



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, October 19, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2480 558 1030 # #

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

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

Clerk: Britney Milton

Remote Access to Information and Participation:

This meeting will be held remotely and will allow for remote public comment pursuant to AB 361, which amended the Brown Act to include Government Code Section 54953(e) and empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met.

Members of the public are encouraged to watch SF Cable Channel 26 or visit the SFGovTV website (www.sfgovtv.org) to stream the live meetings or watch them on demand. Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Board members before the meeting begins.

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1. Roll Call

2. **[Final Approval on First Appearance]** Approve Resolution Making Findings to Allow Teleconferenced Meetings Under California Government Code Section 54953(e) - **ACTION***

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| 3. Community Advisory Committee Report - INFORMATION* | 9 |
| 4. Approve the Minutes of the September 28, 2021 Meeting - ACTION* | 17 |
| 5. State and Federal Legislation Update - INFORMATION* | 29 |
| 6. Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests - ACTION* | 31 |
| Projects: SFMTA: 14 th Street Road Diet [NTIP Capital](\$60,700), Schools Engineering Program FY21/22 Cycle (\$925,000). SFPW: Potrero Gateway Loop Pedestrian Safety Improvements (\$100,000). SFCTA: Treasure Island Supplemental Transportation Study [NTIP Planning] (\$100,000). | |
| 7. Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - ACTION* | 41 |
| Projects: SFMTA: Communications-Based Train Control - Phase 3 N Judah (\$10,642,000). SFCTA: Planning, Programming, and Monitoring (\$380,000). (MTC) Planning, Programming, and Monitoring (\$180,000). | |
| 8. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - ACTION* | 57 |
| Contracts: On-call Legal Counsel Services: Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000). Computer Network and Maintenance Services: SPTJ Consulting, Inc. (\$300,000). On-call Strategic Communications, Media, and Community Relations Professional Services (\$100,000). | |
| 9. Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan - ACTION* | 67 |
| 10. 2021 Prop K Strategic Plan Update - INFORMATION* | 91 |
| Other Items | |
| 11. Introduction of New Items - INFORMATION | |
| During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration. | |
| 12. Public Comment | |
| 13. Adjournment | |

*Additional Materials

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

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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County Transportation
Authority**

Board Meeting Agenda

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accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 8 a.m. on the day of the meeting will be distributed to Board members before the meeting begins.

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign & Governmental Conduct Code Sec. 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the San Francisco Ethics Commission at 25 Van Ness Avenue, Suite 220, San Francisco, CA 94102; (415) 252-3100; www.sfethics.org.

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RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS UNDER CALIFORNIA GOVERNMENT CODE SECTION 54953(E)

WHEREAS, California Government Code Section 54953(e) empowers local legislative bodies to convene by teleconferencing technology during a proclaimed state of emergency under the State Emergency Services Act so long as certain conditions are met; and

WHEREAS, In March, 2020, the Governor of the State of California proclaimed a state of emergency in California in connection with the Coronavirus Disease 2019 ("COVID-19") pandemic, and that state of emergency remains in effect; and

WHEREAS, In February 25, 2020, the Mayor of the City and County of San Francisco (the "City") declared a local emergency, and on March 6, 2020 the City's Health Officer declared a local health emergency, and both those declarations also remain in effect; and

WHEREAS, On September 16, 2021, the Governor signed AB 361, a bill that amends the Brown Act to allow local legislative bodies to continue to meet by teleconferencing during a state of emergency without complying with restrictions in State law that would otherwise apply, provided that the legislative bodies make certain findings at least once every 30 days; and

WHEREAS, Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, and the City Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote physical distancing and other social distancing measures, such as masking, in certain contexts; and

WHEREAS, The California Department of Industrial Relations Division of Occupational Safety and Health ("Cal/OSHA") has promulgated Section 3205 of Title 8 of the California Code of Regulations, which requires most employers in California, including in the City, to train and instruct employees about measures that can decrease the spread of COVID-19,



including physical distancing and other social distancing measures; and

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks (as required by Health Officer Order No. C19-07y), using physical distancing where the vaccination status of attendees is not known, and considering holding the meeting remotely if feasible, especially for long meetings, with any attendees with unknown vaccination status and where ventilation may not be optimal; and

WHEREAS, The San Francisco County Transportation Authority Board has met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; now, therefore, be it

RESOLVED, That San Francisco County Transportation Authority Board finds as follows:

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, San Francisco County Transportation Authority Board has considered the circumstances of the state of emergency.
2. As described above, State and City officials continue to recommend measures to promote physical distancing and other social distancing measures, in some settings.
3. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committees in person would present imminent risks to the safety of attendees, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further



RESOLVED, That for at least the next 30 days meetings of San Francisco County Transportation Authority Board and its standing and advisory committees, including the Community Advisory Committee ("CAC") and the Expenditure Plan Advisory Committee ("EPAC"), will continue to occur exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). Such meetings of San Francisco County Transportation Authority Board and its committees that occur by teleconferencing technology will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it further

RESOLVED, That the Clerk of the Transportation Authority is directed to place a resolution substantially similar to this resolution on the agenda of a future meeting of San Francisco County Transportation Authority Board within the next 30 days. If the San Francisco County Transportation Authority Board does not meet within the next 30 days, the Clerk is directed to place a such resolution on the agenda of the next meeting of the San Francisco County Transportation Authority Board.

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DRAFT MINUTES

Community Advisory Committee

Wednesday, September 22, 2021

1. Committee Meeting Call to Order

Chair Larson called the meeting to order at 6:02 p.m.

Present at Roll: Rosa Chen, David Klein, John Larson, Jerry Levine, Kevin Ortiz, Stephanie Liu, Peter Tannen, Danielle Thoe, and Sophia Tupuola (9)

Absent at Roll: Nancy Buffum, Robert Gower (2)

2. Chair's Report - INFORMATION

Chair Larson reported that next month, public outreach will be conducted for the Planning Department's Southeast Caltrain Stations Study and the Transportation Authority's Pennsylvania Avenue Extension project. He said the City and County, in partnership with Caltrain, are studying options for building a new Caltrain tunnel under Pennsylvania Avenue, rebuilding the 22nd Street Station, and building a new Caltrain station in the Bayview. He shared that the first round of joint public workshops for these coordinated studies will be held virtually next month on Thursday, October 7 at 6:00 p.m. and Saturday, October 9 at 12:00 p.m. Both dates would cover the same information and will have Cantonese and Spanish interpretation available, he shared. Additionally, Chair Larson shared that a second round of meeting were planned for November 4 and 6 and more project information could be found at sfplanning.org/SERSS. He said that staff anticipates presenting on both of the efforts to the CAC in the coming months.

Chair Larson invited member Rosa Chen who sits on the Expenditure Plan Advisory Committee to provide an update. Ms. Chen reported on their first meeting was focused on equity, and Transportation Authority staff presented an equity presentation which highlighted transportation disparities across the city. She shared that the assessment looked at equity priority communities in particular which are communities on a higher proportion of low income residents and communities of color. She said city agencies need to be intentional about community-based planning to identify the investments that will best serve communities in need. Ms. Chen shared that their next meeting will be held Thursday, September 23, and they will begin discussions on their investment recommendations for the new expenditure plan.

With respect to Assembly Bill 43 (Friedman), Chair Larson shared that the bill passed the legislature on September 16. He added that the Governor has 30 days to sign, veto or allow the bill to become law. He shared that staff will agendize an update on the bill at an upcoming meeting assuming it becomes law.

There was no public comment.



Consent Agenda

3. **Approve the Minutes of the September 1, 2021 Meeting - ACTION**
4. **Adopt a Motion of Support to Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - ACTION**
5. **Adopt a Motion of Support to Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - ACTION**

Peter Tannen asked how the phases were determined for the Communications Based Train Control System.

Mark Hansen, San Francisco Municipal Transportation Agency (SFMTA), replied that the phases were chosen to determine the best way to move forward with the project. He said the train control upgrade program would replace the aging train control system in the Market Street subway, add train control to the new Central Subway, and expand train control operations to Muni Metro on surface streets. He said the phases were determined to pilot the system on the surface in phase 1, bring train control into the subway in phase 2, and then expand train control on the surface routes in the subsequent phases. Phase 1 was selected because it would bring benefits to the T-Third line most immediately and to the Bayview and Visitacion Valley.

During public comment, Edward Mason referred to the communications based train control map and said it showed the J Church line operating to the Embarcadero. He said the J Church line had been truncated at Market Street temporarily. He said the J Church should be restored and not wait until 2025 or 2027 for access to the Embarcadero. He said there was enough information to support the number of trains in the subway post-pandemic.

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

The consent agenda was approved by the following vote:

Ayes: Chen, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (9)

Absent: Buffum, Gower (2)

End of Consent Agenda

6. **Adopt a Motion of Support to Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests - ACTION**

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

There was no public comment.

Danielle Thoe motioned to approve the item, seconded by David Klein.

The item was approved by the following vote:

Ayes: Chen, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (9)

Absent: Buffum, Gower (2)

7. **Adopt a Motion of Support to Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan - ACTION**



Mike Pickford, Senior Transportation Planner, presented the item.

Chair Larson noted that the proposal to reprogram funds from the Fillmore paving project to the Mission and Geneva project would double the amount of Prop AA funds programmed to the project and said they obviously underestimated the cost in the past. He asked if the cost of the project had doubled or if the Transportation Authority would just be putting the money that was not needed for Fillmore toward the Mission and Geneva project.

Mr. Pickford replied that staff does not expect the Fillmore project to move forward this year, so the amount of funds programmed to that project is the amount of funds under consideration for reprogramming.

Oscar Quintanilla, Principal Capital Finance Analyst with San Francisco Public Works (SFPW), said that costs for the Mission and Geneva paving project had increased because SFPW added blocks to the project on Geneva Avenue to better coordinate with SFMTA's Mission/Geneva Safety Project. He said that the project was programmed five years in advance and this was an example of things changing over time. He said the original cost estimate was around \$6 million and that it is now close to \$11 million, so while the proposal is to add Prop AA funds, Mr. Quintanilla said SFPW would also add other funds, such as gas tax funds. He said that SFPW's fund sources were dedicated to paving and that there would be funds available to backfill the Fillmore project when it is ready to advance.

During public comment Edward Mason said, related to the SFMTA Transit Stop Enhancement Phase 2 project, that he did not understand what was meant by "more legible signage". He asked if the project would improve signage for the 14R Mission Rapid bus at the Daly City BART station. He said there is currently just a yellow stripe on the pavement to indicate the stop location and that it was very difficult to figure out. He said that Sam Trans had easy to understand signage at the station.

Mr. Pickford responded that Phase 1 of the Transit Stop project was currently underway and would be improving signage along the 14/14R route.

Sean Kennedy, Transit Planning Manager with SFMTA, said that the Transit Stop Enhancement program would replace signs on the 14/14R route. He said that SFMTA had approximately 3,600 stops, many with only a yellow paint stripe indicating their location and about 1/3 without a shelter. He said this project would result in all stops having a flag-style sign and that signs would be color coded to indicate whether the route is a frequent route. He said there would also be a small solar-powered light on the sign to help riders find the stop and read the sign.

Peter Tannen motioned to approve the item, seconded by David Klein.

Ayes: Chen, Klein, Larson, Levine, Liu, Ortiz, Tannen, Thoe, Tupuola (9)

Absent: Buffum, Gower (2)

8. San Francisco Municipal Transportation Agency Transportation Recovery Plan: 2022 Muni Service Network - INFORMATION

CAC member Pete Tannen observed that even as someone with a transportation planning background, he found the slide deck for this item to be a bit overwhelming and it was hard to put everything all together. He wondered how members of the public would be able to digest the information and requested that the presenters keep that in mind.



Chair Larson echoed Mr. Tannen's comments and suggested the CAC could be a test case for improving the communications on this topic to the public going forward.

Sean Kennedy, Transit Planning Manager with SFMTA presented the item.

David Klein asked how it's possible that the system is able to support itself financially if there is 50% ridership and they are expecting to be at over 80% of service with the increase.

Sean Kennedy replied that this reflects their best understanding of where the trends are going and what the City Controller's office is telling them of what they can expect from the taxpayers. He said the agency's Chief Financial Officer is confident that they can sustain a 85% pre-pandemic level of service without having to raise fares. He said they don't want to just be at the 85% level and they know that even 100% pre-pandemic service levels in many ways was unacceptable, and they are hoping and pushing with funding partners to get up to 110-120% of pre-pandemic service levels within the next year or two.

Jerry Levine said in District 2, the 43 line is a particular concern especially the north end of the route and said he understands that it will be extended into the Presidio. He asked if there was any way to determine what the scheduling would be as far as the length of time it is going to run throughout the day and the various scenarios.

Mr. Kennedy said during the pandemic they cut the span of service to end at 10 p.m. and as of April they have extended 16 lines to midnight. He said he would need to verify if line 43 was extended until midnight and would follow back up with Mr. Levine.

Mr. Levine asked how that relates to pre-pandemic service.

Mr. Kennedy they would run it at a 12-minute headway until the end of service which is a little better than it was pre-pandemic.

Sophia Tupuola asked if SFMTA was making an extra effort to equitably engage communities of concern in District 10, suggesting they send paper surveys and asking what they are doing to ensure their survey response rate reflects the diverse population in the city.

Mr. Kennedy responded that at the SFMTA Board meeting they discussed the 2600 survey responses received and questioned if it reflected their ridership. He said the survey was going to run another 2 weeks, and in a couple of days, Mr. Kennedy said SFMTA would have analyzed the responses looking at neighborhood, race, gender, etc. to see where they have received insufficient responses and then focus their efforts there. He said they are working with community based organizations to push out paper survey at neighborhood events, at pop up open houses, and at busy bus stops while riders wait for the bus.

Ms. Tupuola said she would love to see the data on survey response rates for low-income riders and communities of concern.

Peter Tannen thanked Mr. Kennedy for a good presentation and then shared concerns on the J Church line not running downtown, and asked that based on the community input received, is there any chance that the J Church downtown service would be restored.

Mr. Kennedy replied that the J is definitely on the table as something that may go back in the subway depending on community feedback. He said they have seen some good results on the technical side in terms of performance, but on the non-technical side,



they want to find out how the transfer is working/isn't working for passengers. He said they have already made changes based on feedback and in August, they doubled service in the subway, which should have helped, and on October 2 they will add 20% more service to the J line. Mr. Kennedy said those changes will make the J line go from a 12-minute headway to a 10 minute headway and would help reduce the transfer time. He said they would like to survey subway riders that include J line and M line riders to see how they feel about the service changes.

Danielle Thoe said when talking about all-day lines she noticed that Mr. Kennedy didn't mention lines such as the 7R and 38X and ask if that was because there were not the focus right now. She also asked what is SFMTA considering in the event of pandemic spikes.

With respect to the express lanes Mr. Kennedy said they are not the focus right now but rather the focus is on the all-day services and said if the lines for example the 21 line, it would come back at its mid-day frequency and not its peak frequency. He said they are not adding back any expresses such as the 7X right now because the financial district is not yet coming back. He said they will monitor and have contingency plans in the event downtown activity starts picking up quickly, but said it is likely around 3-4 years until demand in the downtown area is back up. He said right now the travel patterns have changed and they don't know how long they will last, and people are using transit to go within their neighborhoods, not to go downtown, so express services are not something they are looking at currently. With respect to contingency plans for the pandemic, Mr. Sean said they do have what they have done over the last year and a half that they can draw on if needed.

Kevin Ortiz agreed that the pre-pandemic services were not up to par for what they should have for their transportation system. He said he would love to see ways where they can make improvements with the routes that they currently have operating. He said he would also like to see how they can improve ways to not have communities fighting to get lines back, such as the M line returning 8 days before school started at San Francisco State, and said he wants to make sure the community engagement processes would be easier moving forward. Mr. Ortiz said he would also like to see ways they can refine the lines they have currently such as the 22 and 55. He said the 55 was created a couple years ago to service the Dogpatch neighborhood, but if they are talking about improving the 22 line in general, he said he would like to find a way to combine the two lines to create a loop around.

Mr. Kennedy said the big issue there is the modal difference as the 22 is a trolley line and the 55 is a motorcoach. He said the trolley extension into Mission Bay was a 15-year-old idea and it had been a major capital project that they have finally finished. He said when they flipped the 22, they needed to cover Dogpatch with a service to replace it, so that's where the 55 line came in. He said when you look at what the 22 use to do versus what the 55 does now, there are significant changes based on community feedback and further growth that is happening on 3rd Street. He said he understood Mr. Ortiz's overall point that combining lines where it makes sense is the way of the future.

Mr. Tannen said that he realized the 76 line is a low priority line, but he didn't see it mentioned in the presentation.

Mr. Kennedy said they put it in the express bucket and though it does not fall in the category of a normal express service, they are just not bringing it back at present due to demand issues.



Mr. Levine asked how the funding from the American Recovery Act impacted their thinking on the various scenarios.

Mr. Kennedy said they have received a lot of money from federal funds which has helped them get to 75%. He said without it they would have been much worse off. He said they are not going to direct all the funds into service and put out 100% service, because a year from now the money would dry up which would result in lay offs.

Mr. Levine agreed and said they took the right approach in dealing with the federal infusion of funds.

Chair Larson asked in terms of the parking revenue, whether the shared streets program would have a measurable impact on parking revenue going forward.

Mr. Kennedy replied that it was having an impact, but he would defer to his SFMTA colleagues for a more detailed response.

Chair Larson also asked how the ridership was going on the 58 line.

Mr. Kennedy said that considering the 58 is a brand new line and that it normally takes qwhile for new routes to catch on, add the fact that we are in a pandemic, ridership has been fair given the situation.

During public comment a caller said they were concerned about the lack of a clear and transparent public process on whether the temporary forced transfer on the J line at Market Street should be made permanent. They shared that pre-pandemic their family would ride the J line to and from work and it was one of the deciding factors when purchasing their home where they did. They suggested that the forced transfer issues be severed from the 2022 service plan and Muni provide full transparency for any future proposals and a chance at public comment.

Edward Mason said the J Church shut down issues were deemed temporary to cause the forced transfer to Market Street and yet had evolved into a permanent recommendation with enhanced streetscape of Church Street between Market and 15th. He said the walking transfer to the subway requires crossing the northbound J track which is located in the crosswalk and the tracks are especially slippery during rainy weather which is a safety hazard. Mr. Mason said the needs of the young and able body patrons for speed is what seems to be driving the recommendations and the elderly and disabled and inclement weather are not considered. He urged restoration of the J line to its basic service.

A caller said they agree with the observation that the reduction in the number of trains using the metro tunnel right now eliminated any rationale to remove the J Church from the subway.

A J Church rider said that the 2-minute time savings that would be implemented October 2 would not cut it. They said as a senior citizen with a sprained ankle, it will not save them any time, sharing that it took 57 minutes to get from 24th and Church Street to City Hall.

9. Progress Report for Van Ness Avenue Bus Rapid Transit Project - INFORMATION

Siew Chin Yeong, Director of Capital Programs and Construction, SFMTA presented the item.

Jerry Levine requested a full comprehensive accounting of all of the business interactions and impacts on small businesses from the Van Ness BRT project. He said



he was hoping that the report could be presented to the CAC. Mr. Levine added that he walks along corridor and would like an accounting for what Muni has done or not done, and what can be done to save businesses.

Peter Gabancho, project manager with SFMTA mentioned that we need to get that information from Mayor's Office of Economic Development. He said they are directly providing business support, and they have been working with them and will reach out to the Office of Economic and Workforce Development (OEWD) and get that information.

Peter Tannen asked about the schedule, which indicates that revenue operation will be in third quarter of 2022. He said the progress report mentioned that the original BRT start date was late and the project was almost 3 years behind schedule.

Ms. Yeong replied that their current projection is substantial completion by end of year and then the contractor will start preparing for the testing and training program. She said they expect to finish training and testing of the BRT system in Spring 2022. In terms of construction, she added that they anticipate reaching substantial completion in December 2021.

Mr. Gabancho replied that from discussion with construction team, the project will not go past late March or April of next calendar year.

David Klein commented that every time the project comes before them, it has a lack of details. He said the presentation does not give a sense of breath or depth of the work involved. He continued by saying that it did not allow the team to shine or showcase how much was invested in the project; that the presentation showed work but neither the impact nor effectiveness of the work, nor how it impacts the constituents.

Ms. Yeong replied that they will keep that comment in mind when preparing the next presentation and will come back with more details.

Danielle Thoe echoed Mr. Klein's comment that details are lacking. She said it was inexcusable that potholing work hadn't been done early on in project development. Ms. Thoe said that the presentation mentioned changes and lessons learned applied to Geary BRT project and said she did not know what was meant by that. She added that completely changing Geary BRT scope from center-running to curb-running was something she didn't agree with especially without detail and she said she would like to know what coordination had been going on. With regard to Better Market Street which is another major street, she asked what the specific changes were when determining underground utilities. She said that while Better Market Street on its face is a transportation project, it is truly an infrastructure project on many levels and asked if they could talk about what has been going on in terms of contracting.

Ms. Yeong replied that some key learnings related to risk identification and mitigation. With respect to Geary BRT, she shared that a lesson learned was to identify risk and impact to businesses and communities, and to decide what to do to provide the best outcome to transit operation and to minimize impacts to business and communities. With regard to potholing, she said Van Ness BRT had performed potholing but they should have done early in the project. Ms. Yeong shared that at time of the contract, they were relying on contractor to do a lot of potholing before construction began. For Van Ness BRT they applied lessons to the Taraval and 22 Fillmore project. She said Taraval was a big contract, based on the lessons learned, SFMTA paused the design phase and talked to San Francisco Water Power Sewer (SFPUC) and PG&E and conducted physical potholing with SFPUC and PG&E. This led to the decision to split



the contract into Segment A and Segment B to give PG&E more opportunity to relocate utilities. Taraval Segment A came out on schedule and on budget.

There was no public comment.

Chair Larson thanked SFMTA staff for the presentation and requested that they incorporate impacts on businesses in corridor and coordinate with OEWD for the next project update to the CAC.

10. Update on the Expenditure Plan Advisory Committee and Outreach Efforts for Development of a New Expenditure Plan - INFORMATION

Michelle Beaulieu, Principal Transportation Planner, Government Relations, presented the item.

Mr. Levine commented that he anticipated that the missing EPAC representative from District 2, shown on the presentation, will be appointed in early October to complete the EPAC roster.

Ms. Beaulieu responded that staff have been working with district offices to fill the seats.

There was no public comment.

Other Items

11. Introduction of New Business - INFORMATION

Chair Larson thanked Vice Chair Klein for presiding over the September 1 CAC meeting and providing a CAC report at the September 14 Transportation Board meeting.

There was no public comment.

12. Public Comment

During public comment, Edward Mason provided an updated on corporate Commuter buses sharing that the buses are nowhere near passenger capacity and have a negative impact to the environment.

13. Adjournment

The meeting was adjourned at 8:35 p.m.



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, September 28, 2021

1. Roll Call

Vice Chair Peskin called the meeting to order at 10:03 a.m.

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

Absent at Roll Call: Commissioner Mandelman (entered during item 8) (1)

2. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, said in the interest of time, she would not present the Executive Director's Report and noted that it was posted on the agency's website.

There was no public comment.

3. Approve the Minutes of the September 14, 2021 Meeting - ACTION

There was no public comment.

Commissioner Melgar motioned to approve the minutes, seconded by Commissioner Mar.

The minutes were approved without objection by the following vote:

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

Absent: Commissioner Mandelman (1)

Vice Chair Peskin excused Chair Mandelman who had a conflict with the first half of the meeting.

Consent Agenda

4. [Final Approval] Allocate \$885,777 in Prop K Funds and \$410,000 in Prop AA Funds, with Conditions, for Four Requests - ACTION
5. [Final Approval] Accept the Downtown Rail Extension (DTX) Phasing Study Final Report, Support the DTX Phasing Strategy of the Transbay Joint Powers Authority, and Release \$2,644,557 in Previously Allocated Prop K Sales Tax Funds, with Conditions, for DTX Project Development - ACTION
6. [Final Approval] Authorize the Executive Director and Other Authorized Representatives to Enter Into a Revolving Credit Agreement for \$125 Million with U.S. Bank National Association; to Execute and Deliver Legal Documents Relating Thereto; and To Take All Necessary or Appropriate Related Actions in Connection Therewith - ACTION



7. [Final Approval] Authorize Examination of Transaction and Use Tax Records - ACTION

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

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

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

Absent: Commissioner Mandelman (1)

End of Consent Agenda

8. San Francisco Municipal Transportation Agency Transportation Recovery Plan: 2022 Muni Service Network - INFORMATION

San Francisco Municipal Transportation Agency (SFMTA) Director of Transportation Jeffrey Tumlin introduced the item and introduced Julie Kirschbaum, Director of Transit, and Sean Kennedy, Transit Planning Manager, who presented the item.

Vice Chair Peskin expressed concern about the usefulness of SFMTA's survey that did not allow respondents to suggest alternative options or a hybrid option.

Commissioner Preston echoed those concerns and added that there was no option to receive public feedback and opinions. He asked why the presented plan aimed for an 85% restoration when the Board of Supervisors had passed a resolution to urge a plan for complete restoration. He asked if the plan for complete restoration was finished and why it was not in the presentation today.

Ms. Kirschbaum responded that the available resources allow for a 10% service restoration by February, and the main focus of today was to receive guidance and feedback on that 10% service restoration. She confirmed they would deliver an on-time response for complete service restoration and said today's discussion was framed by the hiring that SFMTA would be doing from now until February.

Director Tumlin added that scheduling constraints restricted public engagement opportunities for February's service restoration. He said they have been receiving public comments through the SFMTA website. He said he expected larger-scaled planning to begin around December, where SFMTA would have more time to engage with the Board and the public.

Commissioner Preston commented that there were other options with more ambitious goals not being presented despite the resolution made by the Board of Supervisors.

Director Tumlin responded that the plan was limited by SFMTA's ability to hire and train within the time frame rather than resources. He added that SFMTA was working on a plan for complete restoration and were eager to reach that goal.

Ms. Kirschbaum added that this was an example of growth faster than what staffing could accommodate. She explained that SFMTA initially targeted a 70% service restoration for back-to-school connections and ended up scheduling about 75%. Ms. Kirschbaum said they were maximizing operator overtime to staff the service. She stated that 85% restoration for February was determined by staffing, which would improve as SFMTA continues to hire and train.



Commissioner Preston asked whether any elected body had voted to authorize or adopt the 5-Minute Network as a priority objective.

Director Tumlin answered that speed, adaptability, and reliability were the adopted goals that they were working to actualize and present to the SFMTA Board for the February service plan.

Commissioner Preston asked for clarification on whether any bodies have adopted or authorized the plan as a priority objective.

Director Tumlin answered that no bodies had done so as no recommendations were ready yet.

Commissioner Preston expressed concern that the heavy inclusion of the 5-Minute Network Vision showed SFMTA's bias toward achieving this goal through increased frequency of service at the cost of reductions for other lines.

Director Tumlin answered that they respond to policy direction and have received many policy calls for fast, frequent, and reliable Muni service. He stated that their responsibility was to present the advantages and disadvantages of options for response. He referenced Mr. Kennedy's earlier remarks during the presentation in saying all three possibilities have individual advantages and disadvantages and said they were not recommending any particular option.

Commissioner Preston pointed out that the three options presented restricted possibilities for other solutions, and the naming of these options affected public reaction. He gave several examples of how naming could skew the public's response, including how the "Frequent Option" scenario entailed more frequent service for specific lines by eliminating other lines.

Director Tumlin reassured that none of the three options eliminated lines but simply restored service in different ways. He reiterated that the current planning effort was to determine how to allocate staff.

Vice Chair Peskin added that word choice and the limited ability for public feedback could skew survey results.

Commissioner Preston said he was concerned about the neutrality of the survey and objected to the lack of proposed service in District 5. He pointed out the lack of proposed return service for lines serving Japantown and the Western Addition and said it did not align with SFMTA's claims of advancing equity.

Director Tumlin responded that all three options provided the same amount of service for each neighborhood but allocated it differently. He noted efforts in collecting feedback and demographics from neighborhoods to hear their service preferences.

Commissioner Melgar thanked Ms. Kirschbaum and Director Tumlin for the improved frequency and reliability of transit in District 7. She noted stagnation in food, education, and job opportunities for Districts 1, 4, and 7 across the three options and commented on the overall policy issues embedded in the plan. She said she would like to expand on this discussion in the Land Use and Transportation Committee meeting. Commissioner Melgar pointed out that loss of service on hills, such as on Brotherhood Way and in Golden Gate Heights, would significantly impact seniors and people with disabilities. She said the survey did not give opportunities for them to



provide feedback. She worried that although this plan aimed to restore service and allocate staffing for February, the underlying policies would set up future development patterns.

Ms. Kirschbaum gave an example of the 29 Rapid line to demonstrate avoiding tradeoffs between neighborhoods. She said although the 29 Rapid would aid their efforts in improving school access, they did not implement it since it would burn through their operator mechanic pool. She explained that this also contributed to the issue Commissioner Preston brought up about the lack of service to Japantown and Western Addition. She also explained they were proposing temporary, small-scale adjustments to service in District 7 based on ridership data.

Commissioner Melgar responded that although the adjustments are small, choosing frequency for high ridership lines at the expense of basic access to a few was a policy that needed more discussion.

Director Tumlin thanked Commissioner Melgar for the invitation to the Land Use and Transportation Committee meeting. He agreed that this type of conversation was critical to have with policymakers as Muni service greatly impacts the city's ability to achieve its land use ambitions.

Commissioner Mar echoed previous Commissioners' concerns over the lack of opportunities for feedback and suggestions beyond the three scenarios. He noted that despite one of the names being the "Familiar Option," the plan included significant line reductions and eliminations. He listed some examples, including a service gap for the 58 line on Sloat Boulevard and a required transfer along the J Church line to get to downtown. He asked if these service changes were permanent or were part of SFMTA's progress in determining the best option to provide service with limited resources.

Ms. Kirschbaum replied that it was the latter, and they were working with community stakeholders to determine the next steps.

Commissioner Mar asked if SFMTA was still considering restoring full service for the J Church and the 23 Monterey.

Ms. Kirschbaum replied yes.

Commissioner Mar asked if inadequate resources, in addition to a lack of staffing, was an issue impacting the difficult tradeoff choices. He also asked what it would take to fully restore pre-pandemic service and increase frequency on high ridership lines.

Ms. Kirschbaum clarified that the workforce issue was constrained by time but would improve as SFMTA continues to hire. She said that resource constraints could be addressed if SFMTA could identify new funding, but no amount of funding could speed up the staffing process.

Commissioner Chan gave an example of a positive experience she had on the N train, which was smooth and efficient, and a negative experience with the 38 Geary line. She said she did not realize the 38 bus shelter she waited at was not in use, missed three buses, and had to take the 38 to Balboa and 33rd Avenue. She got off at Balboa and 33rd to walk home and did not see any 38 Geary buses the entire time. She said that she was capable of walking home, but the experience demonstrated SFMTA's inability to serve their riders. Commissioner Chan also pointed out the inadequate language



services for their survey. She reported that community organizers had developed their own surveys to be more understandable and accommodating for public feedback and said this was how she knew SFMTA was not serving her constituents. She expressed disappointment in SFMTA's plan and did not have any questions.

Vice Chair Peskin said that there seemed to be unanimity in opinions about the survey methodology.

Commissioner Haney asked how the survey addressed concerns in safety. He reported concerns from Chinese-speaking seniors about service changes requiring extra walking, referenced the city's focus on protecting API seniors, and asked how non-English-speaking residents could give their feedback.

Ms. Kirschbaum answered that the survey initially had a text messaging feature for those without internet access, but they opted for a phone number instead to accommodate language needs. She said community dialogue and verbal feedback were helping them assess the different scenarios and their impacts on riders. She thanked Commissioner Haney for highlighting this issue.

Commissioner Haney commented on moving a transit stop a couple blocks from a large building massively impacts seniors and how they get around, their safety, and their routine. He said to think about navigation, working with seniors on their particular needs, when distributing surveys, getting input, and making decisions and that a small change may feel small to the SFMTA but not for the hundreds of seniors living in those big buildings. Commissioner Haney requested more information on how SFMTA was working with the school district on access to schools, having heard a lot of concern from educators that changes in transportation had negatively impacted students and educators. He reiterated that changes that may seem small on a map can be huge for access to schools, certain communities, educators, and families, specifically considering where they are coming from and going to. Commissioner Haney asked about the role of the school district, noting the changing starting times for school, language questions, and asked how SFMTA was ensuring that aspect of the restoration was really centered.

Ms. Kirschbaum answered that SFMTA was working closely with the school district and was able to hear their feedback specifically over the summer. She commented that SFMTA also designed the August service changes as a back-to-school effort, prioritizing connections and getting service restored to some of the hilltop neighborhoods. Ms. Kirschbaum also answered that SFMTA provided some very specific guidance to the school district as they were thinking about start times, like staggering start times since there weren't big surges of kids all coming at the same time; however, for education reasons, the school district decided to consolidate the school times. Ms. Kirschbaum added that SFMTA was working to be responsive to that in real time like adding more service in January to the 44 O'Shaughnessy and 48 24th and Quintara, where there was acute crowding around school times. She concluded that both SFMTA and the school district were working through their different approaches.

Commissioner Haney thanked Ms. Kirschbaum for her answers and reiterated that there was a lot of concern about the matter, hoping that there was engagement with the school communities by doing surveys and analysis learning what is really going on, not just heads of the school district who may not be able to give their full breadth



of feedback and may not have all of the levels of information.

Commissioner Preston thanked colleagues, for their questions and said he appreciated Director Tumlin's comments about wanting policy guidance and discussion with the Board of Supervisors. He asked what the total cost, staff time and consultants included, and how much had been spent, and what was the overall budget for the survey regarding winter restoration.

Director Tumlin responded that staff would respond later with the numbers.

With respect to reallocating service between different lines, Commissioner Preston asked for clarification on why a city-wide survey was being conducted to decide how residents of the Western addition and Japantown would be given service.

Director Tumlin commented that the impacted lines go all the way across the city with several of them in the Richmond and Japantown districts but connected to many other neighborhoods. He elaborated the impacts were distributed through many neighborhoods in San Francisco, which explained the types of survey questions and would present what specific populations preferred, to inform the hard policy choices SFMTA would have to make with its limited staffing.

Commissioner Preston responded that the information was not clear in the survey as to how residents specifically in his district were being asked for feedback. Additionally, he said SFMTA had said, there should be no overall impact on other neighborhoods because it was the same service hours and same neighborhoods.

Director Tumlin answered that each of the three options provided roughly the same amount of service to all neighborhoods in San Francisco and it was a matter of where to invest service based upon hiring in the agency. He further commented that SFMTA's immediate goal was racing to meet a fast-approaching deadline for building schedules and hiring bus operators to improve transit service by February and that all of that would help SFMTA improve future survey instruments for the next round of service expansion to get to 100% and 110%. Director Tumlin stated that SFMTA needed a quick answer on how the agency should allocate our operators and mechanics this February so they could act on it.

Commissioner Preston responded that he never heard of this kind of outreach for this kind of decision, and with a limited pot of money and service, they should do community outreach that was targeted to neighborhoods. He further expressed that this was a very focused survey with the results dictating some very neighborhood-specific decisions of how to allocate the same transit hours between lines and whether to bring them back; and the current method precluded meaningful input by the folks most impacted. Commissioner Preston asked if it was possible to activate the 21 and to achieve the overcrowding relief and greater service on the 5 with longer buses, why couldn't people have both those important lines.

Ms. Kirschbaum answered that SFMTA was moving back to the 60-foot buses for the 5 Fulton, having made some shifts in vehicle size based on operator availability. She said SFMTA will be opening up the opportunity for operators to change the type of vehicle they drive and to change their home division and that will also allow them to do some important rebalancing and will help get 60-foot buses back on the 5 Fulton. Ms. Kirschbaum stated that SFMTA did appreciate the feedback on the survey and clarified the survey didn't preclude the local conversations, that they were reaching



out to different neighborhood groups and there was still opportunity for those conversations they would follow up directly with Commissioner Preston's office on any missed topics.

Commissioner Chan commented that she agreed with Commissioner Preston bringing the hearing back to the Government Audit & Oversight Committee and trying to better understand the plan, as well as the Controller's Office looking into SFMTA's finances. She further commented that she would like to see a budget that really values the working people in San Francisco that depend on the City's public transit.

Vice Chair Peskin commented that it would be interesting to get the answer to Commissioner Preston's question of how much the survey actually cost and urged SFMTA to tread with caution and to not seek to justify the results of that citywide survey.

During public comment, Karen Canard objected to the lack of targeted public outreach about whether the temporary forced transfer on the J Church transfer should be made permanent. She also asked that the J Church transfer be severed from the winter service plan and a separate outreach process be conducted.

Zack Lipton commented that funding and a plan from the commission were needed for the restoration of 100% pre-pandemic service hours. He requested the Board to move forward on long-term stable funding for Muni to provide short-term guarantees of funding necessary to bridge the gap so hiring didn't have to stop because of financial constraints and so service restoration wouldn't be further delayed.

A caller urged SFMTA to calculate how long it took a disabled person to cross either Church Street or Church and Market streets to change trains, let alone descend into the station; noting that these were scary pedestrian crossings, even for young able-bodied people. She also urged SFMTA to reinstate through J Church trains to the Embarcadero and acknowledged SFMTA's hard work.

Lorraine Petty supported and urged the full 100% restoration of all the pre-covid lines.

A caller commented that she would like the J Church line to be restored; that crossing Market Street is inaccessible for many people and discourages use of public transportation and burdens people, which was not the way to increase ridership, there were other ways to speed up transit, and taxpayers were tired of the lack of responsibility and accountability for the money that was spent.

Kathy De Lucca, with Community Living Campaign, commented how inaccessible the outreach has been for senior and disabilities populations with less than a month to take a survey or attend the meeting, and lack of notification. She also commented that SFMTA should restore the full pre-pandemic Muni network and then engage the community in a real discussion about the future of Muni before changing any lines.

Ofrita Onio thanked Commissioner Melgar for her efforts and asked to restore the 6 Parnassus bus line to its pre-pandemic route along with all the other routes.

Scott Feeney requested the 6 Parnassus be restored since it provided access into upper neighborhoods that would otherwise be cut off. He also commented that frequency was not improved by consolidating routes which took access away from people, and requested support for funding measures for frequent and high coverage



transit, instead of choice between two lines.

A caller commented that SFMTA should restore J Church service to downtown now and observe the performance, asserting that the most vulnerable members of the community were disproportionately harmed by the service cut, which included seniors, people with disabilities, and women who have been accosted, waiting for the J Church at night.

Anna Staggio-Monopolis commented that as a senior, did not want to be forced to transfer to get to a destination, walk uphill, or walk longer distances to get to a bus line; and delaying restoration of the full service to the J Church line caused transit riders to resort to using alternate means of transportation. She also commented it was not safe for seniors, people with disabilities, and families with infants and children to have to dodge traffic at an extremely busy intersection or go down two flights of stairs to the underground; and asked for the J Church and 48 Quintara/24th Street lines to be restored.

Cat Carter with San Francisco Transit Riders commented that she appreciated all the Commissioners' questions and concerns and echoed their concerns about the outreach process and survey, urging SFMTA to do a much better job of partnering with diverse groups in the future, centering on the needs of the most dependent and not just serve the majority. She also requested full restoration of Muni service, asserting many riders had already lived without service for too long and none of the three survey options provided sufficient service.

Roland Lebrun commented that the Santa Clara Valley Transportation Authority went through the exact same process six years ago with catastrophic results, including increase in service miles and drop in ridership. He requested the Board direct and support Muni in restoring 100% of pre-pandemic

A caller requested the restoration of the J Church and pre-pandemic service for Muni in general.

Edward Mason commented that the walking transfer to another line was unsafe; the subway performance was below pre-COVID capacity and the J Church should and could be accommodated in the subway; and the 2022 plan should restore pre-COVID weekend and weekday service for all lines.

David Pilpel commented that the J Church should be in the subway, it was inequitable to force J Church riders to transfer when other rail riders have a one-seat ride and were not forced to transfer at a portal, and SFMTA should restore all routes to at least pre-COVID weekend levels. He also commented that follow-up hearings at the Government Audit & Oversight Committee were needed with possible legislation. He further commented that Muni employees and unions should be consulted in addition to the riders with a better and different survey instrument. He concluded by saying all San Francisco needed public transit and Muni, not just some of San Francisco.

Barbara Castarello spoke of her personal experience waiting for the J Church at night, as well as witnessing a safety hazard for a senior pedestrian. She urged SFMTA to restore full service to the J Church line.

After public comment, Chair Mandelman resumed chairing duties at the meeting and thanked Vice Chair Peskin for presiding during his absence.



9. BART's Recovery Plan Update - INFORMATION

BART Board Director Bevan Dufty introduced the item Robert Powers, General Manager for BART, who presented the item, and Pam Herhold, Assistant General Manager, Performance and Budget.

Commissioner Safai thanked Director Dufty and Mr. Powers for their collaboration on affordable housing and transit-oriented development. He said they are super excited for the new construction and all the work they did along with SFMTA and his office. He added that they have two major hubs: Balboa and Glen Park BART Station that serve their residents, so they care deeply about the effort and energy they put into that. Additionally, Commissioner Safai thanked Mr. Dufty for his work stating that during his tenure he has been very proactive in engaging in this part of town, and he thanked Mr. Powers for being an accessible Executive Director.

Janice Li, BART Director, echoed Mr. Dufty's comments stating that they have confidence in Mr. Powers. She reassured the Board that they believe in the partnership with SFMTA and the Board and added that their phone lines are always open and they will be sure to be responsive to any inquiry they may have while finding ways to work together.

Chair Mandelman thanked Director Li for her engagement around some of the issues impacting residents in their system who are also unhoused in their neighborhoods. He mentioned that he had spoken with Mr. Dufty regarding who in the city would be available to respond to particular issues or concerns that were raised in an internal staff level meeting and extended the offer to have another meeting or escalate it back to this Board.

Commissioner Preston echoed thanks for BART's progressive policing efforts. He asked about the experience with the 50% off fares and said he was curious what the discounted September fares results were and if there was any analysis on that, to which Mr. Powers said it was likely too early to answer and that after they finish post processing of the September data, they would report out to the BART Board.

Ms. Herhold added that they would take a look at their September data and particularly compare it to how their October ridership plays out. She added that they had been tracking their ridership daily and weekly, and what has helped drive their ridership was the service restoration they put into place in early August of this year. She added that they would be happy to report back to the Board with their results at a later date.

Commissioner Preston thanked Ms. Herhold and said he thinks it is important that they pilot these efforts. He invited BART to stay in touch with his office as they looked at the data and making decisions on whether any aspect of that will continue on into the future.

Director Dufty replied that when he and Director Lateefah Simon came to the BART Board, the youth fare stopped at age 12, and since then youth fare between ages 12-18 was implemented. He said he thinks that has brought a lot of youth ridership in and they hope to do more, adding that he appreciates the direction they and others have taken on these issues.

Commissioner Melgar thanked Director Powers for the collaboration with Director Chang and her district. She said it has been important for the dream of having subway



connections. With respect to free BART for youth, she asked if they could expand on the plans they have for the future beyond what they are doing for the pandemic. She said they have implemented Free Muni for Youth in the budget for the city, she is hoping it remains because it is an important part of training a new generation of riders.

Mr. Powers said when he was out in the system talking to youth riders, a lot of them said they were not participating in the 50% off youth. He said they have to make sure they are communicating that out to their ridership so that everyone can take advantage of the discounts.

Ms. Herhold added that they now offer 50% discounts to youths up to 18 years old which was raised from 12, and from that they saw a jump up from ridership. She said they capture a lot of younger riders with the SF State Gator Pass, at acknowledged that the Transportation Authority provided seed money to get that going.

Commissioner Melgar said she would like to get the data when available. She also thanked BART for the girl's safety campaign, and said that Muni could learn a lot from this effort. She added that she is looking forward to getting what information they can from BART so they can replicate that program with their public transportation.

During public comment, a union representative asked for support in increasing the BART share of funds in the upcoming San Francisco Tax Expenditure Plan.

Laurie Thomas, Chief Director of the Golden Gate Restaurant Association thanked BART for their cooperation, returning late night service and helping the association's campaign "Relax your Vax" promotion efforts by distributing the campaign marketing flyers at BART's stations.

Anastasia Monopolies called to thank BART and the Commissioners for their support and insightful questions.

Jessica Lan, from the Business Travel Association acknowledged BART's efforts during the pandemic, and for offering extended late night service, and for their responsiveness to their requests, echoing Laurie Thomas' comments.

A caller thanked BART for the presentation and suggested that they conduct youth outreach via social media platforms such as TikTok.

Commissioner Walton thanked Director Powers and his team for the presentation.

10. Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2021 - INFORMATION

This item was deferred to the call of the chair.

Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment, Roland Lebrun thanked the Board for approving the Prop K allocation for the Downtown Extension (DTX). He referenced the minutes from the July 16 DTX Executive Steering Committee Meeting and suggested the Board follow the



conversation. Lastly, with respect to the third track, he said that is not a requirement and they are going to end up doing substantially different than what is currently on paper.

Edward Mason provided an update on the commuter buses and said prior to the pandemic they had 100 corporate commuter buses authorized at 24th and Church Street, and the numbers declined significantly with the pandemic, but are starting to rise again. Mr. Mason shared that between 7:30 a.m. and 8:30 a.m. pre-pandemic, there were about 40-45 commuter buses at 24th and Church Street, and now there are about 20 buses an hour. Lastly, he shared his concern about the majority of the buses running empty during the current climate crisis, and with very few passengers who should be riding Caltrain to get to their destination.

13. Adjournment

The meeting was adjourned at 1:08 p.m.

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San Francisco County Transportation Authority

State Legislation - October 2021

(Updated October 13, 2021)

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

Table 1 shows the status of all bills on which the Board has taken a position this session. September 10 was the last day for each house to pass bills., and October 10 was the last day for the Governor to sign or veto bills passed by the Legislature. Bills that have become law are listed as '*Chaptered*' in Table 1. The legislature has adjourned for the year and will reconvene on January 3, 2022.

Table 1. Bill Status for Active Positions Taken in the 2021-22 Session

Updates to bills since the last Board meeting are italicized.

Adopted Positions	Bill # Author	Bill Title	Update to Bill Status ¹ (as of 10/13/2021)
Support	AB 43 Friedman D	Traffic safety: expanded authority to reduce speed limits. Authorizes local jurisdictions or the state to further reduce speed limits than currently allowable, when justified.	<i>Chaptered</i>
	AB 117 Boerner Horvath D	Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	Dead
	AB 455 Wicks D Coauthors: Chiu D Wiener D	Bay Bridge Fast Forward Program. Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.	Two-Year Bill
	AB 550 Chiu D	Vehicles: speed safety system pilot program. Authorizes speed safety camera pilot program, subject to conditions, in San Francisco and four other cities.	Dead
	AB 917 Bloom D	Vehicles: video imaging of parking violations. Authorizes the use of forward-facing cameras on buses to enforce parking violations in transit-only lanes and in bus stops statewide.	<i>Chaptered</i>
	AB 1238 Ting D	Pedestrian access. Removes prohibition on pedestrians entering the roadway outside of a crosswalk, as long as no immediate hazard exists.	<i>Vetoed</i>
	AB 1499 Daly D	Transportation: design-build: highways. Extends expiration of authority to use design-build method of contract procurement from January 1, 2024 to January 1, 2034.	<i>Chaptered</i>

San Francisco County Transportation Authority

	SB 339 Wiener D	Vehicles: road usage charge pilot program. Extends the California Road Usage Charge Technical Advisory Committee and require the implementation of a pilot program to identify and evaluate issues related to the collection of revenue for a road charge program.	<i>Chaptered</i>
Oppose Unless Amended	AB 859 Irwin D	Mobility devices: personal information. Restricts a public agency's authority to collect anything but anonymized, aggregated, deidentified data from shared bicycles, scooters, transportation network companies, and autonomous vehicles.	Dead
Oppose	AB 5 Fong R	Greenhouse Gas Reduction Fund: High Speed Rail Authority: K-12 education: transfer and loan. Suspends appropriation of cap and trade funds to the HSRA for two years and transfers moneys collected for use on K-12 education.	Two-Year Bill

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



RESOLUTION ALLOCATING \$985,700 IN PROP K FUNDS AND \$220,000 IN PROP AA FUNDS, WITH CONDITIONS, AND APPROPRIATE \$100,000 IN PROP K FUNDS FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$1,085,700 in Prop K local transportation sales tax funds and \$220,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the Traffic Calming, Bicycle Circulation/ Safety and Transportation/ Land Use Coordination categories of the Prop K Expenditure Plan; and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

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

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

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$985,700 in Prop K funds and \$220,000 in Prop AA funds, with conditions, and appropriating \$100,000 in Prop K funds for four requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$985,700 in Prop K funds and \$220,000 in Prop AA funds, with conditions, and appropriates \$100,000 in Prop K



funds for Four Requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2021/22

Enclosure:

Prop K/Prop AA Allocation Request Forms (4)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
PROP K	38	SFMTA	14th Street Road Diet [NTIP Capital] ⁴	\$ 60,700		\$ 60,700	51%	0%	Construction	8
PROP K	38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000		\$ 925,000	51%	0%	Planning, Design, Construction	Citywide
PROP K	44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000		\$ 200,000	40%	50%	Planning	6
PROP AA	Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements		\$ 220,000	\$ 1,949,000	NA	89%	Construction	10
TOTAL				\$ 1,085,700	\$ 220,000	\$ 3,134,700	18%	58%		

Footnotes

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

² Acronyms: SFCTA (Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	Funds will be used for implementation of a "road diet" on 14th Street between Castro Street and Sanchez Street, in response to neighborhood concerns regarding traffic and pedestrian safety. Improvements will include elimination of an eastbound lane on 14th Street between Castro and Sanchez streets, addition of a left-turn-only lane at 14th and Castro streets, and extended red zones to increase daylighting at the intersections of 14th and Castro, Noe and Sanchez streets. Project benefits include improved pedestrian visibility and safer turning movements. The proposal was developed in coordination with Supervisor Mandelman's office, the Duboce Triangle Neighborhood Association and other members of the local community. SFMTA anticipates that the project will be open for use by December 2022.
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	This request will fund the SFMTA's annual school engineering program which serves all K-12 schools in San Francisco (public and private). The two focus areas of work include: 1) school traffic operations signage and pavement/curb markings at up to 35 schools citywide; and 2) school loading zone traffic calming on up to 15 residential streets where school loading zones are present. SFMTA will also complete six Walk Audits from prior program cycles (Prop K funded) which have been delayed because of the COVID-19 pandemic and associated school closures. Locations for the FY22 cycle will be determined by March 2022 through 311, referrals from the San Francisco Unified School District liaison, and observations from SFMTA crossing guards for the School Traffic Operations Signage and Markings Sub-Program, and through collision and enrollment data, as well as observed traffic speeds for the School Loading Zone Traffic Calming Sub-Program. Pages E6-26 - E6-31 of the enclosure show the list of locations and status of implementation for the FY18/19 and FY19/20 program cycles. The SFMTA anticipates that the full scope of this request will be open for use by March 2024. SFMTA did not request funds for a FY20/21 cycle.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	As the request of Supervisor Haney, Neighborhood Program funds would be used to conduct stakeholder engagement and data analysis to understand Treasure Island resident and worker transportation needs, outline recommended short-term public transit improvements and plan for supplemental transportation options to fill identified gaps in service. Recommendations could take the form of an on-demand shuttle, shared van, and/or ride-share subsidy. Each option requires more conversations with residents, workers and service providers to understand new realities after the pandemic, potential barriers to use and how to overcome those barriers. We anticipate that the Study, which will include an implementation plan, will be presented to the Board in July 2022.
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	Requested funds would support construction of this project, which will revitalize and reconnect the Potrero Hill neighborhood separated by U.S. 101. The project will create a gateway and provide a safe passageway under the freeway overpass along 17th Street from Vermont Street to San Bruno Avenue and along Vermont Street and San Bruno Avenue between 17th and Mariposa streets, locations on the High Injury Network. The project will improve pedestrian, bicyclist, and motorist safety by widening sidewalks, constructing corner bulbouts, enhancing bike lanes, installing new street trees and rain gardens, and with roadway and parking modifications. The project is expected to be open for use by December 2022. Prop AA funds will leverage Eastern Neighborhoods impact fees and a grant from the state Affordable Housing and Sustainable Communities program.
TOTAL			\$1,085,700	\$220,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	Multi-phase Allocation: We are recommending a multi-phase allocation given the overlapping schedule of the planning, design and construction phases at different school locations.
44	SFCTA	Treasure Island Supplemental Transportation Study [NTIP Planning]	\$ 100,000	\$ -	
Ped	SFPW	Potrero Gateway Loop Pedestrian Safety Improvements	\$ -	\$ 220,000	
TOTAL			\$ 1,085,700	\$ 220,000	

¹ See Attachment 1 for footnotes.

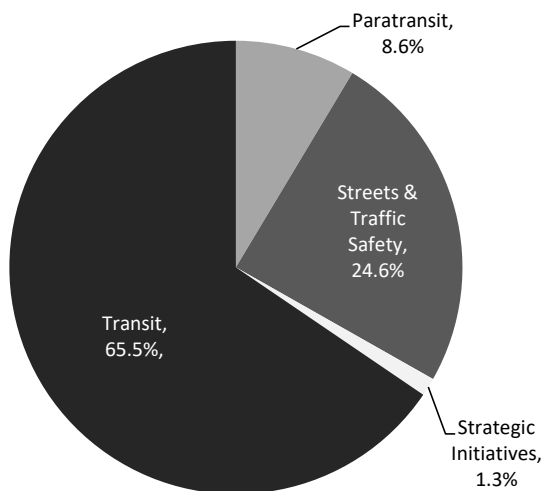
**Attachment 4.
Prop K Allocation Summary - FY2021/22**

PROP K SALES TAX

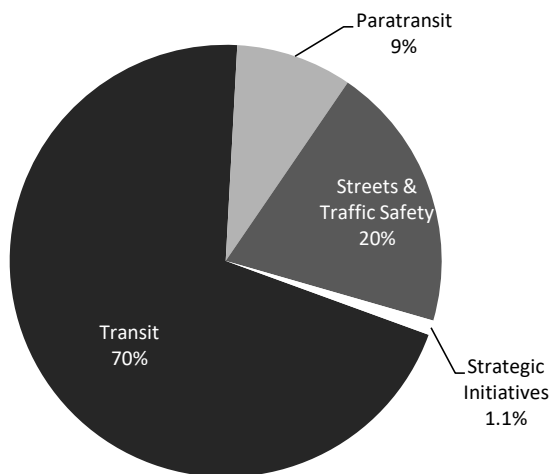
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 27,340,765	\$ 16,671,381	\$ 9,593,532	\$ 1,075,852	\$ -	\$ -
Current Request(s)	\$ 1,085,700	\$ 80,000	\$ 383,200	\$ 522,500	\$ 100,000	\$ -
New Total Allocations	\$ 28,426,465	\$ 16,751,381	\$ 9,976,732	\$ 1,598,352	\$ 100,000	\$ -

The above table shows maximum annual cash flow for all FY 2021/22 allocations and appropriations approved to date, along with the current recommended allocation(s) and appropriation.

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

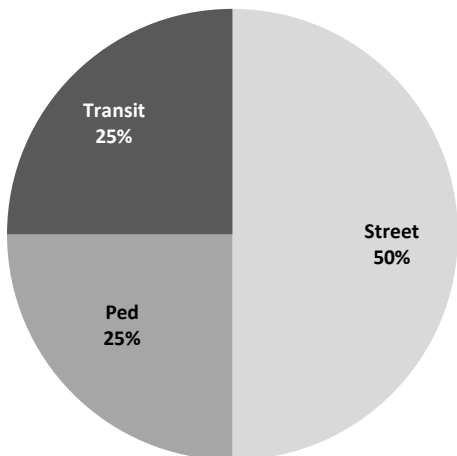


PROP AA VEHICLE REGISTRATION FEE

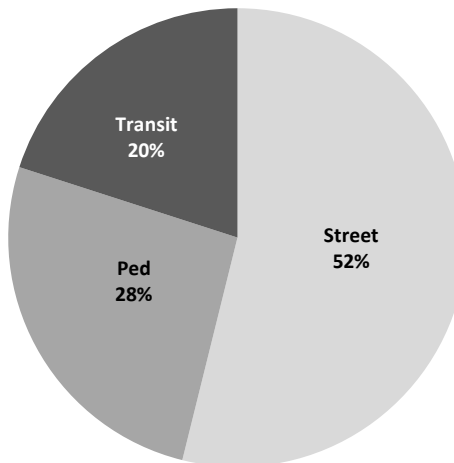
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25
Prior Allocations	\$ 1,336,928	\$ -	\$ 1,317,428	\$ 19,500	\$ -
Current Request(s)	\$ 220,000	\$ -	\$ 110,000	\$ 110,000	\$ -
New Total Allocations	\$ 1,556,928	\$ -	\$ 1,427,428	\$ 129,500	\$ -

The above table shows total cash flow for all FY 2021/22 allocations approved to date, along with the current recommended allocation(s).

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 6

DATE: September 23, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/19/2021 Board Meeting: Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$985,700 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 14th Street Road Diet [NTIP Capital] (\$60,700) Schools Engineering Program FY21/22 Cycle (\$925,000) <p>Allocate \$220,000 in Prop AA funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> Potrero Gateway Loop Pedestrian Safety Improvements <p>Appropriate \$100,000 for:</p> <ol style="list-style-type: none"> Treasure Island Supplemental Transportation Study [NTIP Planning] <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--

DISCUSSION

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



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,305,700 in Prop K and Prop AA funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2021/22 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the Fiscal Year 2021/22 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions for those respective fiscal years.

CAC POSITION

The CAC considered this item at its September 22, 2021 meeting, and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K and Prop AA Allocation Summaries - FY 2021/22
- Enclosure - Allocation Request Forms (4)

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RESOLUTION APPROVING SAN FRANCISCO'S PROGRAM OF PROJECTS FOR THE 2022
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, As Congestion Management Agency for San Francisco, the Transportation Authority is responsible for prioritizing San Francisco's share of RTIP funds and to guide that process, the agency has longstanding RTIP priorities (Attachment 1) which designate the San Francisco Municipal Transportation Agency's (SFMTA's) Central Subway as the highest priority for the next \$29,669,654 in RTIP funds; and

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

WHEREAS, For the 2022 RTIP, San Francisco has a total of \$11,202,000 in new funds that can be programmed in Fiscal Years 2025/26 through 2026/27 to RTIP-eligible projects (Attachment 2) and the Transportation Authority must submit its Board approved 2022 RTIP priorities to MTC by November 1, 2021; and

WHEREAS, CTC guidelines allow a portion of RTIP funds to be used for Planning, Programming, and Monitoring (PPM) activities such as regional transportation planning, program development, and oversight of state and federally funded projects; and

WHEREAS, MTC and the CMAs have a long-standing arrangement to split PPM funds in recognition of the role each agency plays in advancing the state's transportation goals; and

WHEREAS, Transportation Authority staff recommended programming \$380,000 for the Transportation Authority and \$180,000 for MTC in PPM funds, as shown in Attachment 3;



and

WHEREAS, At SFMTA's request and after evaluating the project against the CTC's and MTC's guidelines, Transportation Authority staff recommended programming the remaining \$10,642,000 in RTIP funds to the construction phase of the SFMTA's Communications-Based Train Control - Phase 3 N Judah project (see Attachment 3), which will support reliable, safe, fast, and high-frequency rail transit along the N Judah line, from the Duboce Portal to the Ocean Beach terminus;; and

WHEREAS, Attachment 4 contains additional detail on the scope, schedule, cost and funding for the PPM funds and the Communications-Based Train Control - Phase 3 N Judah project; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee considered the staff recommended 2022 RTIP Program of Projects and unanimously adopted a motion of support for the staff recommendation; now, therefore let it be

RESOLVED, That the Transportation Authority hereby approves San Francisco's program of projects for the 2022 RTIP as summarized in Attachment 3; and be it further

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

Attachments:

- Attachment 1 – Remaining RTIP Commitments
- Attachment 2 – 2022 RTIP New Funds Available
- Attachment 3 – Proposed Program of Projects
- Attachment 4 – Project Programming Request Forms (2)

Attachment 1
San Francisco County Transportation Authority
Draft Remaining Regional Improvement Program (RIP) Commitments¹
Last Amended September 2021

Project ²	Initial RIP Commitment	Current Remaining RIP Commitment	Proposed New Funds	Proposed Remaining RIP Commitment
Presidio Parkway [Fulfilled]	\$84,101,000	\$0		\$0
Central Subway [1st priority] ³	\$92,000,000	\$29,669,654	\$10,642,000	\$19,027,654
MTC STP/CMAQ Advance for Presidio Parkway [2nd priority, see updated footnote] ⁴	\$34,000,000	\$34,000,000		\$34,000,000
Caltrain Downtown Extension [3rd priority] ⁵	\$28,000,000	\$17,847,000		\$17,847,000
Caltrain Electrification [Fulfilled]	\$24,000,000	\$0		\$0
Total	\$262,101,000	\$81,516,654	\$10,642,000	\$70,874,654

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

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

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

Staff is proposing to program the \$10,642,000 in available 2022 RIP funds to SFMTA for the Communications-Based Train Control - Phase 3 N Judah project, reducing the outstanding commitment to the Central Subway by a commensurate amount.

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

On September 22, 2021 as part of its approval of the 2022 RTIP guidelines, the MTC is anticipated to reduce the Transportation Authority's remaining commitment by \$3 million, contingent on the Transportation Authority allocating \$3 million in local funds to serve as MTC's contribution to the next phase of project development for the Caltrain Downtown Extension project.

Attachment 2

2022 Regional Transportation Improvement Program (RTIP)

New Funds Available for San Francisco

The 2022 RTIP covers five years (Fiscal Years (FYs) 2022/23 – 2026/27). However, the California Transportation Commission has advised that new project programming is only available in the last two years: FY 2025/26 and FY 2026/27.

Programming Category	San Francisco County Share – New Programming	Eligible Activities
Planning, Programming, and Monitoring (PPM)	SFCTA: \$380,000	Up to 5% allowable per 3-year county share period (different than 5-year range of the RTIP) for PPM activities including regional transportation planning, program development, and project monitoring. MTC and the CMAs have a long-standing arrangement to split the PPM in recognition of the role each agency plays in advancing the state's transportation goals.
	MTC: \$180,000	
Capital Projects	\$10,642,000	Capital projects to improve transportation, including highways, local roads, and bicycle and pedestrian facilities, and transit projects. For the 2022 RTIP, transit projects must be State Constitution Article XIX compliant (e.g. no rolling stock) or must seek federal-only funding. Can fund environmental, design, right of way and construction phases.
Total:	\$11,202,000	

Attachment 3

San Francisco 2022 Regional Transportation Improvement Program (RTIP) Programming Priorities - Proposed

		Project Totals by Fiscal Year (\$ 1,000's)						
		CTC has advised that new project programming is only available in FYs 2025/26 and 2026/27.						
Agency ¹	Project	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Phase
New 2022 RTIP Programming Priorities								
SFMTA	Communications-Based Train Control - Phase 3 N Judah	\$10,642				\$10,642		Construction
SFCTA	Planning, Programming, and Monitoring	\$380				\$380		n/a
MTC	Planning, Programming, and Monitoring	\$180				\$89	\$91	n/a
Proposed 2022 RTIP Programming		\$11,202	\$0	\$0	\$0	\$11,111	\$91	
Total RTIP Funds Available		\$11,202						
Surplus/(Shortfall)		\$0						

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION
PROJECT PROGRAMMING REQUEST

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

General Instructions

Amendment (Existing Project) Yes					Date:	09/16/21
District	EA	Project ID	PPNO	MPO ID		
04		0420000372	2007	SF-170002		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SF				San Francisco County Transportation Authority		
				MPO	Element	
				MTC	LA	
Project Manager/Contact		Phone		E-mail Address		
Amber Crabbe		(415)522-4801		amber.crabbe@sfcta.org		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component						
Implementing Agency						
PA&ED	San Francisco County Transportation Authority					
PS&E						
Right of Way						
Construction	San Francisco County Transportation Authority					
Legislative Districts						
Assembly:	17,19	Senate:	11	Congressional:	12,14	
Project Benefits						
The project supports timely project management and oversight.						
Purpose and Need						
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commissioners guidelines.						
Category		Outputs			Unit	Total
NHS Improvements	No	Roadway Class		Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals		Y		Reduces Greenhouse Gas Emissions	N	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

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

Date: 09/16/21

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259	46	199		6,075	\$65 CON voted 03/15/07
									\$466 CON voted 07/26/07
TOTAL	5,117	260	259	259	46	199		6,140	\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	380	6,615	
TOTAL	5,117	260	419	259	46	199	380	6,680	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No		Date:	09/16/21		
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.
04			2137		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
SF				SFMTA	
			MPO	Element	
			MTC	MT	
Project Manager/Contact		Phone		E-mail Address	
Dan Howard		(415) 565-3642		dan.howard@sfmta.com	
Project Title					
Communications-Based Train Control - Phase 3 N Judah					
Location (Project Limits), Description (Scope of Work)					
A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Project (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway (continues on next tab).					
Component		Implementing Agency			
PA&ED		SFMTA			
PS&E		SFMTA			
Right of Way		NA			
Construction		SFMTA			
Legislative Districts					
Assembly:	17,19	Senate:	11	Congressional:	12,14
Project Benefits					
To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications Based Train Control System (CBTC) along 9.5 bidirectional miles of the N Judah line during Phase 3 of the Train Control Upgrade Project (TCUP). CBTC benefits are improved reliability, safety, line capacity, and decreased travel times for the most heavily-traveled segments of the light rail system.					
Purpose and Need					
The SFMTA Muni Metro uses a centralized train control system in the Market Street Subway (the core segment). The system was designed more than three decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):					
Category		Outputs/Outcomes		Unit	Total
Intercity Rail/Mass Trans		Operational improvements		Miles	9.5
ADA Improvements N		Bike/Ped Improvements N		Reversible Lane analysis N	
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions Y			
Project Milestone				Existing	Proposed
Project Study Report Approved				11/30/19	
Begin Environmental (PA&ED) Phase					08/01/21
Circulate Draft Environmental Document		Document Type	CE/CE		TBD
Draft Project Report					TBD
End Environmental Phase (PA&ED Milestone)					07/01/22
Begin Design (PS&E) Phase					10/29/25
End Design Phase (Ready to List for Advertisement Milestone)					08/01/26
Begin Right of Way Phase					NA
End Right of Way Phase (Right of Way Certification Milestone)					NA
Begin Construction Phase (Contract Award Milestone)					08/01/26
End Construction Phase (Construction Contract Acceptance Milestone)					08/01/27
Begin Closeout Phase					12/31/29
End Closeout Phase (Closeout Report)					09/30/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 09/16/21

Additional Information

LOCATION (PROJECT LIMITS), DESCRIPTION (SCOPE OF WORK) (Full language):A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The Train Control Upgrade Program (TCUP) is a ten-year capital program that will procure a new CBTC system to replace the aging train control signal system currently installed on Muni Metro. It will provide operations and service planning staff the tools necessary to deliver reliable, speedy, high-frequency rail transit to, from, and within downtown San Francisco. The focus of this STIP request is Phase 3, the construction of CBTC along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. Phase 3 serves eight Muni Metro surface stations along Judah Street, connecting residents of the Sunset to destinations downtown and offering transfers from the Market Street Subway.

The system will be installed in seven phases, first piloting CBTC on the surface and then moving into the subways and the rest of the surface-running light rail system. Previously programmed STIP funds are planned for phases 1 and 2. Phase 1 brings CBTC to the surface between 23rd Street and the subway portal at Market Street. This segment of nine stations serves the new Chase Center (Warriors arena), Oracle Park (Giants stadium) as well as Muni Metro East, one of SFMTA's two light rail maintenance facilities. Following this installation, Phase 2 will be installed throughout the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. Phase 2 serves nine underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge, including Central Subway's two surface and two subway stations. The five subsequent phases will bring CBTC to the entirety of the 75-mile Muni Metro system.

PURPOSE & NEED (Full language): The SFMTA Muni Metro uses a centralized train control system in the Market Street Subway (the core segment). The system was designed more than three decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations:

- 1) essential safety features to ensure light rail vehicles never collide while operating underground.
- 2) lower passenger travel times under a computerized system.

This system keeps vehicles safely and evenly spaced, permitting lower headways than could be achieved under manual operation. Today's SFMTA train control system is beyond its useful life and over capacity. The majority of the LRV network, including the N Judah line described in Phase 3, is governed by line-of-sight rules and signals working in isolation. The full CBTC system installation will expand the centralized vehicle control beyond the Market Street tunnel and along all surface lines. This will permit a more coordinated and centralized management of the entirety of our light rail system by using integrated signals to better manage vehicle flows along the surface, directly translating to faster and more reliable travel times for passengers. Additionally, CBTC will incorporate decades of technological improvements resulting in more flexible operations, lower operating and maintenance costs, and a better and more intuitive user interface.

ADA Notice

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PROJECT PROGRAMMING REQUEST

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

Date: 9/16/21

District	County	Route	EA	Project ID	PPNO	
04	SF				2137	0
Project Title: Communications-Based Train Control - Phase 3 N Judah						

Existing Total Project Cost (\$1,000s)										Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	SFMTA
PS&E	0	0	0	0	0	0	0	0	0	SFMTA
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	NA
CON SUP (C)	0	0	0	0	0	0	0	0	0	NA
R/W	0	0	0	0	0	0	0	0	0	NA
CON	0	0	0	0	0	0	0	0	0	SFMTA
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Total Project Cost (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)	0	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	1,250	3,450	0	4,700	
R/W SUP (CT)	0	0	0	0	0	0	0	0	0	
CON SUP (C)	0	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	16,336	4,139	20,475	
TOTAL	0	0	0	0	0	1,250	19,786	4,139	25,175	

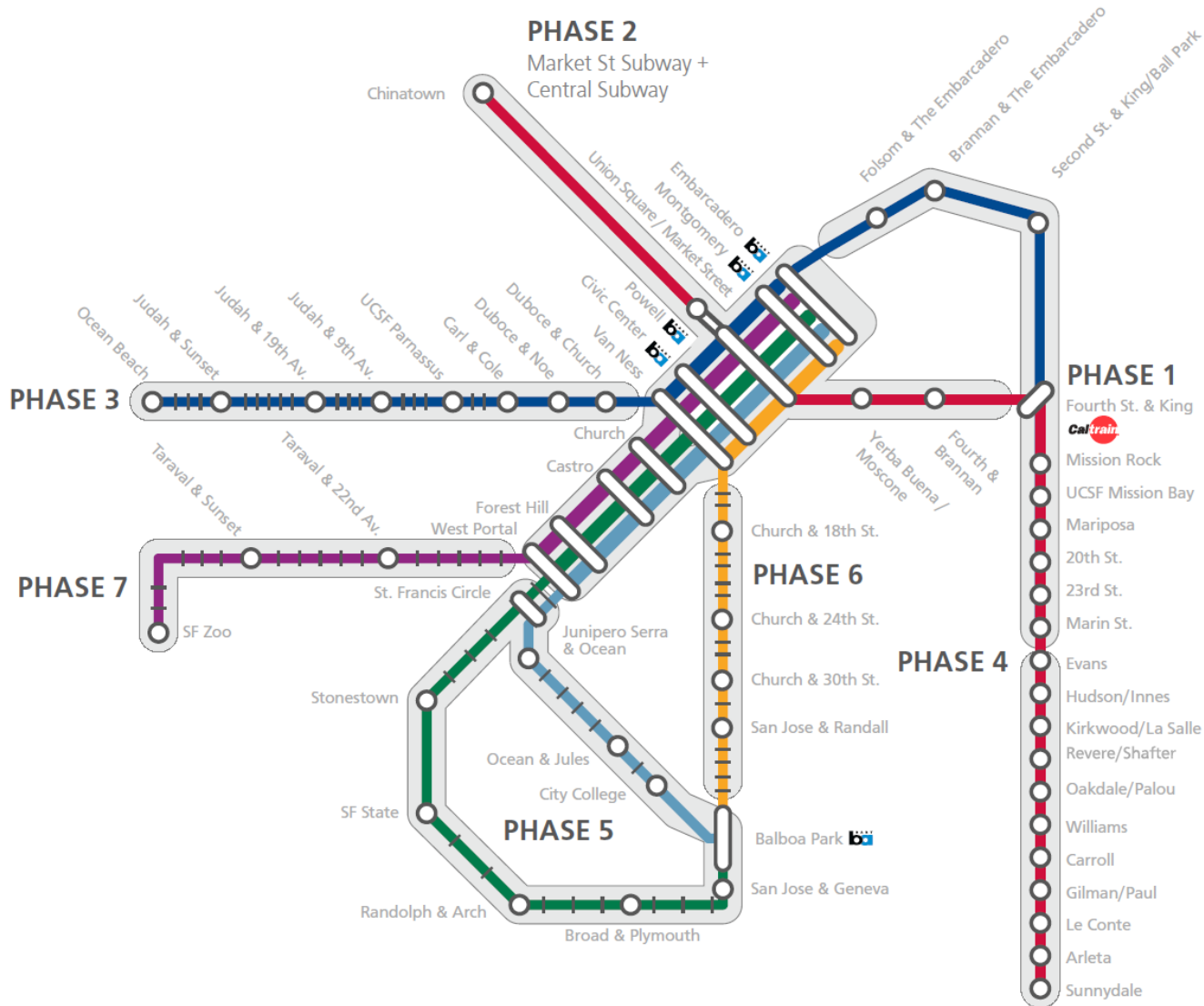
Fund No. 1: STIP										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	CTC, Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							10,642		10,642	
TOTAL	0	0	0	0	0	0	10,642	0	10,642	

Fund No. 2: Transportation Sustainability Fee (TSF)										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	SFMTA
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	
PS&E							3,450		3,450	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	3,450	0	3,450	

Fund No. 3: SB1 State of Good Repair (SGR)										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							2,200		2,200	
TOTAL	0	0	0	0	0	0	2,200	0	2,200	

Fund No. 4: Transit Capital Priorities										Program Code
Existing Funding (\$1,000s)										
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	Funding Agency
E&P (PA&ED)									0	Federal Transit Administration
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0	0	0	0	0	
Proposed Funding (\$1,000s)										Notes
E&P (PA&ED)									0	
PS&E						1,250			1,250	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON							3,494	4,139	7,633	
TOTAL	0	0	0	0	0	1,250	3,494	4,139	8,883	

Preliminary Project Phasing





**San Francisco
County Transportation
Authority**

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

Memorandum

AGENDA ITEM 7

DATE: September 23, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 10/19/2021 Board Meeting: Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program

RECOMMENDATION Information Action

Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program (RTIP) for:

- San Francisco Municipal Transportation Agency's (SFMTA's) Communications-Based Train Control - Phase 3 N Judah (\$10,642,000)
- Planning, Programming, and Monitoring for the Transportation Authority (\$380,000) and the Metropolitan Transportation Commission (MTC) (\$180,000)

SUMMARY

As San Francisco's Congestion Management Agency (CMA), the Transportation Authority is responsible for programming San Francisco's county share RTIP funds. The Board has long standing RTIP priorities (Attachment 1) which designate the Central Subway as the highest priority for the next \$29.7 million in RTIP funds. We cannot program RTIP funds directly to the Central Subway because all the contracts have been awarded. Thus, we are honoring the commitment by programming RTIP to other SFMTA RTIP-eligible projects. SFMTA has requested that we program the funds to the Communications-Based Train Control - Phase 3 N Judah project, which will support reliable, safe, fast, and high-frequency rail transit along the N Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the Phase 3 N Judah project is \$20.5 million. Our recommendations are shown in Attachment 3. This programming is ultimately subject to approval by the MTC (anticipated in December) and the California Transportation Commission (CTC) (anticipated in March 2022).

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



BACKGROUND

The State Transportation Improvement Program (STIP) is a five-year investment plan for state transportation money that is updated every two years by the CTC. Regional spending plans - developed by the MTC for the nine county Bay Area region and by other agencies elsewhere in California, account for 75% of the STIP. These are known as Regional Transportation Improvement Programs or RTIPs. The RTIPs can fund a broad range of projects from bike paths to highway redesigns or rail line extensions. The remaining 25% of the STIP is a statewide spending plan known as the Interregional Transportation Improvement Program, which is developed by the state department of transportation (Caltrans) to fund projects that connect metro areas or cross regional boundaries.

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

DISCUSSION

MTC has initiated development of the 2022 RTIP, providing guidance based on CTC-adopted guidelines and the 2022 Fund Estimate. For the 2022 RTIP, San Francisco has a total of \$11,202,000 that can be programmed in Fiscal Years 2025/26 through 2026/27 to RTIP-eligible projects as shown in Attachment 2. As CMA, the Transportation Authority must submit its Board-approved 2022 RTIP priorities to MTC by November 1, 2021.

Our staff recommendations for 2022 RTIP programming is summarized in 3 and described below. The Project Programming Request forms for the recommended San Francisco projects, which contain basic information about scope, schedule, budget, and funding plans are in Attachment 4.

Planning, Programming and Monitoring (PPM): CTC guidelines allow up to 5% of RTIP funds to be used for PPM activities such as regional transportation planning, program development, and oversight of state and federally funded projects. MTC and the CMAs have a long-standing arrangement to split the PPM funds in recognition of the role each agency plays in advancing the state's transportation goals. We have primarily used our PPM funds to support project delivery oversight of regionally significant major capital projects such as the Downtown Rail Extension and Caltrain Electrification. Per CTC guidelines, \$560,000 in new PPM programming is available to be split between MTC (\$180,000) and the Transportation Authority (\$380,000), leaving \$10,642,000 in RTIP funds to program to San Francisco projects as shown in Attachment 2.

Communications-Based Train Control - Phase 3 N Judah (\$10,642,000) - Construction: We recommend programming all of the remaining \$10,642,000 in 2022 RTIP funds to the construction phase of the SFMTA's Communications-Based Train Control - Phase 3 N Judah project. The project will provide reliable, safe, fast, and high-frequency rail transit along the N



Judah line, from the Duboce Portal to the Ocean Beach terminus. SFMTA plans to award the construction contract by August 2026 and anticipates completing construction by August 2027. The total cost of the phase is \$20,475,176.

The project is part of the SFMTA's Train Control Upgrade Program, a ten-year capital program that will procure the new Communications Based Train Control (CBTC) system to replace the aging train control signal system currently installed on Muni Metro. Overall, the CBTC system will provide better technology to track train movements using an on-board control computer and global positioning system to communicate directly with the Operations Control Center. It will also allow systemwide management of the Muni Metro system including integration with surface traffic signals. This will allow trains to travel closer together and increase allowable train speeds. SFMTA staff anticipates CBTC will allow for improved maintainability, reduce the variability of trip times, better address bottlenecks, and increase overall capacity of the system. SFMTA will deliver the project over seven phases using a design-build contracting approach. It anticipates completing the deployment of CBTC across the entire 75-mile Muni Metro System by FY 2030 with an estimated total cost of \$300 million.

In November 2019, the Transportation Authority Board programmed \$13,752,000 in 2018 RTIP funds to the first two phases of the CBTC project. Phase 1 extends from 23rd Street along the T-Third line to the subway entrance at The Embarcadero. Phase 2 will implement CBTC on the entire Muni Metro Subway from West Portal to The Embarcadero and along the Central Subway alignment. SFMTA anticipates that the CTC will allocate Phases 1 and 2 RTIP funds in February 2023. SFMTA is working to secure full funding for the larger project, including \$18,850,785 in planned Prop K funds in the MUNI Guideways category to be considered by the Board in November 2021 as part of the 2021 Prop K Strategic Plan Update.

Timely Use of Funds and Other Requirements. Due to an overcommitment of near-term RTIP funds, CTC has advised that new RTIP programming is only available in FYs 2025/26 and 2026/27. Per CTC guidelines, RTIP funds must be allocated by the CTC in the year they are programmed, and sponsors may not incur costs against RTIP funds or award a contract for work to be performed prior to allocation. Further, projects must have a fully funded phase (e.g. construction) to receive an allocation and must be ready to award a contract within six months of allocation. These and other eligibility requirements narrowed the list of potential SFMTA projects that were good candidates for the 2022 RTIP.

We have worked with SFMTA to identify a project that would meet the RTIP eligibility requirements. The Communications-Based Train Control - Phase 3 N Judah project rose to the top of the list as the 2022 RTIP funds will fully fund the construction phase, the programming availability aligns with when the project would begin construction, and RTIP funds are already committed to the Phases 1 and 2 construction work, meaning the overall project already has to comply with CTC guidelines.

Next Steps. After the Board adopts San Francisco's 2022 RTIP Program of Projects, we will submit it to MTC by its November 1, 2021, deadline. The MTC Commission is expected to consider the 2022 RTIP item on December 15, 2021. The CTC will consider adopting the 2022 RTIP at its March 23, 2022, meeting. If approved, SFMTA would be able to allocate the funds for the Communications-Based Train Control - Phase 3 N Judah project in FY 2025/26.



FINANCIAL IMPACT

The recommended action would not have an impact on the adopted FY 2021/22 budget. The proposed PPM funds would be included in the agency's proposed FY 25/26 budget.

CAC POSITION

The CAC considered this item at its September 22, 2021, meeting, and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Remaining RTIP Commitments
- Attachment 2 - 2022 RTIP New Funds Available for San Francisco
- Attachment 3 - Proposed Program of Projects
- Attachment 4 - Project Programming Request Forms (2)



RESOLUTION EXECUTING CONTRACT RENEWALS AND OPTIONS FOR VARIOUS ANNUAL PROFESSIONAL SERVICES IN AN AMOUNT NOT TO EXCEED \$725,000 AND AUTHORIZING THE EXECUTIVE DIRECTOR TO MODIFY CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority annually contracts for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff; and

WHEREAS, The Transportation Authority seeks general legal counsel services; computer network services; on-call strategic communications, media and community relations professional services; and

WHEREAS, On July 23, 2019, through Resolution 20-07, the Transportation Authority awarded a three-year professional services contract, with an option to extend for two additional one-year periods in a combined amount not to exceed \$1,000,000 for on-call general legal counsel services to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Wendel Rosen LLP (formerly Wendel, Rosen, Black & Dean LLP); and

WHEREAS, The Transportation Authority maintains a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the first of two one-year options in an amount not to exceed \$325,000; and

WHEREAS, On November 27, 2018, through Resolution 19-26, the Transportation Authority awarded a two-year professional services contract, with



options to extend for three additional one-year periods in an amount not to exceed \$480,000 for computer networking and maintenance services to SPTJ Consulting, Inc.; and

WHEREAS, On September 22, 2020, through Resolution 21-12, the Transportation Authority exercised the first of three renewal contract options in an amount not to exceed \$325,000 for a total contract amount not to exceed \$805,000; and

WHEREAS, During Fiscal Year (FY) 2021/22 and due to COVID-19, Transportation Authority needs to maintain technology support for the production of virtual Board and/or Committee meetings and for the reopening of Transportation Authority physical office; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the second of three renewal options in an amount not to exceed \$300,000; and

WHEREAS, On February 12, 2019, through Resolution 19-37, the Transportation Authority awarded a three-year professional services contract, with an option to extend for two additional one-year periods in a combined amount not to exceed \$300,000 for on-call strategic communications, media and community relations services to Civic Edge Consulting and Convey, Inc.; and

WHEREAS, The Transportation Authority regularly communicates with the public, the media, policy makers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters; and

WHEREAS, The Transportation Authority forecast continuous need for



assistance with strategic communications, media relations and outreach related to various projects; and

WHEREAS, Transportation Authority staff is recommending that the agency exercise the first of two renewal options in an amount not to exceed \$100,000; and

WHEREAS, The contract amounts proposed are annual limitations, as the subject professional support services are provided through contracts where costs are incurred only when the specific services are used; and

WHEREAS, The adopted FY 2021/22 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts; and

WHEREAS, The proposed contracts will be funded by a combination of federal grants, state grants and Prop K funds; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee considered the proposed action to execute contract renewals and options for various annual professional services as summarized in Attachment 1 and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby authorizes the Executive Director to execute contract renewals and options for the aforementioned annual professional services in an amount not to exceed \$725,000; and be it further

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



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

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

Attachment:

- Attachment 1 - Proposed Professional Services Expenditures

**Attachment 1:
Proposed Professional Services Expenditures**

Professional Services	Description of Services	Previous Year Contract	Increase/ (Decrease)	Proposed Annual Amount	Procurement Type/Contract Options	Contract Goal	Utilization to Date
Meyers Nave; Nossaman LLP; and Wendel Rosen LLP	On-call Legal Counsel Services	\$333,333	(\$8,333)	\$ 325,000	Competitively bid. First of two renewal options.	0%	0%
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	\$325,000	(\$25,000)	\$ 300,000	Competitively bid. Second of three renewal options.	15% DBE, LBE or SBE	94% DBE/LBE
Civic Edge Consulting and Convey, Inc.	On-call Strategic Communications, Media, and Community Relations Professional Services	\$100,000	0	\$100,000	Competitively bid. First of two renewal options.	17% DBE	81% DBE
	Total	\$758,333	(\$33,333)	\$725,000			



Memorandum

AGENDA ITEM 8

DATE: September 23, 2021
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 10/19/2021 Board Meeting: Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Execute contract renewals and options for various annual professional services in an amount not to exceed \$725,000:</p> <ul style="list-style-type: none"> • Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000) • SPTJ Consulting (\$300,000) • Civic Edge Consulting and Convey, Inc. (\$100,000) <p>Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.</p> <p>SUMMARY</p> <p>We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. The purpose of this memo is to present the annual contract renewals and options for Fiscal Year (FY) 2021/22 and to seek approval. Attachment 1 provides summary information for the proposed contract options with brief descriptions of the recommended services and amounts in the memo below.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input checked="" type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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BACKGROUND

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include computer network services, general legal counsel services, and on-call strategic communications, media and community relations professional services. The contract amounts proposed are annual limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.



DISCUSSION

Attachment 1 provides summary information for the proposed contract options. Below are brief descriptions of the recommended services and amounts.

Meyers Nave; Nossaman LLP; and Wendel Rosen LLP	\$325,000
<p>We maintain a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. In July 2019, through Resolution 20-07 and based on the results of a competitive process, we awarded three-year professional services contracts to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Wendel Rosen LLP (formerly Wendel, Rosen, Black, & Dean LLP), with an option to extend for two additional one-year periods, in a combined amount not to exceed \$1,000,000, for on-call general legal counsel services. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to the legal teams.</p>	
SPTJ Consulting	\$300,000
<p>SPTJ Consulting provides information technology support services of our computer hardware and software, office networking equipment, telecommunications systems, servers, and disaster recovery preparation. On November 27, 2018, through Resolution 19-26, we awarded a two-year consultant contract, with options to extend for three additional one-year periods to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services. On September 22, 2020, through Resolution 21-12, we approved the first contract option in an amount not to exceed \$325,000, for a total contract amount not to exceed \$805,000. During FY 2021/22 and due to COVID-19, we anticipate the need to maintain technology support for the production of virtual Board and/or Committee meetings and for the reopening of our physical office. The proposed action will exercise the second of three renewal options.</p>	
Civic Edge Consulting and Convey, Inc.	\$100,000
<p>We regularly communicate with the public, the media, policymakers, and key stakeholders in partner agencies and the private and non-profit sectors on a wide range of agency and project-specific matters. In February 2019, through Resolution 19-37 and based on the results of a competitive process, we awarded three-year consultant contracts to Civic Edge Consulting and Convey, Inc., with an option to extend for two additional one-year periods, in a combined amount not to exceed \$300,000, for on-call strategic communications, media, and community relations professional services. Since then, the consultant teams have provided support for project-specific communications needs, assisted with development of a contacts database management system, assisted in the development of a project highlighting the half-cent sales tax, and helped hone messaging on assorted agency-wide efforts. For the upcoming year, we forecast continuous need for assistance with strategic communications, media relations and outreach related to various projects. The proposed action will exercise the first of two options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to both consultant teams.</p>	



FINANCIAL IMPACT

The adopted Fiscal Year 2021/22 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts. The proposed contracts will be funded by a combination of federal and state grants, and Prop K funds.

CAC POSITION

The Community Advisory Committee considered this item at its September 22, 2021 meeting, and adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Professional Services Expenditures
- Attachment 2 - Task Order Assignments

Attachment 2

**General Legal Counsel Services
Assigned Task Orders (2019 to 2021)**

Legal Firm	Task Order Description	Amount
Nossaman LLP	General Legal Services ¹	\$225,000
	California Public Records Act	\$81,841
	Downtown Extension	\$50,000
	Sales Tax Reauthorization	\$40,000
	Federal Legislative Services	\$25,000
	Streets and Freeways Corridor Study	\$9,386
	Yerba Buena Island Southgate Road Realignment	\$4,680
Total Task Orders Awarded to Nossaman LLP		\$435,907
Wendel Rosen LLP	Yerba Buena Island Southgate Road Realignment	\$100,000
	Yerba Buena Island West-side Bridges	\$25,000
	General Legal Services ¹	\$25,000
Total Task Orders Awarded to Wendel Rosen LLP		\$150,000
Meyers Nave	General Legal Services ¹	\$100,000
Total Task Orders Awarded to Meyers Nave		\$100,000
Total Task Orders Awarded to Date		\$685,907
Total Contract Amount		\$1,000,000

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate task orders.

Attachment 2

**On-Call Strategic Communications, Media and Community Relations Services
Assigned Task Orders (2019 to 2021)**

Prime Consultant	Task Order Description	Amount
Civic Edge Consulting	Overall Communications ²	\$49,985
	Outreach Guidelines	\$44,169
	Outreach Services for the Pennsylvania Avenue Extension Study	\$25,000
Total Task Orders Awarded to Civic Edge Consulting		\$119,154
Convey, Inc.	Overall Communications ²	\$49,370
	30th Anniversary of the Transportation Authority	\$36,265
	Staff Survey	\$17,000
	EnviroLytical Contacts Database	\$12,629
Total Task Orders Awarded to Convey, Inc.		\$115,264
Total Task Orders Awarded to Date		\$234,418
Total Amount Awarded to Disadvantaged Business Enterprise Firms (81%)		\$190,953
Total Contract Amount		\$300,000

² Overall communications encompass activities such as overall image development and branding of the Transportation Authority and creating communication materials, including translating documents to comply with Title VI requirements. In addition, consultant teams monitor legislative, community and media activity for various Transportation Authority projects and provide comprehensive support services for Transportation Authority initiatives not covered by separate task orders.



RESOLUTION APPROVING THE 2022 PROP AA STRATEGIC PLAN POLICIES AND
SCREENING AND PRIORITIZATION CRITERIA AND AMENDING THE 2017 PROP AA
STRATEGIC PLAN

WHEREAS, In November 2010, San Francisco voters approved Proposition AA (Prop AA), authorizing the Transportation Authority to collect an additional \$10 annual vehicle registration fee on motor vehicles registered in San Francisco and to use the proceeds to fund transportation projects identified in the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan identifies eligible expenditures in three programmatic categories: Street Repair and Reconstruction, Pedestrian Safety, and Transit Reliability and Mobility Improvements, and mandates the percentage of revenues that shall be allocated to each category over the life of the Expenditure Plan; and

WHEREAS, The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program, and specifies that the Strategic Plan include a detailed 5-year prioritized program of projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds; and

WHEREAS, In May 2017, through Resolution 17-45, the Transportation Authority Board adopted the 2017 Prop AA Strategic Plan, which among other elements, included the required 5YPPs covering Fiscal Years 2017/18 to 2021/22 and which programmed \$20.7 million in Prop AA funds to 12 projects; and

WHEREAS, The Transportation Authority Board subsequently amended the 2017 Prop AA Strategic Plan through adoption of Resolutions 17-45, 19-48, 19-63, and 20-62; and

WHEREAS, Transportation Authority staff has begun preparations for the 2022 Strategic Plan update and development of the 2022 5YPPs which will cover Fiscal Years 2022/23 to 2026/27; and

WHEREAS, the 2022 Strategic Plan update will be guided by two key documents: the Prop AA Strategic Plan Policies (Attachment 1) which provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds, and the Prop AA Strategic Plan Screening and Prioritization Criteria (Attachment 2) which are the mechanism to evaluate and prioritize projects for funding within the three programmatic categories; and



WHEREAS, The proposed policies and screening and prioritization criteria include only minor revisions to the currently adopted versions; and

WHEREAS, Prop AA places a strong emphasis on timely use of funds to ensure that projects result in near-term, tangible benefits to the public and as such, the Strategic Plan policies specify that any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects; and

WHEREAS, Transportation Authority staff worked with San Francisco Public Works (SFPW) and San Francisco Municipal Transportation Agency (SFMTA) staff to review the status of three projects shown in Attachment 3 with funds programmed but unallocated in Fiscal Year 2020/21 or 2021/22; and

WHEREAS, The three project include SFPW's Mission and Geneva Pavement Renovation and Fillmore Street Pavement Renovation, and SFMTA's Transit Stop Signage Enhancement Program - Phase 2; and

WHEREAS, After review of the reasons for delay and of the current project delivery status, Transportation Authority staff recommended amending the 2017 Prop AA Strategic Plan to delay the year of programming by one year to Fiscal Year 2021/22 for both the SFMTA's Transit Stop Signage Enhancement Program - Phase 2 and SFPW's Mission and Geneva Pavement Renovation projects as requested by the project sponsors; and

WHEREAS, As requested by SFPW's, Transportation Authority staff also recommend reprogramming \$2,397,129 from the Fillmore Street Pavement Renovation project to SFPW's Mission and Geneva Pavement Renovation project since the former project is not likely to move forward this fiscal year, as it is coordinating with a SFMTA Muni Forward transit improvement project on Fillmore Street, which SFMTA is still defining; and

WHEREAS, An updated project information form for the Mission and Geneva Pavement Renovation project is included in Attachment 4, showing the latest scope, schedule, cost and funding plan for the project; and

WHEREAS, At its September 22, 2021 meeting, the Community Advisory Committee was briefed on the proposed minor revisions to the Prop AA Strategic Plan Policies and Screening and Prioritization Criteria and on the proposed amendments to the 2017 Prop AA



Strategic Plan and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby approves the 2022 Prop AA Strategic Plan Policies, as shown in Attachment 1 and the 2022 Prop AA Strategic Plan Screening and Prioritization Criteria, as shown in Attachment 2; and be it further

RESOLVED, That the Transportation Authority hereby amends the 2017 Prop AA Strategic Plan as detailed in Attachments 3 and 4.

Attachments:

1. Attachment 1 - Prop AA Strategic Plan Policies
2. Attachment 2 - Prop AA Strategic Plan Screening and Prioritization Criteria
3. Attachment 3 - Proposed amendments to 2017 Prop AA Strategic Plan
4. Attachment 4 - Project Information Form for Mission and Geneva Pavement Renovation project

Prop AA Vehicle Registration Fee
Strategic Plan Policies (~~Adopted 10.25.16~~Draft 09.14.2021)

The Strategic Plan policies and procedures provide guidance to both Transportation Authority staff and project sponsors on the various aspects of managing the Prop AA program. The Strategic Plan policies and procedures highlighted here address the allocation and expenditure of funds, in the policy context of the Transportation Authority's overall revenue structure, as well as clarifying the Transportation Authority's expectations of sponsors to deliver their projects. We have written the policies based on the experience of the Prop K program, but tailored to the smaller size of the program and to reflect the guiding principles that were used to develop the Expenditure Plan.

This Expenditure Plan identifies eligible expenditures for three programmatic categories: Street Repair and Reconstruction; Pedestrian Safety; and Transit Reliability and Mobility Improvements.

The Prop AA policies are detailed below.

Project Readiness

- Prop AA funds will be allocated to phases of a project based on demonstrated readiness to begin the work and ability to complete the product. Any impediments to completing the project phase will be taken into consideration, including, but not limited to, failure to provide evidence of necessary inter- and/or intra-agency coordination, or any pending or threatened litigation.
- Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in Table 1 (found at the end of this attachment). Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services or initiating procurements which will utilize Prop AA funds.
- Projects with complementary funds from other sources will be given priority for allocation if there are timely use of funds requirements outside of the Transportation Authority's jurisdiction applied to the other fund sources.
- The sponsor will provide certification at the time of an allocation request that all complementary fund sources are committed to the project. Funding is considered committed if it is included specifically in a programming document adopted by the governing board or council responsible for the administration of the funding and recognized by the Transportation Authority as available for the phase at the time the funds are needed.

Programming

- The Expenditure Plan assigns the percentage allocation of vehicle registration fee revenues over its 30-year life to each category is as follows: Street Repair and Reconstruction - 50%, Pedestrian Safety- 25%, and Transit Reliability and Mobility Improvements - 25%. The Strategic Plan reserves the flexibility to assign annual Prop AA revenues across the three categories with considerations including project readiness and policy direction (e.g., focus on pedestrian safety). As a part of Strategic Plan updates, the amount programmed and allocated to each category will be reconciled to ensure the program is on-track to allocate funds in the proportions prescribed by the Expenditure Plan.
- Prop AA funds will be programmed and allocated to phases of projects emphasizing the leveraging of other fund sources.
- In establishing priorities in the Strategic Plan updates, the Transportation Authority will take into consideration the need for Prop AA funds to be available for matching federal, state, or regional fund sources for the project or program requesting the allocation or for other projects in the Expenditure Plan.
- On the occasion of each Strategic Plan update or major amendment, envisioned no less frequently than every four years, the ability of sponsors to deliver their committed projects and

programs and comply with timely-use-of-funds requirements will be taken into consideration when updating the programming of funds.

Project Delivery and Timely Use of Funds Requirements

- To support timely and cost-effective project delivery, Prop AA funds will be allocated to one project phase at a time, except for smaller, less complex projects, where the Transportation Authority may consider exceptions to approve multi-phase allocations. Phases eligible for an allocation:
 - Design Engineering (PS&E)¹
 - Construction, including procurement (e.g. accessible pedestrian signals)
- Project phases for which Prop AA funds will be allocated will be expected to result in a complete work product or deliverable. Table 2 located in the following section demonstrates the products expected to accompany allocations.
- Implementation of project phase must occur within 12 months of date of allocation. Implementation includes issuance of a purchase order to secure project components, award of a contract, or encumbrance of staff labor charges by project sponsor. Any project that does not begin implementation within 12 months of the date of allocation may have its sponsor request a new timely-use-of-funds deadline with a new project schedule, subject to the approval of the Transportation Authority. If denied, the sponsor may request that the Transportation Authority Board determine if funds should be deobligated to be included in a competitive call for projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.
- Prop AA final reimbursement requests and project closeout requests must be submitted within 12 months of project completion. Exceptions will be considered on a case-by-case basis.
- It is imperative to the success of the Prop AA program that project sponsors of Prop AA-funded projects work with Transportation Authority representatives in a cooperative process. It is the project sponsor's responsibility to keep the Transportation Authority apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, facilitates compliance with Transportation Authority policies and contributes greatly toward ensuring that adequate funds will be available when they are needed.
- Timely-use-of-funds requirements will be applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on delivering tangible benefits in the short term.² Any project programmed within the Prop AA Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Transportation Authority Board, have its funding deobligated and reprogrammed to other projects through a competitive call for Prop AA projects. Sponsors will have the opportunity to reapply for funds through these competitive calls, but will not be guaranteed any priority if other eligible, ready-to-go project applications are received.

¹ As defined in the Code of Federal Regulations (23 CFR §636.103), final design means any design activities following preliminary design and expressly includes the preparation of final construction plans and detailed specifications for the performance of construction work, and other activities constituting final design include final plans, project site plan, final quantities, and final engineer's estimate for construction.

² One of the six guiding principles in the Prop AA Expenditure Plan calls for the Prop AA program to focus on smaller, high-impact projects that provide tangible benefits in the short-term.

Project Performance

- The Transportation Authority and project sponsors shall identify appropriate performance measures, milestone targets, and a timeline for achieving them, to ensure that progress is made in meeting the goals and objectives of the project or program. These performance measures shall be consistent with the Transportation Authority's Congestion Management Program requirements and shall be used to inform future Strategic Plan amendments and updates.
- Performance and project delivery reports of Prop AA-funded projects will be brought to the Transportation Authority Board on a regular basis to highlight the delivery of open projects.

Administration

- Prior to allocation of any Prop AA funds to projects, projects must be programmed in the 5-Year Prioritization Program (5YPP)/Strategic Plan. To become programmed, projects may either be submitted by project sponsors for Transportation Authority review at the time of Strategic Plan adoption, periodic update, or through periodic competitive calls for projects that will be amended into the 5YPP/Strategic Plan.
- Within the Strategic Plan, 5YPPs shall establish a clear set of criteria for prioritizing or ranking projects, and include clearly defined budgets, scopes and schedules for individual projects within the program, consistent with the Strategic Plan, for review and adoption by the Transportation Authority Board as provided for in the Expenditure Plan. Allocations may be made simultaneous to approval of the 5YPPs/Strategic Plan.
- Allocations of Prop AA funds will be based on an application package prepared and submitted by the lead agency for the project. The package will be in accordance with application guidelines and formats as outlined in the Transportation Authority's allocation request procedures, with the final application submittal to include sufficient detail and supporting documentation to facilitate a determination that the applicable conditions of these policies have been satisfied.
- Under the approved Transportation Authority Fiscal Policy, Cash Flow Distribution Schedules are adopted simultaneous to the allocation action. The allocation resolution will spell out the maximum reimbursement level per year, and only the reimbursement amount authorized in the year of allocation will count against the Capital Expenditures line item for that budget year. The Capital Expenditures line item for subsequent year annual budgets will reflect the maximum reimbursement schedule amounts committed through the original and any subsequent allocation actions. The Transportation Authority will not guarantee reimbursement levels higher than those adopted in the original and any subsequent allocation actions.
- Prop AA funds will be spent down at a rate proportional to the Prop AA share of the total funds programmed to that project phase or program. The Transportation Authority will consider exceptions on a case-by-case basis (e.g. another fund source is not immediately available or cannot be used to cover certain expenses). Project sponsors should notify the Transportation Authority of the desire for an exception to this policy when requesting allocation of funds.
- Unexpended portions of allocated amounts remaining after final reimbursement for that phase will be returned to the project's programmed balance if the project is not yet completed and has future funds programmed in the Strategic Plan.
- Upon completion of the project, including any expected work product shown in Table 2, the Transportation Authority will deem that any remaining programmed balance for the project is available for programming with first priority to another project within the same category as listed in the Expenditure Plan or second priority, to any other ready-to-go Prop AA projects. Final project selection will be determined through a competitive call for projects.

Attachment 1

- Retroactive expenses are ineligible. No expenses will be reimbursed that are incurred prior to Board approval of the allocation for a particular project or program. The Transportation Authority will not reimburse expenses incurred prior to fully executing a Standard Grant Agreement (SGA).
- Indirect expenses are ineligible. Reimbursable expenses will include only those expenses directly attributable to the delivery of the products for that phase of the project or program receiving a Prop AA allocation.
- Projects shall be consistent with the Regional Transportation Plan (RTP).

Table 1
Prerequisite Milestones for Allocation

Allocations of Prop AA funds for specific project phases will be contingent on the prerequisite milestones shown in the table below. Exceptions will be considered on a case-by-case basis. Allocation requests will be made prior to advertising for services which will utilize Prop AA funds.

Phase	Prerequisite Milestone(s) for Allocation
Design Engineering (PS&E)	<ul style="list-style-type: none"> • Inclusion in 5YPP/Strategic Plan • Conceptual-Preliminary Engineering Report, if applicable • Approved environmental document • Capital construction funding in adopted plan, including RTP
Construction, including procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"> • Inclusion in 5YPP /Strategic Plan • Approved environmental document • Right of way certification (if appropriate) • 100% PS&E

Table 2
Expected Work Products/Deliverables by Phase

The phase for which Prop AA funds are allocated is expected to result in a complete work product or deliverable. The expected work product for each phase is described in the table below. Upon approval of a request for allocation, the Transportation Authority on a case-by-case basis may approve a work product/deliverable other than that shown in the table below (e.g. for Transportation Demand Management projects).

Phase	Expected Work Product/Deliverable ¹
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement or minimum operating segment , or equipment in service

¹The Transportation Authority will specify required deliverables for an allocation in the Allocation Request Form, typically requiring evidence of completion of the above work products/deliverables such as a copy of the signed certifications page as evidence of completion of PS&E or digital photos of a completed construction project.

Prop AA Vehicle Registration Fee
Strategic Plan Screening and Prioritization Criteria - (Revised 03.19.2019 Draft 09.14.2021)

The Prop AA Expenditure Plan requires that the Strategic Plan include a prioritization mechanism to rank projects within each of the three programmatic categories. The intent of this requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding within program. Having a transparent and well-documented prioritization methodology in place allows for an open, inclusive and predictable project development process, intended to result in a steady stream of projects that are ready to compete for Prop AA, Prop K, and other discretionary (i.e., competitive) fund sources for implementation. In addition, a robust prioritization methodology helps to ensure that projects programmed for Prop AA funds can deliver near-term, tangible benefits to the public as intended by the Expenditure Plan. Finally, it allows project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

I. SCREENING

Projects must meet all screening criteria in order to be considered further for Prop AA funding. The screening criteria focus on meeting the eligibility requirements for Prop AA funds and include, but are not limited to, the following factors:

- Project sponsor is an eligible administering agency per the Prop AA Expenditure Plan guidelines.
- Project is eligible for funding from one or more of Prop AA's three programmatic categories.
- Project is seeking Prop AA funds for design or construction phases only.
- Project is consistent with the regional transportation plan.
- Project is consistent with agency adopted plans; existing and planned land uses; and adopted standards for urban design and for the provision of pedestrian amenities; and supportive of planned growth in transit friendly housing, employment and services.

II. GENERAL PRIORITIZATION

Projects that meet all of the Prop AA screening criteria will be prioritized for Prop AA funding based on, but not limited to the factors listed below. Neither the general prioritization criteria listed below nor category-specific criteria listed in Section III are in any particular order nor are they weighted. In general, the more criteria a project satisfies and the better it meets them, the higher a project will be ranked.

- **Project Readiness:** Priority shall be given to projects that can implement the funded phase(s) within twelve months of allocation. Implementation includes issuance of a purchase order to secure project components, awarding a contract, or encumbrance of staff labor charges by project sponsor.
- **Time Sensitivity:** Priority shall be given to projects that are trying to take advantage of time sensitive construction coordination opportunities and whether the project would leverage other funding sources with timely use of funds requirements.
- **Community Engagement/Support:** Priority shall be given to projects with clear and diverse community support and/or developed out of a community-based planning process (e.g., community-based transportation plan, the Neighborhood Transportation Improvement Program, corridor improvement study, campus master plan, station area plans, etc.).
- **Benefits Communities of Concern Equity Priority Communities:** Priority will be given to

projects that directly benefit disadvantaged populations, whether the project is directly located in an [Equity Priority Community](#) or can demonstrate benefits to disadvantaged populations.

- **Fund Leveraging:** Priority shall be given to projects that can demonstrate leveraging of Prop AA funds, or that can justify why they are ineligible, have very limited eligibility, or compete poorly to receive Prop K or other discretionary funds.
- **Geographic Equity:** Prop AA programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects, as appropriate.
- **Project Sponsor Priority:** For project sponsors that submit multiple Prop AA applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.
- **Project Delivery Track Record:** The Transportation Authority will consider the project sponsor(s)' past project delivery track record of prior Prop AA and other Transportation Authority-programmed funds when prioritizing potential Prop AA projects. For sponsors that have not previously received Transportation Authority-funds, the Transportation Authority will consider the sponsors' project delivery track record for capital projects funded by other means.

III. PROGRAMMATIC CATEGORY PRIORITIZATION

In addition to the general prioritization criteria detailed in Section II, listed below are prioritization criteria specific to each programmatic category.

Street Repair and Reconstruction

- Priority will be given to projects based on an industry-standard pavement management system designed to inform cost effective roadway maintenance.
- Priority will be given to streets located on San Francisco's bicycle and transit networks.
- Priority will be given to projects that include complete streets elements. Specifically, priority will be given to projects that include at least a minimal level of enhancement over previous conditions and that directly benefit multiple system users regardless of fund source (e.g. Street Repair and Reconstruction category, other Prop AA category or non-Prop AA fund source). Enhancements include complete streets elements for pedestrians, cyclists, or transit passengers that are improvements above and beyond those triggered by the street repair and reconstruction work (e.g. ADA compliant curb ramps required because of the street repair and reconstruction work).

Pedestrian Safety

- Priority will be given to projects that shorten crossing distances, minimize conflicts with other modes, and reduce pedestrian hazards.
- Priority will be given to projects on corridors that are identified through or are consistent with [WalkFirst](#), Vision Zero, and related or successor efforts (e.g. [pedestrian-masteractive transportation](#) plan).
- Priority will be given to infrastructure projects that improve access to transit and/or schools.

Transit Reliability and Mobility Improvements

- Priority will be given to projects that support existing or proposed rapid transit, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program and Rapid Network initiative.

- Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit).
- Priority will be given to travel demand management projects that aim to reduce congestion and transit crowding and are aligned with San Francisco's citywide travel demand management goals.
- Priority will be given to projects that address documented safety issues.

Attachment 3
Proposed 2021 Prop AA Strategic Plan Amendment - Summary of Recommendations

District	Project Name	Phase	Sponsor ¹	Brief Project Description	Fiscal Year Programmed	Amount	Recommendation
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Street Repair and Reconstruction

9	Mission Street Transit and Pavement Improvement Mission and Geneva Pavement Renovation	Construction	SFPW	In coordination with SFMTA's Mission/Geneva Safety Project. Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. in Districts 8, 9, and 11. SFPW expects to advertise the project in fall 2021 and complete construction in summer 2025.	2020/21 2021/22	\$2,397,129 \$4,794,258	Proposed amendment to delay programming of construction funds to Fiscal Year (FY) 2021/22 and increase programming from \$2,397,129 to \$4,794,258. (See Fillmore Street Pavement Renovation below for information of source of proposed funds.) The current cost estimate for the Mission paving project is based on 95% complete design and is higher than the estimate from 2017, when funds were originally programmed to the project, prior to the start of detailed design. Providing additional Prop AA funds to this project will allow Prop AA funds to begin providing benefits to the public as quickly as possible and will reduce the need for other fund sources, including Prop K.
5	Fillmore Street Pavement Renovation	Construction	SFPW	To be coordinated with SFMTA Muni Forward project on Fillmore Street. Demolition, pavement renovation of 46 blocks, new sidewalk constructions, curb ramp construction, traffic control, and all related and incidental work. On Fillmore St from Duboce Ave to Marina Blvd. and Laussat St from Fillmore St to Steiner St. in Districts 2, 5, and 8.	2021/22	\$2,397,129 \$0	Project delayed due to coordination with an SFMTA transit project that is still being defined and funds proposed to be reprogrammed to the Mission and Geneva Pavement Renovation project. This project has been significantly delayed and will move forward at a later date with other funds, including potentially with future Prop AA funds.

Transit Reliability and Mobility Improvements

Citywide	Transit Stop Signage Enhancement Program - Phase 2	Construction	SFMTA	Update and upgrade signage at Muni stops. Stops along rail, rapid or frequent lines will include Muni-branded solar-powered lanterns along with more legible signage. Work will be completed citywide, line by line. Specific locations and Districts TBD. Phase 2 would upgrade lines that are not part of Phase 1 (currently underway).	2020/21 2021/22	\$1,021,021	Proposed amendment to delay programming of construction funds to Fiscal Year 2021/22. Project has been delayed due to staffing changes and bus route alterations due to the pandemic. SFMTA expects the 2022 Muni Service Network to be adopted by the SFMTA Board in December 2021, which will provide the certainty needed to move forward with this project. SFMTA originally proposed to start Phase 2 of the project after completion of Phase 1 in 2023, with the entire project taking 4-5 years to complete. To complete the project faster, SFMTA now says they expect to have the capacity to work on Phase 1 and 2 concurrently.
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¹Sponsor abbreviations include San Francisco Municipal Transportation Agency (SFMTA) and San Francisco Public Works (SFPW).

**2017 Prop AA Strategic Plan
Programming and Allocations
Pending October 2021 Board**

Project Name	Phase	Sponsor	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	5-Year Total
Street Repair and Reconstruction								
Target Funds Available in Category			\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034	\$ 12,918,424
Geary Boulevard Pavement Renovation ^{1,2}	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation ²	Construction	SFPW				\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation ¹	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission and Geneva Pavement Renovation ⁴	Construction	SFPW				\$ -	\$ 4,794,258	\$ 4,794,258
Fillmore Street Pavement Renovation ⁴	Construction	SFPW					\$ -	\$ -
Subtotal Programmed to Category (% all time)	49.4%		\$ -	\$ -	\$ 5,783,861	\$ 2,020,000	\$ 4,794,258	\$ 12,598,119
Cumulative Remaining Capacity			\$ 2,264,242	\$ 6,244,562	\$ 2,751,240	\$ 2,937,529	\$ 320,305	\$ 320,305
Pedestrian Safety								
Target Funds Available in Category			\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942	\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	SFPW	\$ 2,052,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2}	Design	SFPW			\$ 80,000			\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements) ^{1,2,3}	Construction	SFPW				\$ 220,000		\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) ^{1,2}	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements ^{2,3}	Construction	SFMTA				\$ 378,372		\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G ²	Construction	SFMTA			\$ 368,519			\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ¹	Design	SFPW			\$ 60,000			\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) ^{1,3}	Construction	SFPW				\$ 926,928		\$ 926,928
Page Street Neighborway (Webster to Market)	Construction	SFMTA				\$ 144,005		\$ 144,005
Joice Alley Lighting Improvements	Design	SFPW				\$ 90,000		\$ 90,000
Joice Alley Lighting Improvements	Construction	SFPW					\$ 410,000	\$ 410,000
Subtotal Programmed to Category (% all time)	25.6%		\$ 2,052,000	\$ 655,000	\$ 1,208,519	\$ 1,759,305	\$ 410,000	\$ 6,084,824
Cumulative Remaining Capacity			\$ (1,041,124)	\$ 80,900	\$ (105,003)	\$ (879,305)	\$ (317,363)	\$ (317,363)
Transit Reliability and Mobility Improvements								
Target Funds Available in Category			\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606	\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	SFMTA	\$ 2,465,316					\$ 2,465,316
Third Street Transit and Safety Improvements ²	Construction	SFMTA			\$ 383,776			\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction	SFMTA				\$ 1,043,898		\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 ⁴	Design, Construction	SFMTA				\$ -	\$ 1,021,021	\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction	SFMTA				\$ 3,664,159		\$ 3,664,159
Subtotal Programmed to Category (% all time)	25.0%		\$ 2,465,316	\$ -	\$ 383,776	\$ 4,708,057	\$ 1,021,021	\$ 8,578,170
Cumulative Remaining Capacity			\$ (961,802)	\$ 1,681,232	\$ 2,818,432	\$ (424,592)	\$ (7)	\$ (7)
Total Available Funds			\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582	\$ 27,264,048
Total Programmed			\$ 4,517,316	\$ 655,000	\$ 7,376,156	\$ 8,487,362	\$ 6,225,279	\$ 27,261,113
Cumulative Remaining Capacity			\$ 261,317	\$ 8,006,694	\$ 5,464,669	\$ 1,633,632	\$ 2,935	

Allocated Pending Action

Notes

- ¹ Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).
- ² Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).
- ³ Comprehensive 2017 Strategic Plan Amendment (Res 20-62, approved 06/23/2020).
- ⁴ Comprehensive 2017 Strategic Plan Amendment (Res 22-xx, 10/26/2021).

**2017 Prop AA Strategic Plan
Cash Flow
Pending October 2021 Board**

Project Name	Phase	Fiscal Year 2017/18	Fiscal Year 2018/19	Fiscal Year 2019/20	Fiscal Year 2020/21	Fiscal Year 2021/22	Fiscal Year 2022/23	Fiscal Year 2023/24	Total
Street Repair and Reconstruction									
Target Funds Available in Category		\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034			\$ 12,918,424
Geary Boulevard Pavement Renovation1, 2	Construction			\$ 846,683	\$ 1,246,683	\$ 1,293,366			\$ 3,386,732
Richmond Residential Streets Pavement Renovation2	Construction					\$ 1,212,000	\$ 808,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation1	Construction			\$ 750,000	\$ 1,647,129				\$ 2,397,129
Mission and Geneva Pavement Renovation 4	Construction					\$ 1,198,565	\$ 1,198,564		\$ 2,397,129
Fillmore Street Pavement Renovation 4	Construction					\$ 480,000	\$ 1,437,129	\$ 480,000	\$ 2,397,129
Cash Flow Subtotal		\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,183,931	\$ 3,443,693	\$ 480,000	\$ 12,598,119
Cumulative Remaining Capacity		\$ 2,264,242	\$ 6,244,562	\$ 6,938,418	\$ 6,250,895	\$ 4,243,998	\$ 800,305	\$ 320,305	\$ 320,305
Pedestrian Safety									
Target Funds Available in Category		\$ 1,010,876	\$ 1,777,023	\$ 1,022,616	\$ 985,003	\$ 971,942			\$ 5,767,461
Haight Street Streetscape (Pedestrian Lighting)	Construction	\$ 500,000	\$ 1,050,000	\$ 502,000					\$ 2,052,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2	Design				\$ 80,000				\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements)1, 2, 3	Construction					\$ 220,000			\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements)1, 2	Construction			\$ 400,000	\$ 300,000				\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction		\$ 655,000						\$ 655,000
5th Street Quick Build Improvements2, 3	Construction				\$ 378,372				\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G2	Construction			\$ 368,519					\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1	Design			\$ 15,000	\$ 45,000				\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting)1, 3	Construction			\$ -		\$ 926,928			\$ 926,928
Page Street Neighborway (Webster to Market)	Construction					\$ 144,005			
Joice Alley Lighting Improvements	Design				\$ 67,500	\$ 22,500			\$ 90,000
Joice Alley Lighting Improvements	Construction					\$ 390,500	\$ 19,500		\$ 410,000
Cash Flow Subtotal		\$ 500,000	\$ 1,705,000	\$ 1,285,519	\$ 870,872	\$ 1,703,933	\$ 19,500	\$ -	\$ 6,084,824
Cumulative Remaining Capacity		\$ 510,876	\$ 582,900	\$ 319,997	\$ 434,128	\$ (297,863)	\$ (317,363)	\$ (317,363)	\$ (317,363)
Transit Reliability and Mobility Improvements									
Target Funds Available in Category		\$ 1,503,514	\$ 2,643,034	\$ 1,520,976	\$ 1,465,032	\$ 1,445,606			\$ 8,578,163
Muni Metro Station Enhancements - Phase 1	Construction	\$ 1,232,658	\$ 1,232,658						\$ 2,465,316
Third Street Transit and Safety Improvements2	Construction				\$ 383,776				\$ 383,776
Transit Stop Signage Enhancement Program - Phase 1	Design, Construction				\$ 521,949	\$ 521,949			\$ 1,043,898
Transit Stop Signage Enhancement Program - Phase 2 4	Design, Construction				\$ 168,051	\$ 128,051	\$ 624,919	\$ 100,000	\$ 1,021,021
L. Taraval Improvement Project (Segment B – Sunset Boulevard to West Portal)	Construction				\$ 1,832,080	\$ 1,832,079			\$ 3,664,159
Cash Flow Subtotal		\$ 1,232,658	\$ 1,232,658	\$ -	\$ 2,905,856	\$ 2,482,079	\$ 624,919	\$ 100,000	\$ 8,578,170
Cumulative Remaining Capacity		\$ 270,856	\$ 1,681,232	\$ 3,202,208	\$ 1,761,385	\$ 724,912	\$ 99,993	\$ (7)	\$ (7)
Total Available Funds		\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582			\$ 27,264,048
Total Cashflow		\$ 1,732,658	\$ 2,937,658	\$ 2,882,202	\$ 6,670,540	\$ 8,369,943	\$ 4,088,112	\$ 580,000	\$ 27,261,113
Cumulative Remaining Capacity		\$ 3,045,975	\$ 8,508,694	\$ 10,460,623	\$ 8,446,408	\$ 4,671,047	\$ 582,935	\$ 2,935	

**Prop AA Vehicle Registration Fee
Project Information Form**



Project Name:	Mission and Geneva Pavement Renovation Project
Implementing Agency:	SFPW (Joint project with SFMTA Mission/Geneva Safety Project)
Project Location:	Geneva Ave from Mission St to Prague St Mission St from Ney St to Geneva Ave
Supervisory District(s):	8, 9, 11
Project Manager:	Paul Barradas
Phone Number:	415-554-8249
Email:	paul.barradas@sfdpw.org
Brief Project Description for MyStreetsSF (50 words max):	Demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave. The average Pavement Condition Index (PCI) score within the project limits is mid 40's.
Detailed Scope (may attach Word document): Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Prop AA screening and prioritization criteria as well as other program goals (e.g., short-term project delivery to bring tangible benefits to the public quickly). Please describe how this project was prioritized. Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	<p>The Street Resurfacing Program is planning to join the SFMTA Mission/Geneva Safety Project improvements along this corridor.</p> <p>Over 57,000 people rely on the local, rapid and express routes to get where they need to go on the 14 Mission corridor. However, slow and unreliable Muni service results from frequent bus stopping, bus bunching, conflicts between buses and parking cars, and difficulty boarding buses. Some transportation challenges also include conflicts between pedestrians and vehicles, and high volume of people walking.</p> <p>The project goals are to improve safety along the project corridor for people walking and bicycling, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, improve reliability and travel time to the 14, 14R/14X, and 49 bus routes, and improve access via MUNI for local residents to get to work, school, appointments, or shopping.</p> <p>The requested Prop AA grant will fund the paving scope of this transit project. Scope includes demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Ave from Mission St to Prague St and Mission St from Ney St to Geneva Ave.</p> <p>All candidates shown are subject to substitution and schedule changes pending, visual confirmation, utility clearances and coordination with other agencies. Unforeseen challenges such as increased work scope, changing priorities, cost increases or declining revenue may arise causing the candidates to be postponed.</p>
Prior Community Engagement/Support (may attach Word document): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	SFMTA hosted outreach meetings in 2012 to inform the community that this corridor would be included in the TEP Environmental Impact Report and to get feedback. In 2016, SFMTA participated in a walking audit of the Excelsior segment of Mission Street together with WalkSF and local stakeholders. SFMTA also participated at an SFOMMRA meeting to provide a brief update on some goals for transit improvement and to get resident feedback.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)
Type of Environmental Clearance Required:	Categorically Exempt

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year		
Planning/Conceptual Engineering (typically 30% design)	100%				Jul-Sep	2020		
Environmental Studies (PA&ED)								
Design Engineering (PS&E)	95%	In-House	Jan-Mar	2018	Oct-Dec	2021		
Right-of-way								
Advertise Construction	0%	N/A	Oct-Dec	2021	N/A	N/A		
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A		
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2025		

*Only design engineering (PS&E) and construction (including related procurement) phases are eligible for Prop AA funds.



**Prop AA Vehicle Registration Fee
Project Information Form**

Project Name:	Mission and Geneva Pavement Renovation Project
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PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	Prop AA	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	N/A			
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$960,000			\$960,000	Actuals and cost to complete
Right-of-way	\$0	N/A			
Construction	\$9,888,085	\$4,794,258	\$1,093,827	\$4,000,000	95% Cost Estimate
TOTAL PROJECT COST	\$10,848,085	\$4,794,258	\$1,093,827	\$4,960,000	
Percent of Total		44%	10%	46%	

PROP AA EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	21/22	22/23	23/24	24/25	25/26	26/27	Total
Design Engineering (PS&E)	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$0	\$883,214	\$2,060,829	\$1,850,215	\$0	\$0	\$4,794,258
TOTAL BY FISCAL YEAR	\$0	\$883,214	\$2,060,829	\$1,850,215	\$0	\$0	\$4,794,258

*The 2017 Strategic Plan will program funds in FYs 2017/18 to 2021/22. Cash flow can extend beyond this period.

FUNDING PLAN FOR DESIGN AND CONSTRUCTION PHASES - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
Prop AA	\$2,397,129	\$2,397,129		\$4,794,258
Prop K (anticipated from projects completed under budget)	\$1,093,827			\$1,093,827
Gas Tax		\$4,000,000		\$4,000,000
General Fund			\$960,000	\$960,000
TOTAL	\$3,490,956	\$6,397,129	\$960,000	\$10,848,085

Desired Prop AA Programming Year
Fiscal Year 2021/22

Comments/Concerns



Memorandum

AGENDA ITEM 9

DATE: September 23, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 10/19/21 Board Meeting: Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan

RECOMMENDATION Information Action

- Approve the 2022 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria
- Amend the 2017 Prop AA Strategic Plan

SUMMARY

We have reached the final year of the five-year programming period covered by the 2017 Prop AA Strategic Plan and are seeking guidance to develop the 2022 Prop AA Strategic Plan, including releasing a call for projects for approximately \$23 million available in Fiscal Years (FYs) 2022/23 to 2026/27. We are recommending very minor revisions to the Strategic Plan Policies (Attachment 1), which guide staff and project sponsors on administration of the program, and the Screening and Prioritization Criteria (Attachment 2), for Prop AA's three programmatic categories. We also recommend amending the 2017 Strategic Plan to delay programming by one-year for two FY 2020/21 projects that were not able to comply with Prop AA's timely use of funds policy requiring allocation of funds within the year of programming, but that are able to proceed FY 2021/22. These include San Francisco Public Works' (SFPW's) Mission and Geneva Pavement Renovation and San Francisco Municipal Transportation Agency's (SFMTA's) Transit Stop Signage Enhancement Program - Phase 2. As requested by SFPW, we also recommend reprogramming \$2.4 million from the Fillmore Street Pavement Renovation, which is delayed beyond this five-year programming period, to Mission and Geneva Pavement Renovation, as detailed in Attachment 6.

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



BACKGROUND

San Francisco voters approved Proposition AA (Prop AA) on November 2, 2010. Prop AA uses revenues collected from an additional \$10 vehicle registration fee on motor vehicles registered in San Francisco for local road repairs, pedestrian safety improvements, and transit reliability and mobility improvements throughout the city consistent with the Prop AA Expenditure Plan. Given its small size - less than \$5 million in annual revenues - one of Prop AA's guiding principles is to focus on small, high-impact projects that will provide tangible benefits to the public in the short-term. Thus, Prop AA only funds design and construction phases of projects and places a strong emphasis on timely use of funds.

Over the life of the Expenditure Plan, the percentage allocation of vehicle registration fee revenues assigned to each of Prop AA's three programmatic categories is as follows: Street Repair and Reconstruction - 50%, Pedestrian Safety - 25%, and Transit Reliability and Mobility Improvements - 25%.

The Prop AA Expenditure Plan requires development of a Strategic Plan to guide the implementation of the program and specifies that the Strategic Plan include a detailed 5-Year Prioritized Program of Projects (5YPP) for each of the Expenditure Plan categories as a prerequisite for allocation of funds. The intent of the 5YPP requirement is to provide the Transportation Authority Board, the public, and Prop AA project sponsors with a clear understanding of how projects are prioritized for funding and an opportunity to weigh in on the resulting 5-year project lists. The 5YPPs also allow project sponsors to better take advantage of coordination opportunities with other transportation projects funded by Prop AA and other funding sources that should result in efficiencies and minimize disruption caused by construction activities.

The Transportation Authority approved the first Prop AA Strategic Plan in 2012 and the second in 2017. Together, these documents programmed \$52 million in Prop AA funds for 41 projects in the first 10 years of Prop AA (FYs 2012/13 to 2021/22). We are pleased to report that allocations are on-track with the Strategic Plan: to date approximately \$46.3 million in Prop AA funds has been allocated to 38 projects. There are three unallocated projects remaining in the 2017 5YPPs: two SFPW paving projects and one SFMTA transit project.

We are in the last year of the 2017 5YPPs and are preparing to release a call for projects to program funds for the 2022 5YPPs as part of the 2022 Strategic Plan update.

DISCUSSION

2022 Prop AA Strategic Plan Policies and Screening and Prioritization Criteria. The Strategic Plan Policies provide guidance to staff and project sponsors on the various aspects of managing the program, including the allocation and expenditure of funds. The Strategic Plan Screening and Prioritization Criteria are used to evaluate and prioritize candidate projects for funding within Prop AA's three programmatic categories. We are not recommending substantive changes to either document, but have proposed a few minor revisions to clarify and update language (e.g. replacing Communities of Concern with Equity Priority Communities).



Funds Available. In 2016, the Board approved a Prop AA revenue forecast based on actual revenues to date, producing an estimate of approximately \$4.83 million per year. Actual revenues have averaged 0.6% above this projection over the last 10 years. However, we recommend a conservative approach of keeping the same annual revenue forecast for the 2022 Strategic Plan update, particularly given the slight dip in revenues in FYs 2019/20 down 2.7% and 2020/21 down 0.1% below the annual forecast. We recommend maintaining the current Prop AA program reserve of \$500,000, or roughly 10% of annual revenues. Prop AA is a pay as you go program so the capital reserve is helpful as a buffer against fluctuations in revenues.

The recommended revenue projection will result in approximately \$23 million in funds available in the 5YPP period, net five percent for administrative expenses. In addition to new revenues, there is about \$4,075 in interest earnings and \$2,236 in deobligated funds from projects completed under budget that is available for programming. Attachment 3 provides further details on funds available and a comparison of the revenue forecast against actuals.

Call for Projects & Strategic Plan Schedule. We anticipate releasing a call for projects for the 2022 5YPPs covering FYs 2022/23 to 2026/27 following Board approval of the Policies and Screening and Prioritization Criteria. Attachment 4 shows the proposed schedule for the call for projects with applications due January 18, 2022. We anticipate bringing programming recommendations, along with the draft 2022 Strategic Plan and 5YPPs to the Community Advisory Committee and Board for approval in February and March 2022, respectively. Project sponsors could then submit FY 2022/23 Prop AA allocation requests for Board approval as soon as June 2022.

Recommended 2017 Strategic Plan Amendment. The 2017 Strategic Plan spells out a timely-use-of funds policy that is applied to all Prop AA allocations to help avoid situations where Prop AA funds sit unused for prolonged periods of time given Prop AA's focus on quickly delivering tangible benefits to the public. Any project programmed in the Strategic Plan that does not request allocation of funds in the year of programming may, at the discretion of the Board, have its funding deobligated and reprogrammed to other projects through a competitive call for projects. Sponsors have the opportunity to reapply for funds through these competitive calls but will not be guaranteed any priority if other eligible, ready-to-go project applications are received. Consistent with this policy, we have been working with SFMTA and SFPW to review the status and develop recommendations for the three projects with funds programmed but unallocated to date, described below and in Attachment 6. If the Board does not approve any or a portion of the recommended programming revisions, the funds for the subject project(s) would then be deprogrammed and included in the call for projects amount.

Transit Stop Signage Enhancement Program - Phase 2 (SFMTA): This project will upgrade Muni stops with more legible signage. Phase 1 of the project is implementing signage upgrades to a different set of Muni routes and is currently underway after delays due to staff



transitions and bus route alterations due to the COVID-19 pandemic that also then delayed allocation of Phase 2, which was originally planned to move forward after completion of Phase 1. We now expect this project to move forward this fiscal year after SFMTA's anticipated adoption of the 2022 Muni Service Network in December 2021, and SFMTA has said that they expect to have staff capacity to begin work on the Phase 2 routes even as they are completing Phase 1, so we recommend delaying programming from FY 2020/21 to FY 2021/22.

Fillmore Street Pavement Renovation Project (SFPW): This project is not likely to move forward this fiscal year, as this project is coordinating with an SFMTA Muni Forward transit improvement project on Fillmore Street, which SFMTA still defining. As requested by SFPW, we recommend reprogramming \$2,397,129 from the Fillmore project to **SFPW's Mission and Geneva Pavement Renovation project (see below)**. **SFPW will seek other** funds for the Fillmore project, which may include future Prop AA funds, when it is ready to proceed.

Mission and Geneva Pavement Renovation Project (SFPW): As mentioned above, we recommend increasing programming to the Mission and Geneva Pavement Renovation project by \$2,397,129 and delaying the programming year for existing Prop AA programming from FY 2020/21 to FY 2021/22. The current construction cost estimate for the Mission Street paving project at 95% design complete is about \$3.5 million higher than the cost estimate from when Prop AA funds were originally programmed to the project in 2017, prior to the start of the detailed design phase and based on an early planning order of magnitude cost estimate (increased from \$6.6 million to \$10.1 million). This cost increase would be funded with the proposed additional Prop AA funds and Prop K funds from projects completed under budget. Prop K and Prop AA funds would leverage \$4.96 million in Gas Tax and General Funds on the project. The project schedule is about six months behind the estimate from 2017, and SFPW is preparing a Prop K allocation request for the construction phase of the safety project for consideration at the October 27, 2021 CAC meeting and the November 16, 2021 Board meeting, so we are confident that the project is advancing at this time. Our recommendation also includes updating the project name (previously Mission Street Transit and Pavement Improvement).

An updated project information form for the Mission and Geneva Pavement Renovation project, showing the latest scope, schedule, cost and funding plan, is included as Attachment 7.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget. Allocations of Prop AA funds are the subject of separate Board actions.

CAC POSITION

The CAC considered this item at its September 22, 2021, meeting and unanimously adopted a motion of support for the staff recommendation.



SUPPLEMENTAL MATERIALS

- Attachment 1 – Prop AA Strategic Plan Policies
- Attachment 2 – Prop AA Strategic Plan Screening and Prioritization Criteria
- Attachment 3 – Summary of Funds Available
- Attachment 4 – Draft 2022 Prop AA Strategic Plan Adoption Timeline
- Attachment 5 – Prop AA Delivery Report
- Attachment 6 – Proposed amendments to 2017 Prop AA Strategic Plan
- Attachment 7 – Project Information Form for Mission and Geneva Pavement Renovation project

Attachment 5
Prop AA Project Delivery Report

Table 1. Prop AA Funds Allocated

Strategic Plan Period	Programmed (Available for Allocation)	Total Allocated or Pending as of 9/14/2021	% Allocated
2012 Strategic Plan (FY2012/13 - FY2016/17)	\$ 24,827,030	\$ 24,827,030	100%
2017 Strategic Plan (FY2017/18 - FY2021/22)	\$ 27,261,113	\$ 21,445,834	79%
Total	\$ 52,088,143	\$ 46,272,864	

Table 2. Completed Projects

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use ²
Street Repair and Reconstruction					
SFPW	2012/13	28th Ave Pavement Renovation	Construction	\$ 1,169,843	2014
SFPW	2012/13	9th Street Pavement Renovation	Construction	\$ 2,101,136	2015
SFMTA	2013/14	Mansell Corridor Improvement Project	Design	\$ 199,997	2017
SFPW	2013/14	Chinatown Broadway Streetscape Improvements	Design	\$ 650,000	2018
SFPW	2013/14	McAllister St Pavement Renovation	Construction	\$ 1,995,132	2015
SFMTA	2014/15	Mansell Corridor Improvement Project	Construction	\$ 2,325,624	2017
SFPW	2014/15	Dolores St Pavement Renovation	Construction	\$ 2,145,024	2016
SFPW	2016/17	Brannan Street Pavement Renovation	Construction	\$ 2,540,359	2019
Pedestrian Safety					
SFMTA	2012/13	Pedestrian Countdown Signals (PCS) #1	Construction	\$ 1,380,307	2014
Presidio	2013/14	Arguello Gap Closure	Construction	\$ 350,000	2014
SFMTA	2013/14	Ellis/Eddy Traffic Calming Improvements	Design	\$ 241,106	2016
SFMTA	2013/14	Franklin and Divisadero Signal Upgrades	Design	\$ 260,270	2017
SFMTA	2013/14	Mid-Block Crossing on Natoma/8th	Design	\$ 54,578	2016
UC Hastings	2013/14	McAllister St Campus Streetscape	Design	\$ 83,000	2015
SFMTA	2014/15	Franklin and Divisadero Signal Upgrades	Construction	\$ 634,244	2017
SFMTA	2014/15	Mid-Block Crossing on Natoma/8th (Contract 62)	Construction	\$ 310,000	2016
SFMTA	2014/15	Webster Street Pedestrian Countdown Signals	Design	\$ 196,021	2018
UC Hastings	2014/15	McAllister St Campus Streetscape	Construction	\$ 1,619,035	2015
SFMTA	2015/16	Mansell Corridor Improvement Project	Construction	\$ 163,358	2017
SFPW	2015/16	Chinatown Broadway Streetscape Improvements	Construction	\$ 1,029,839	2018
SFMTA	2015/16	Gough Corridor Signal Upgrade	Construction	\$ 300,000	2021
SFMTA	2016/17	Webster Street Pedestrian Countdown Signals	Construction	\$ 141,794	2017
SFPW	2017/18	Haight Street Resurfacing and Pedestrian Lighting	Construction	\$ 2,052,000	2021
SFMTA	2017/18	Arguello Boulevard Traffic Signal Upgrade	Construction	\$ 655,000	2021

Attachment 5
Prop AA Project Delivery Report

Table 2. Completed Projects - continued

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use ²
Transit Reliability and Mobility Improvements					
BART	2012/13	24th Street Mission BART SW Plaza and Pedestrian Improvements	Construction	\$ 713,831	2014
BART	2013/14	Civic Center BART/Muni Bike Station	Construction	\$ 248,000	2015
MOHCD	2013/14	Hunters View Transit Connection	Construction	\$ 1,844,994	2017
SFMTA	2013/14	City College Pedestrian Connector	Design	\$ 42,000	2016
SFMTA	2014/15	City College Pedestrian Connector	Construction	\$ 800,802	2016
BART	2015/16	Muni Bus Layover Area at BART Daly City Station	Construction	\$ 507,980	2017

¹ Sponsor abbreviations include: Bay Area Rapid Transit (BART), Mayor's Office of Housing and Community Development (MOHCD), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), The Presidio Trust (Presidio), University of California Hastings College of the Law (UC Hastings)

² Open for use refers to the year the construction phase of the project was completed.

Attachment 5
Prop AA Project Delivery Report

Table 3. Projects Underway

Projects are sorted by Expenditure Plan category, then allocation year, then sponsor, then project name

Sponsor ¹	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated (as of 09/14/2021)	% Complete (as of 9/14/2021)	Open for Use ² (at time of allocation)	Open for Use ² (anticipated)
Street Repair and Reconstruction							
SFPW	2019/20	23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	Construction	\$ 2,397,129	38%	Apr-2021	Feb-2024
SFPW	2019/20	Geary Boulevard Pavement Renovation	Construction	\$ 3,386,732	95%	Sep-2021	Sep-2021
SFPW	2021/22	Richmond Residential Streets Pavement Renovation	Construction	\$ 2,020,000	0%	Sep-2022	Sep-2022
Pedestrian Safety							
SFMTA	2015/16	Bulb-outs at WalkFirst Locations	Design	\$ 491,757	98%	Jun-2020	Jun-2020
SFPW	2019/20	Vision Zero Coordinated Pedestrian Safety Improvements	Construction	\$ 700,000	95%	Nov-2020	Aug-2022
SFPW	2019/20	Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection (The Hairball - Segments F & G) - Additional Funds	Construction	\$ 368,519	50%	Jan-2020	Sep-2021
SFPW	2019/20	Potrero Gateway Loop Pedestrian Safety Improvements	Design	\$ 80,000	70%	Oct-2022	Oct-2022
SFMTA	2020/21	3rd Street Transit and Safety Phase 2	Construction	\$ 378,372	1%	Dec-2021	Apr-2022
SFMTA	2020/21	Page Street Neighborway (Webster to Market)	Construction	\$ 144,005	1%	Apr-2022	Apr-2022
SFPW	2020/21	Western Addition Pedestrian Lighting	Design	\$ 60,000	95%	Jun-2022	Jun-2022
SFPW	2021/22	Western Addition Pedestrian Lighting	Construction	\$ 926,928	0%	Jun-2022	Jun-2022
SFPW	2021/22	Joice Alley Lighting Improvements	Design	\$ 90,000	0%	Oct-2022	Oct-2022
SFPW	2021/22	Joice Alley Lighting Improvements	Construction	\$ 410,000	0%	Oct-2022	Oct-2022
SFPW	Pending	Potrero Gateway Loop Pedestrian Safety Improvements (pending)	Construction	\$ 220,000	0%	Oct-2022	Oct-2022
Transit Reliability and Mobility Improvements							
SFMTA	2015/16	Elevator Safety and Reliability Upgrades	Construction	\$ 287,000	50%	Mar-2020	Oct-2023
SFMTA	2017/18	Muni Metro Station Enhancements Phase 1	Construction	\$ 2,465,316	15%	Mar-2019	Jun-2022
SFMTA	2020/21	3rd Street Transit and Safety Phase 2	Construction	\$ 383,776	1%	Dec-2021	Dec-2021
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1	Design	\$ 18,898	8%	Jun-2022	Jun-2022
SFMTA	2020/21	Transit Stop Signage Enhancement Program - Phase 1	Construction	\$ 1,025,000	8%	Jun-2022	Jun-2022
SFMTA	2020/21	L-Taraval Transit Enhancements (Segment B) (Prop AA)	Construction	\$ 3,664,159	5%	Sep-2023	Sep-2023

¹ Sponsor abbreviations include: San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW)

² Open for use refers to the year the construction phase of the project would be completed.

2021 Prop K Strategic Plan Update



**San Francisco
County Transportation
Authority**

Agenda Item 10
October 19, 2021

Prop K Expenditure Plan

What does it do?

- Identifies eligible project types
- Identifies eligible project sponsors
- Sets maximum amount of sales tax funding for each program/project
- Allows for financing
- Establishes other administration requirements

In 2003, nearly 75% of SF votes approved the Prop K Expenditure Plan and extended the existing half-cent sales tax to fund the plan investments.



San Francisco
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Prop K Expenditure Plan

Other administration requirements include:

- Development of a Strategic Plan, a 30-year financial plan for the sales tax
- Prioritization process for programmatic categories to identify projects to fund (i.e. 5-Year Prioritization Programs or 5YPPS)



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Prop K Strategic Plan

The Strategic Plan is the primary tool that guides the implementation of 30-year Expenditure Plan

Specifically, the Strategic Plan

- Establishes policies for administration of program
- Forecasts sales tax revenue over 30 years
- Assigns Prop K funds to programs and projects by fiscal year
- Forecasts expenditures by fiscal year
- Estimates financing needs

It is typically updated every 5 years along with 5YPP updates



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2021 Strategic Plan Mid-Cycle Update

Why Now?

- ✓ Respond to the COVID-19 pandemic and its impacts to sales tax revenue
- ✓ Bridge to reauthorization for programs running out of funds
- ✓ Minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding



San Francisco
County Transportation
Authority

2021 Strategic Plan Update

This is not a full update, but a targeted effort to:

- Update our sales tax revenue projections
- “True-up” of revenues, expenditures, and financing costs based on actuals for FYs 2018/19 - 2020/21
- Update cash reimbursement schedules based on updated project delivery schedules, etc.
- Update programming for current priorities
- *Does not include: changes to Strategic Plan policies or 5YPP updates*



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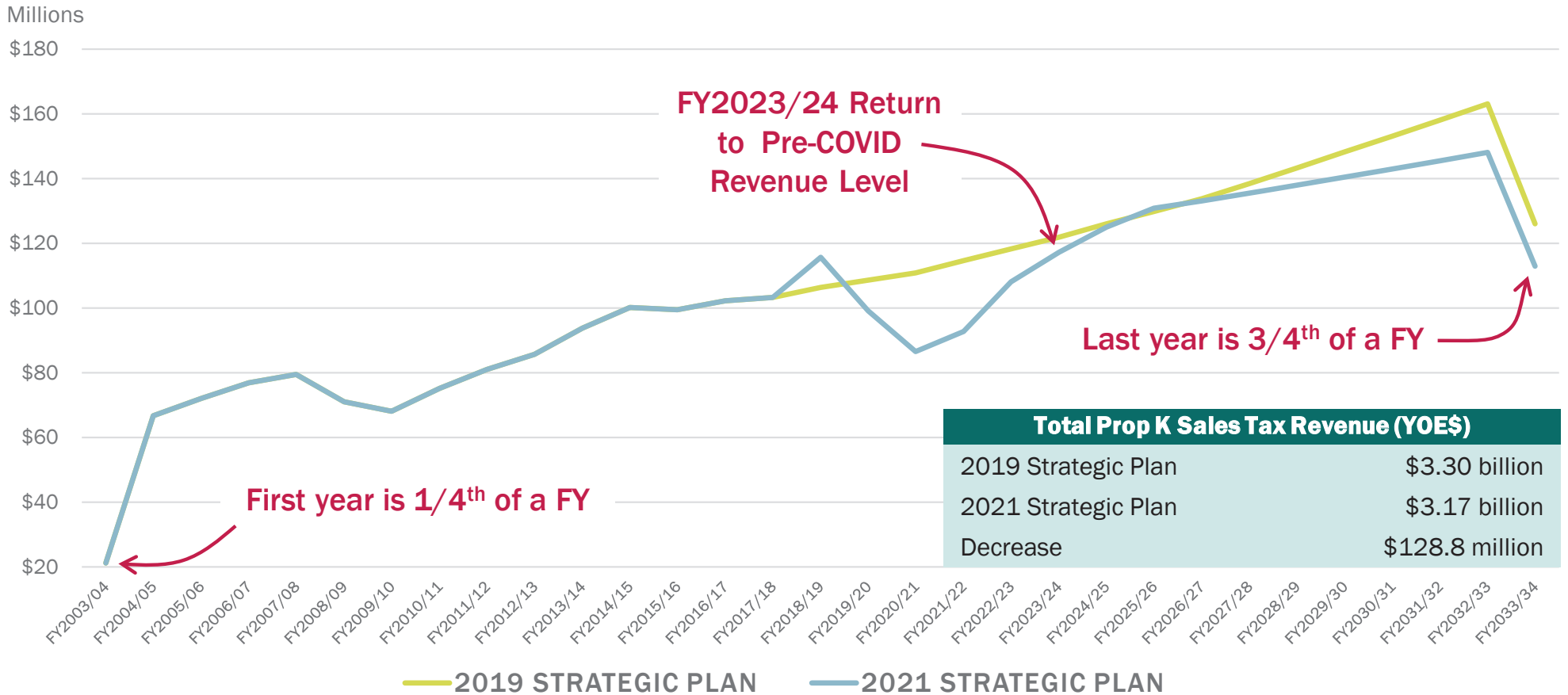
30-Year Revenue Projections (YOESs)



ITEM	2019 STRATEGIC PLAN	2021 STRATEGIC PLAN
Total Sales Tax Revenues	\$3.3B	\$3.17B
Difference (\$) from 2019 Strategic Plan	-	-\$128.8M
Difference (%) from 2019 Strategic Plan	-	-3.9%
Current 5-Year Period (19/20-23/24) Revenues	\$575M	\$504M
Difference (\$) from 2019 Strategic Plan	-	-\$71M
Difference (%) from 2019 Strategic Plan	-	-12.3%
Average Growth Rate (03/04 - 33/34)	3.3%	3.1%
Return to FY18/19 Level (~\$115M)	-	FY2023/24



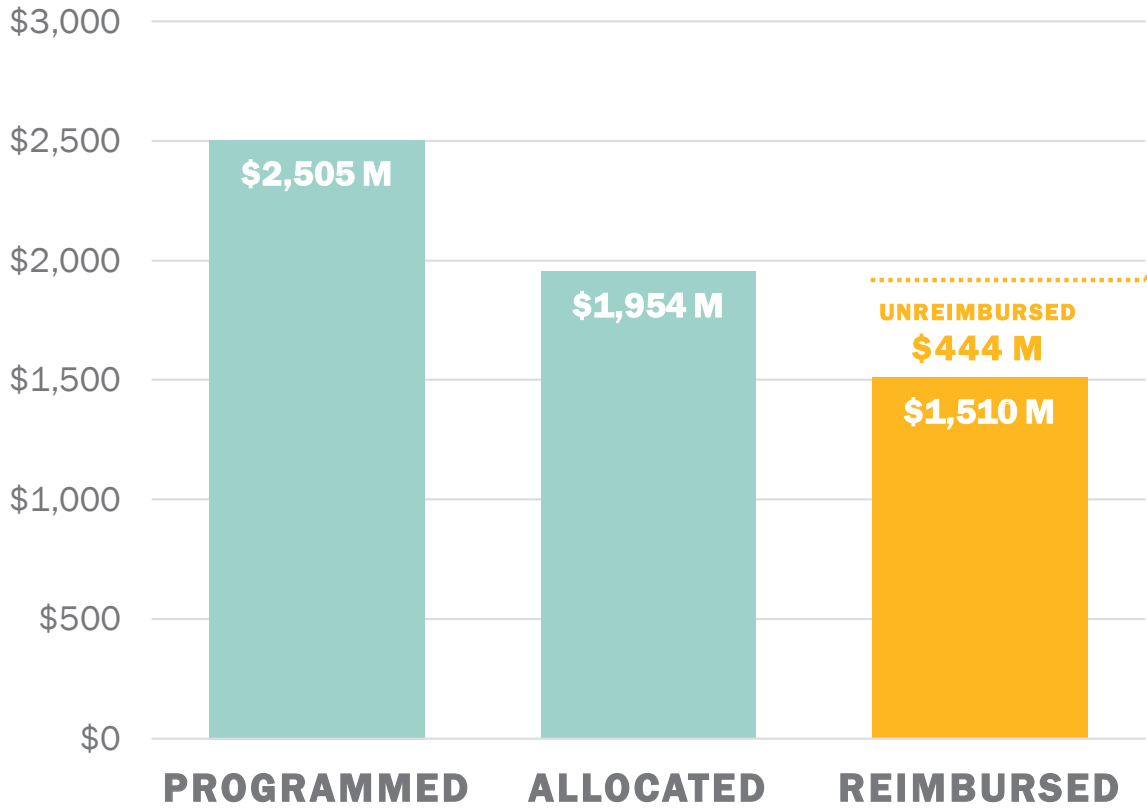
30-Year Revenue Projections (YOESs)



Prop K Capital Program Overview



Millions (Year of Expenditure \$'s)



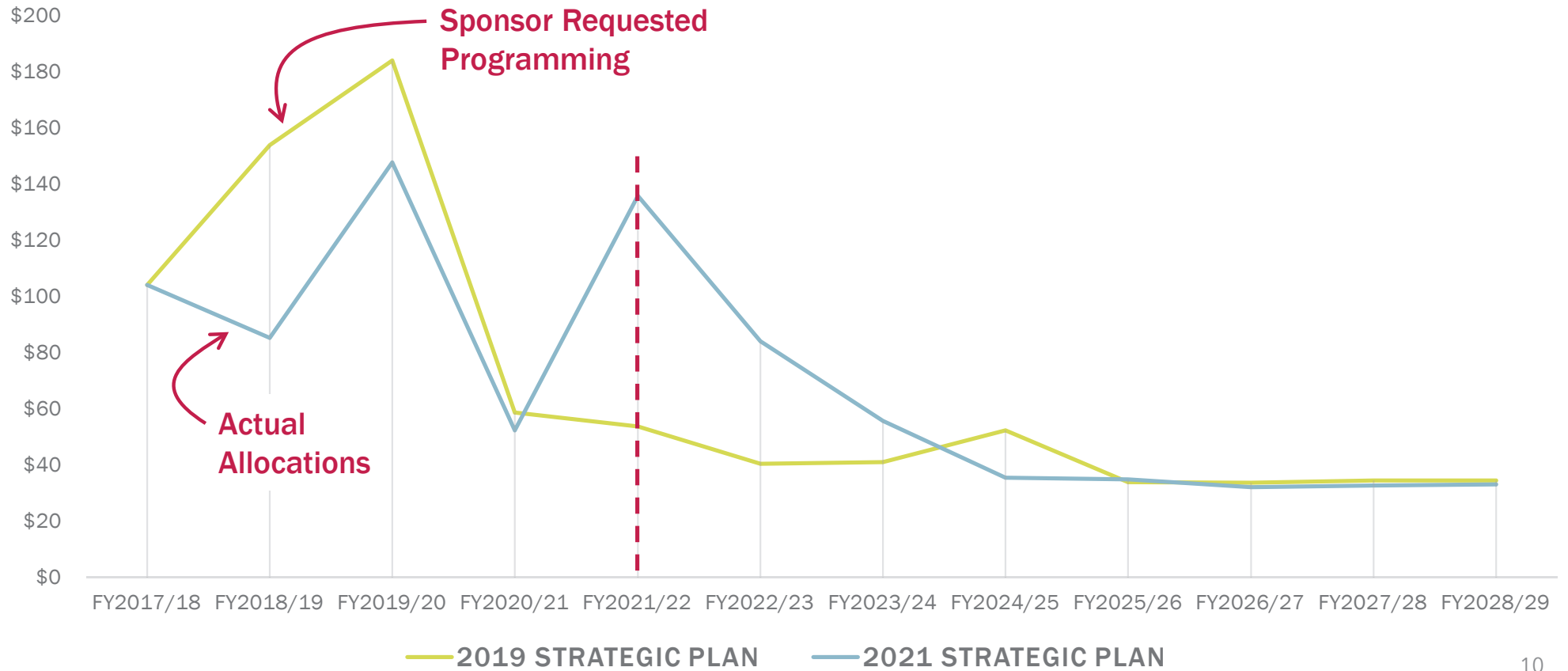
ABOUT 83% OF THE \$444 MILLION NOT YET REIMBURSED IS DUE TO THE FOLLOWING TYPES OF PROJECTS:

- Muni Light Rail Vehicles (\$175M)
- Muni Guideways (\$31M)
- Muni Motor Coaches and Trolleybuses (\$27M)
- Caltrain State of Good Repair (\$22M)
- Muni Vehicle Rehabs/Overhauls (\$21M)
- Traffic Calming (\$21M)
- Bicycle (\$20M)
- Bus Rapid Transit (\$18M)
- Muni Facilities Improvements (\$16M)
- Signals (\$15M)

Programming and Allocations



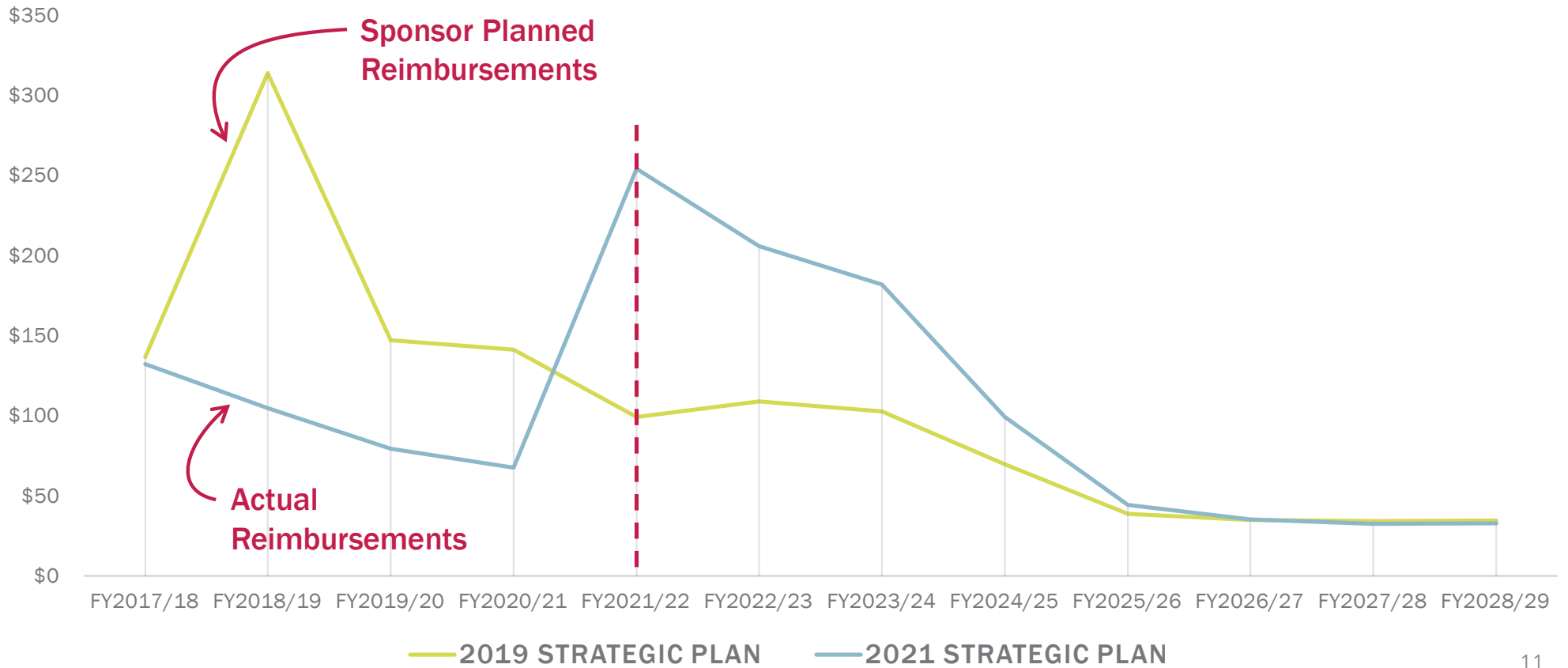
Millions (Year of Expenditure \$'s)





Planned vs. Actual Reimbursements

Millions (Year of Expenditure \$'s)



Strategic Plan Debt Assumptions (in millions YOESs)



The Strategic Plan takes a conservative approach towards debt to ensure funds are there if needed. Based on historic trends, actual debt needs will be much lower than shown.

CATEGORIES	2005 SP	2009 SP UPDATE	2014 SP UPDATE	2019 SP UPDATE	2021 SP UPDATE
Total estimated bond principle over 30-year plan period	\$1,025	\$843	\$676	\$719 ¹	\$621 ¹
Total estimated financing costs ²	\$758	\$859	\$296	\$322	\$273

1 Includes 2017 sales tax revenue bond for \$248 million in principle and assumes one or more bonds in the future

2 Includes short term (revolving credit agreement) and long term (bond) interest costs, and \$82.3 million in financing costs

30-Year Revenues and Expenditures Comparison



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REVENUES (IN MILLIONS YOES)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Sales Tax Revenue	3,169.9	3,298.7	(128.8)
Investment Income	54.0	45.7	8.3
Exchanges & Loans	184.1	19.6	164.5
Long Term Bond Proceeds	620.6	718.6	(98.0)
TOTAL	4,028.5	4,082.5	(54.0)

EXPENDITURES (IN MILLIONS YOES)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Planning, Programming, Project Delivery Oversight, & Admin	188.2	194.4	(6.2)
Exchanges & Loans	183.5	19.0	164.5
Funds Available for Projects	2,520.5	2,540.3	(19.8)
Financing Costs	273.4	322.2	(48.8)
Capital Reserve	242.4	288.0	(45.6)
Long Term Bond Debt Service	620.6	718.6	(98.0)
TOTAL	4,028.5	4,082.5	(54.0)

Note: Amounts may change slightly as we finalize the draft 2021 Strategic Plan.

Programming Highlights

Increased funding

- Application-Based Traffic Calming Program
- BART Priorities
- Muni Metro East Expansion
- Muni Vehicle Mid-life Overhauls
- Paratransit

Advanced funds

- Downtown Rail Extension
- New Signals Contract 66



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New Programming Highlights

Added new projects

- Candlestick Active Mobility & Transit Crossing
- Mission Geneva Pavement Renovation
- Muni Communications Based Train Control
- Muni Forward projects (5 Fulton, 30 Stockton, 14 Downtown Mission)
- West Side Rail Planning



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Thank you



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