholder ¹	PLAN/ CER	Programmed		\$230,000				\$230,000
SFMTA	Residential TDM Program - Placeholder	PLAN/ CER	Programmed				\$350,000		\$350,000
SFMTA	Tourist TDM Program - Placeholder ¹	PLAN/ CER	Programmed	\$0					\$0
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed			\$130,000			\$130,000
SFMTA	Tourist TDM Program - Placeholder	PLAN/ CER	Programmed					\$65,000	\$65,000
SFE	Commuter Benefits Ordinance Update ²	PLAN/ CER	Programmed	\$50,610					\$50,610
SFE	Commuter Benefits Ordinance Update ²	PLAN/ CER	Programmed			\$50,000			\$50,000
SFCTA	Mobility as a Service Pilot - Placeholder ²	ANY	Programmed	\$0					\$0
SFCTA	Emerging Mobility Pilots - Placeholder ²	ANY	Programmed	\$0					\$0
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed	\$80,000					\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed			\$80,000			\$80,000
SFCTA	TSP Evaluation Tool	PLAN/ CER	Programmed					\$40,000	\$40,000
Demand and Pricing Management									
SFCTA, SFMTA	Demand & Pricing - Placeholder ²	ANY	Programmed		\$0				\$0
SFCTA	Downtown Congestion Pricing Study ²	PLAN/ CER	Appropriated		\$550,000				\$550,000
SFCTA	Downtown Congestion Pricing Study - Additional Outreach ⁴	PLAN/ CER	Pending			\$200,000			\$200,000

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date

Pending July 27, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Modal Plans									
SFCTA	ConnectSF Modal Study Follow On ^{2,4}	PLAN/ CER	Programmed			\$50,000			\$50,000
Communities of Concern Access									
SFCTA	Golden Gate Park - JFK Drive Access Equity Study ³	PLAN/ CER	Pending (Prior)			\$200,000			\$200,000
TBD	NTIP Placeholder	PS&E, CON	Programmed	\$500,000					\$500,000
Total Programmed in 2019 5YPP				\$1,440,610	\$1,280,000	\$866,000	\$350,000	\$105,000	\$4,041,610
Total Allocated and Pending				\$330,000	\$910,000	\$400,000	\$0	\$0	\$1,640,000
Total Unallocated				\$1,110,610	\$370,000	\$466,000	\$350,000	\$105,000	\$2,401,610
Total Programmed in 2019 Strategic Plan				\$1,990,610	\$930,000	\$666,000	\$350,000	\$105,000	\$4,041,610
Deobligated Funds				\$0	\$0	\$0	\$0	\$0	\$0
Cumulative Remaining Programming Capacity				\$550,000	\$200,000	\$0	\$0	\$0	\$0
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

FOOTNOTES:

¹ 5YPP amendment to fund Essential Worker Ride Home Program (Resolution 2020-056, 05/19/2020).

Tourist TDM Program - Placeholder: Reduced from \$130,000 to \$0 in Fiscal Year 2019/20 for construction.

Residential TDM Program - Placeholder: Reduced from \$350,000 to \$230,000 in Fiscal Year 2020/21 for construction.

Essential Worker Ride Home Program: Project added with a total of \$250,000 in Fiscal Year 2019/20 (\$130,000) and Fiscal Year 2020/21 (\$120,000) funds for construction.

² 5YPP amendment to fund Downtown Congestion Pricing Study (Resolution 2021-025, 12/15/20).

Mobility as a Service Pilot - Placeholder: Reduced from \$200,000 to \$0 in Fiscal Year 2019/20 for any phase.

Emerging Mobility Pilots - Placeholder: Reduced from \$100,000 to \$0 in Fiscal Year 2019/20 for any phase.

Demand & Pricing - Placeholder: Reduced from \$200,000 to \$0 in Fiscal Year 2020/21 for planning.

Commuter Benefits Ordinance Update: [Cost-neutral programming exchange with Connect SF Modal Study Follow On] Reduced from \$100,610 to \$50,610 in Fiscal Year 2019/20 and increased from \$0 to \$50,000 in Fiscal Year 2021/22 for planning.

ConnectSF Modal Study Follow On: [Cost-neutral programming exchange with Commuter Benefits Ordinance Update] Reduced from \$300,000 to \$250,000 in Fiscal Year 2021/22 and increased from \$0 to \$50,000 in Fiscal Year 2020/21 for planning.

ConnectSF Modal Study Follow On: Reduced from \$50,000 to \$0 in Fiscal Year 2020/21 for planning.

Downtown Congestion Pricing Study: Project added with a total of \$550,000 in Fiscal Year 2020/21 for planning.

³ 5YPP amendment to accommodate Golden Gate Park - JFK Drive Access Equity Study (Resolution XX, date):

NTIP Placeholder (carryover): Reduced from \$240,000 to \$40,000 in Fiscal Year 2019/20.

Golden Gate Park - JFK Drive Access Equity Study: Added project with \$200,000 in Fiscal Year 2021/22 for planning.

⁴ 5YPP amendment to accommodate Downtown Congestion Pricing Study - Additional Outreach (Resolution XX, date):

ConnectSF Modal Study Follow On: [Cost-neutral cash flow exchange with NTIP Placeholder] Increased cash flow in FY 2021/22 by \$150,000 and reduced cash flow in FY 2022/23 by \$50,000 and by \$100,000 in FY 2023/24

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Transportation Demand Management (TDM)/Parking Management Category (EP 43)
Programming and Allocations to Date

Pending July 27, 2021 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	

NTIP Placeholder: [Cost-neutral cash flow exchange with ConnectSF Modal Study Follow On] Reduced cash flow in FY 2019/20 by \$150,000 and increased cash flow in FY 22/23 by \$50,000 and by \$100,000 in FY 2023/24
ConnectSF Modal Study Follow On: Reduced from \$250,000 to \$50,000 in Fiscal Year 2021/22 for planning.
Downtown Congestion Pricing Study - Additional Outreach: Added project with \$200,000 in Fiscal Year 2021/22 for planning.