



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, October 26, 2021; 10:00 a.m.

**Location:** Watch SF Cable Channel 26

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**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 2485 688 4769 # #

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.

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1. Roll Call
2. Chair's Report - **INFORMATION\***
3. Executive Director's Report - **INFORMATION\***



4. Approve the Minutes of the October 19, 2021 Meeting - **ACTION\*** 5
- Consent Agenda**
5. **[Final Approval]** 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\*** 13  
  
**Projects:** SFMTA: 14<sup>th</sup> 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).
  6. **[Final Approval]** Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - **ACTION\*** 23  
  
**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).
  7. **[Final Approval]** 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\*** 39
- End of Consent Agenda**
8. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - **ACTION\*** 63  
  
**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. Progress Update on the Caltrain 22<sup>nd</sup> Street Station Access Study and the San Francisco Planning Department Southeast Rail Station Study - **INFORMATION\*** 73
  10. 101 Mobility Action Plan Update - **INFORMATION\*** 95
- 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

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



**San Francisco  
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Board Meeting Agenda

Page 3 of 3

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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.

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San Francisco  
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# *DRAFT MINUTES*

## **San Francisco County Transportation Authority**

Tuesday, October 19, 2021

### **1. Roll Call**

Chair Mandelman called the meeting to order at 10:01 a.m.

**Present at Roll Call:** Commissioners Haney, Mar, Mandelman, Melgar, Preston, Peskin, Safai, and Walton (8)

**Absent at Roll Call:** Commissioners Chan, Ronen, Stefani (all entered during item 2) (3)

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

Amber Maltbie, Nossaman LLP, presented the item.

There was no public comment

Vice Chair Peskin moved to approve the item seconded by Commissioner Walton

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

Absent: Commissioner Safai (1)

### **3. Community Advisory Committee Report - INFORMATION**

John Larson, Chair of the Community Advisory Committee (CAC) reported out on the September 22 CAC meeting and shared CAC input on the 2022 Prop AA Strategic Plan item later on the agenda. In response to a CAC question about the cost escalation of the Mission and Geneva Pavement Renovation, he said that staff explained that the costs increased because Public Works added blocks (i.e., expanded scope) to the project on Geneva Avenue to better coordinate with the San Francisco Municipal Transportation Agency's (SFMTA's) Mission/Geneva Safety Project, so it wasn't entirely owing to just the cost escalation over the last five years. He shared that during public comment, a question was raised about what was meant by more legible signage in the Transit Stop Signage Enhancement Program. He shared that SFMTA explained that every stop would have at least a color coded flag style stop sign, with a small solar powered light to help with reading. Chair Larson shared that the lights would replace the yellow stripes in which CAC members noted were hard to read. He shared that the item was approved unanimously by the committee.

With regard to the SFMTA Transportation Recovery Plan for 2022 Muni service, he shared that the CAC inquired about the challenges of returning service to pre-pandemic levels, impacts on revenue, and opportunities for making change in the new post-pandemic environment. He said a particular concern was around the survey response rates in



communities of concern. He said, Sean Kennedy with SFMTA shared with members that staff was analyzing the responses to see where they received insufficient responses, to then focus their efforts on obtaining more survey responses from those areas. Additionally, he said that they were working with community-based organizations to distribute paper surveys at various events and locales, and were committed to sharing the survey data when ready. He shared that another issue of concern was the continued forced transfer of the J Church line prior to entering the Market Street tunnel, and not continuing onto the Embarcadero station. He shared that majority of the public commenters said they wanted to see restoration of the J Church into the subway. He mentioned that one commenter said that the single J line ride home from work and school influenced their home purchase within the proximity of J Church. During CAC discussion, he shared that Mr. Kennedy replied that the J line is on the table and may go back into the subway depending on community feedback.

With respect to the Van Ness Bus Rapid Transit (BRT) update, Chair Larson said CAC members commented that specific information about business impacts was missing from the presentation, noting that it has been a continuing priority issue to the CAC. He shared that one member noted that the presentation didn't provide any detail about the depth of the work involved or how the work impacted the constituents. He added that another CAC member commented that it was inexcusable that pot-holing work had not been done early on in the project development, and asked if lessons learned had been applied to other projects. Chair Larson said that in response, project staff said they had already applied the potholing fixes (e.g. ensure it is done earlier and more thoroughly) to other projects, and in addition were committed to coordinating with the Office of Economic & Workforce Development to incorporate more detailed business impacts and mitigation information into future presentations.

During public comment Anastasia Monopolies, a District 8 resident, said that although SFMTA staff said returning the J Church to its pre-pandemic service plan is on the table, the SFMTA is sending out fliers saying they want to make accessibility improvements that are in place permanent, noting that a new elevator and sidewalk bulbouts are expensive. They questioned why SFMTA would make these expensive accessibility improvements, when SFMTA is hearing loud and clear requests to restore the J Church line.

#### **4. Approve the Minutes of the September 28, 2021 Meeting - ACTION**

There was no public comment.

Vice Chair Peskin motioned to approve the minutes, seconded by Commissioner Ronen.

The minutes were approved without objection by the following vote:

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

Absent: (0)

#### **5. State and Federal Legislation Update - INFORMATION**

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

Jamie Parks, Livable Streets Director for the SFMTA, reported that Assembly Bill (AB) 43 was signed into law, authorizing local speed limit setting under certain conditions. He thanked the San Francisco state legislative delegation, the Mayor, the Transportation



Authority Board, and stakeholder organizations for working on the dozens of iterations of the bill. He said that San Francisco sent a clear and unified message to Sacramento that changing the antiquated California speed limit laws was critical to achieving safe streets. He stated that SFMTA was eager to start implementing the bill, but it was first important to understand what the bill does and does not do, because it did not provide free reign to reduce speed limits. He said the first thing AB 43 did was eliminate speed creep, or the requirement to raise speed limits if cars are measured to be traveling faster than the existing speed limit. He noted this had not been a big issue in San Francisco but had been a concern in Southern California and elsewhere in the state. He said that, more important for San Francisco, the bill allowed the lowering of speed limits by five miles per hour on designated safety corridors and locations with high numbers of pedestrians and bicyclists. He stated that Caltrans would need to go through a rulemaking process to establish definitions for those designations, so this provision would not likely go into effect until 2024. He added that SFMTA planned to engage in the rulemaking process. He noted that the provision of the bill most likely to impact San Francisco in the near term, since it goes into effect in January 2022, was the authorization to reduce speed limits from 30 miles per hour to 25 miles per hour or 25 miles per hour to 20 miles per hour in business districts, which were defined as corridors where 50 percent of fronting properties were commercial activities. He said that SFMTA was doing analysis to determine which corridors would qualify under that provision. He stated that some corridors were obvious, such as Haight Street, Polk Street, and Valencia Street, but that others would require additional analysis, such as SOMA, the downtown core, and North Beach, where the corridors weren't as clearly defined because of their mixed uses. He added that the SFMTA Board would have to approve any changes through an ordinance, and that staff intended to bring a package of streets for consideration as soon as possible so SFMTA can get started as of January 4, 2022, when the bill goes into effect. He said that SFMTA intended to pair these speed limit changes with educational campaigns, similar to what it did earlier in the year related to traffic changes in the Tenderloin.

Mr. Parks mentioned that AB 773 passed as well, which amended the state vehicle code to include a new Slow Streets designation, with evaluation criteria and other requirements that had to be met. He said that while there was nothing prohibiting the implementation of Slow Streets before the bill, it provided legislative clarity about how they should look in San Francisco post-COVID.

Commissioner Haney said he was pleased to see that SFMTA was already moving forward to implement the speed reductions allowed by AB 43. He asked how the effort would be informed by the recently implemented speed changes in the Tenderloin. He asked if those changes had clear impacts on speed and safety in the neighborhood, and how they would apply the lessons learned to future speed reduction strategies.

Mr. Parks responded that SFMTA was in the process of collecting data to evaluate the impacts. He said the analysis of this data, once collection is complete, would inform the expansion of speed reduction efforts elsewhere in the city. He added that the analysis is anticipated to be completed in early 2022.

Commissioner Haney noted that the safety project in the Tenderloin also included changes such as new restricted right hand turns on red. He stated that other neighborhoods may also be interested in evaluation of those elements as they consider implementing Vision Zero changes.



Commissioner Chan asked for additional detail about the new law authorizing Slow Streets.

Mr. Parks said that AB 773 defined Slow Streets and set up criteria and requirements around how they need to be adopted. He stated that the SFMTA Board would have to adopt the Slow Streets program, then the agency would have to maintain a website of updated information and provide advanced notice to the public before making changes, among other requirements.

Commissioner Chan asked how SFMTA's existing Slow Streets program would be reconciled with the new state authorization.

Mr. Parks replied that SFMTA's current Slow Streets program was authorized under the current declaration of emergency due to COVID, and all Slow Streets designations would expire once the emergency declaration was over unless action is taken to extend them. He said that staff was planning to take a post-COVID Slow Streets program to the SFMTA Board for adoption in early 2022 which would identify which streets would remain Slow Streets indefinitely and which would sunset.

Commissioner Preston stated that he was disappointed that the legislation wouldn't allow speed limit reductions on safety corridors until 2024. He asked if the city could elect to act earlier where there were clear safety issues. He said that people would continue to be injured or killed in the year or two before speed limit reductions could be implemented per the legislation.

Mr. Parks responded that staff could seek confirmation from the City Attorney, but his understanding was that implementation of speed reductions on safety corridors would be prohibited until 2024 or until the state establishes a definition for what constitutes a safety corridor and implements an online judicial system tool for the public to resolve infractions. He noted that the latter requirement was included in the legislation as an equity measure to help mitigate the disparate impact of penalties. He added that if the state acts on those two requirements before 2024, SFMTA would be able to initiate its speed reduction program on safety corridors earlier.

There was no public comment.

**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**

Anna LaForte, Deputy Director for Planning, presented the item per the staff memorandum.

Chair Mandelman said he was excited to see the 14<sup>th</sup> Street Road Diet moving forward noting it has been a priority for the Duboce Triangle Neighborhood Association, the McKinley Elementary School and the neighborhood. He thanked SMTA's Bryant Wu and Eddie Sui for their efforts on this project, as well as Legislative Aide, Jacob Bintliff, and Transportation Authority staff.

There was no public comment

Chair Mandelman moved to approve the item, seconded by Commissioner Preston.

The item was approved without objection by the following vote:

Ayes: Commissioners Chan, Haney, Mandelman Melgar, Peskin, Preston,



Ronen, Safai, and Stefani (9)

Absent: Commissioners Mar and Walton (2)

**7. Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - ACTION**

Aprile Smith, Senior Transportation Planner, presented the item per the staff memorandum.

During public comment, David Pilpel said he was skeptical of the benefits of the Communications-Based Train Control on the surface portion of the Muni Metro system. He said he was opposed to the use of three-car trains on surface streets on N-Judah corridor and urged the Board to prohibit three car N-Judah trains as a condition of approval of the item and any subsequent item related to the N-Judah or Communications Based Train Control. He questioned and urged the Board to ask about the impacts to passengers from the construction of the project and if it would require bus substitutions. He said SFMTA was developing a rail service plan, which would discuss the future of Muni Metro as it related to level of service, the fleet, and facilities and he asked the Board to calendar the plan for discussion once it was finalized.

Alita Dupree said Communications-Based Train Control was important and was interested in how it would work on the surface route. She said she recently rode on several New York subway lines, which were equipped with Communications-Based Train Control. She said Communications-Based Train Control provided a smooth ride and that the project was worthy of approval to allow for a safer and more efficient light rail system.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Mar (1)

**8. Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 - ACTION**

Vice Chair Peskin commented that the noticing for the item was not as transparent as it should be as it didn't clearly identify the three contracts covered under the proposed \$725,000. He said it ought to be noticed with similar detail as the prior two action items. He suggested that the item be continued to the next meeting.

Tilly Chang, Executive Director acknowledged Vice Chair Peskin's comments and noted that the change would be implemented in future notices.

The item was deferred to the call of the Chair.

**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**

Mike Pickford, Senior Transportation Planner, presented the item per the staff memorandum.



Commissioner Preston inquired on the reasoning for the delay of the Filmore Paving and 22-Fillmore projects and how they would be funded when ready.

Joel Ramos, SFMTA, replied that the 22-Fillmore Muni Forward project was a priority and would continue to be. He added that the 22 Fillmore, despite the pandemic, was still one of the most heavily traveled lines so it was important to get the project moving as quickly as possible. He said that in 2017 during the planning phase of the project SFMTA's Capital Improvement Program was still tentative. He said the project was further delayed by the pandemic. However, he said SFMTA was able to move forward with the 16<sup>th</sup> Street portion of the route, thus continuing to improve service on the 22 line.

Commissioner Preston asked when they would have confidence that at least the SFMTA portion of the project would be done.

Mr. Ramos replied that because of the 2022 service plan and changes, SFMTA did not yet have an updated project schedule. He said he would push staff to complete those updates and share them the Transportation Authority. He did share that outreach for the construction phase would begin in 2024.

Commissioner Preston expressed disappointment that the project was so delayed. He requested that SFMTA provide Transportation Authority staff and his office a projected timeline as soon as available.

Mr. Ramos acknowledged Commissioner Preston's request and said the scoping for the project would continue in the run-up to the start of the project in 2024.

Commissioner Preston inquired about funding for the projects.

Mr. Pickford answered that the Filmore transit project would be eligible for the Prop AA call for projects for the next five-year tranche of programming. He asked Oscar Quintanilla with Public Works, to address the street paving project funding.

Mr. Quintanilla assured the Board of Public Works' commitment to backfilling the \$2.4 million for the paving project when it was ready to move forward. He said their annual street resurfacing budget was about \$70 million, funded by a combination of bonds, gas tax, Prop AA and Prop K funds.

Commissioner Preston thanked staff for the responses and noted it was good to hear the money would be in place when the projects were ready to proceed. He said that all eyes were now on SFMTA with respect to the schedule and he looked forward to getting more clarity on the timeline.

There was no public comment.

Vice Chair Peskin moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioners Mar and Safai (2)

## **10. 2021 Prop K Strategic Plan Update - INFORMATION**

Eric Reeves, Senior Program Analyst, presented the item per the staff memorandum.



There was no public comment.

**Other Items**

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

There were no new items introduced.

**12. Public Comment**

There was no public comment.

**13. Adjournment**

The meeting was adjourned at 11:19 a.m.

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San Francisco  
County Transportation  
Authority





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)

							Leveraging			
Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>	Phase(s) Requested	District(s)
PROP K	38	SFMTA	14th Street Road Diet [NTIP Capital] <sup>4</sup>	\$ 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
<b>TOTAL</b>				<b>\$ 1,085,700</b>	<b>\$ 220,000</b>	<b>\$ 3,134,700</b>	<b>18%</b>	<b>58%</b>		

## Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions <sup>1</sup>

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
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 <sup>1</sup>

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.
<b>TOTAL</b>			<b>\$1,085,700</b>	<b>\$220,000</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
38	SFMTA	14th Street Road Diet [NTIP Capital]	\$ 60,700	\$ -	
38	SFMTA	Schools Engineering Program FY21/22 Cycle	\$ 925,000	\$ -	<b>Multi-phase Allocation:</b> 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	
<b>TOTAL</b>			<b>\$ 1,085,700</b>	<b>\$ 220,000</b>	

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

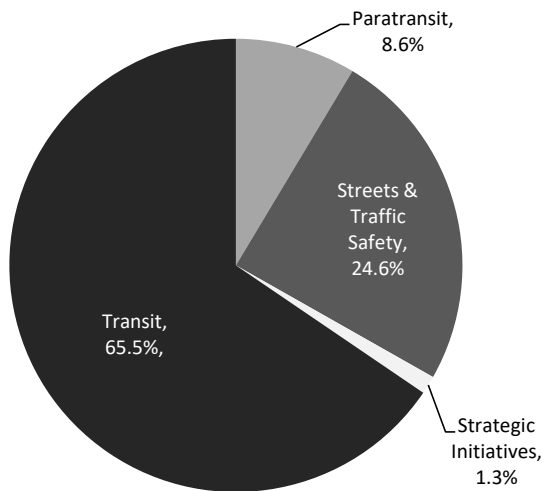
**Attachment 4.**  
**Prop K Allocation Summary - FY2021/22**

**PROP K SALES TAX**

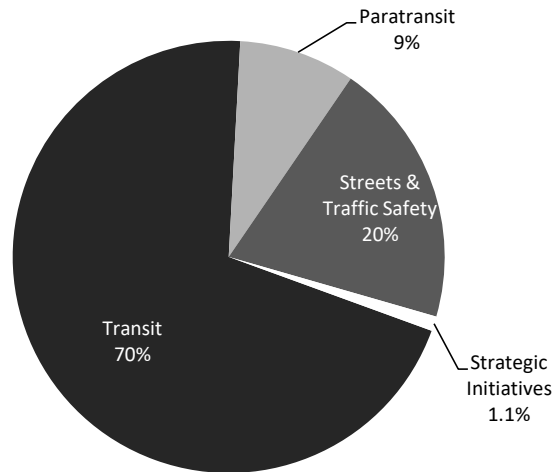
<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>	<b>FY 2025/26</b>
Prior Allocations	\$ 27,340,765	\$ 16,671,381	\$ 9,593,532	\$ 1,075,852	\$ -	\$ -
Current Request(s)	\$ 1,085,700	\$ 80,000	\$ 383,200	\$ 522,500	\$ 100,000	\$ -
New Total Allocations	\$ 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**

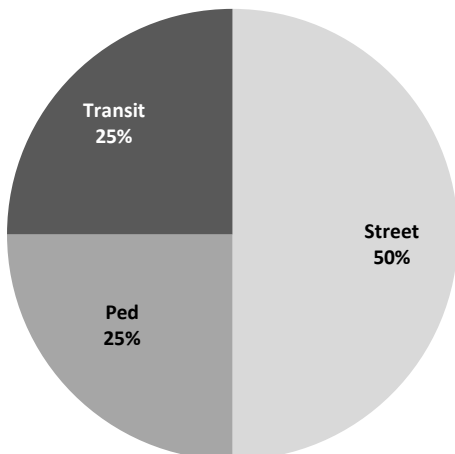


**PROP AA VEHICLE REGISTRATION FEE**

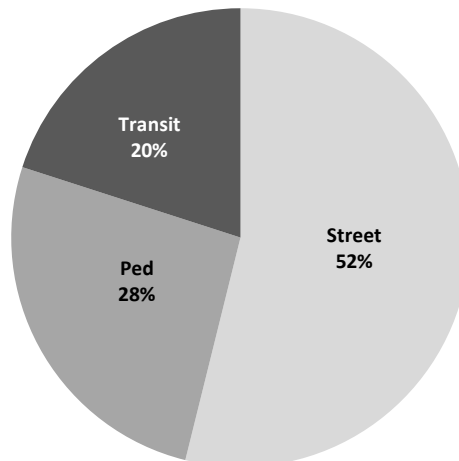
<b>FY2021/22</b>	<b>Total</b>	<b>FY 2021/22</b>	<b>FY 2022/23</b>	<b>FY 2023/24</b>	<b>FY 2024/25</b>
Prior Allocations	\$ 1,336,928	\$ -	\$ 1,317,428	\$ 19,500	\$ -
Current Request(s)	\$ 220,000	\$ -	\$ 110,000	\$ 110,000	\$ -
New Total Allocations	\$ 1,556,928	\$ -	\$ 1,427,428	\$ 129,500	\$ -

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 5

**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><b>RECOMMENDATION</b>    <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"> <li>1. 14th Street Road Diet [NTIP Capital] (\$60,700)</li> <li>2. Schools Engineering Program FY21/22 Cycle (\$925,000)</li> </ol> <p>Allocate \$220,000 in Prop AA funds, with conditions, to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>3. Potrero Gateway Loop Pedestrian Safety Improvements</li> </ol> <p>Appropriate \$100,000 for:</p> <ol style="list-style-type: none"> <li>4. Treasure Island Supplemental Transportation Study [NTIP Planning]</li> </ol> <p><b>SUMMARY</b></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>	<p><input checked="" 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 type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
--	---

### 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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San Francisco  
County Transportation  
Authority



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) Commitments<sup>1</sup>**  
**Last Amended September 2021**

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

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

<sup>2</sup> 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).

<sup>3</sup> 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.

<sup>4</sup> 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.
<b>Total:</b>	<b>\$11,202,000</b>	

## 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 <sup>1</sup>	Project	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Phase
<b>New 2022 RTIP Programming Priorities</b>								
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
<b>Proposed 2022 RTIP Programming</b>		\$11,202	\$0	\$0	\$0	\$11,111	\$91	
<b>Total RTIP Funds Available</b>		<b>\$11,202</b>						
<b>Surplus/(Shortfall)</b>		<b>\$0</b>						

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

## 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		<a href="mailto:amber.crabbe@sfcta.org">amber.crabbe@sfcta.org</a>					
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	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259	46	199		6,075	San Francisco County
TOTAL	5,117	260	259	259	46	199		6,140	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	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
TOTAL	5,117	260	259	259	46	199		6,140	\$466 CON voted 07/26/07
									\$541 CON voted 07/24/08
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	419	259	46	199	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	
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>Alt Proj. ID / prg.</b>
04			2137		
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>	
SF				SFMTA	
				<b>MPO</b>	<b>Element</b>
				MTC	MT
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>	
Dan Howard		(415) 565-3642		<a href="mailto:dan.howard@sfmta.com">dan.howard@sfmta.com</a>	
<b>Project Title</b>					
Communications-Based Train Control - Phase 3 N Judah					
<b>Location (Project Limits), Description ( Scope of Work)</b>					
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).					
<b>Component</b>	<b>Implementing Agency</b>				
PA&ED	SFMTA				
PS&E	SFMTA				
Right of Way	NA				
Construction	SFMTA				
<b>Legislative Districts</b>					
<b>Assembly:</b>	17,19	<b>Senate:</b>	11	<b>Congressional:</b>	12,14
<b>Project Benefits</b>					
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.					
<b>Purpose and Need</b>					
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):					
<b>Category</b>	<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
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		
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved				11/30/19	
Begin Environmental (PA&ED) Phase					08/01/21
Circulate Draft Environmental Document				<b>Document Type</b>	CE/CE
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
<b>Project Title:</b> 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
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	

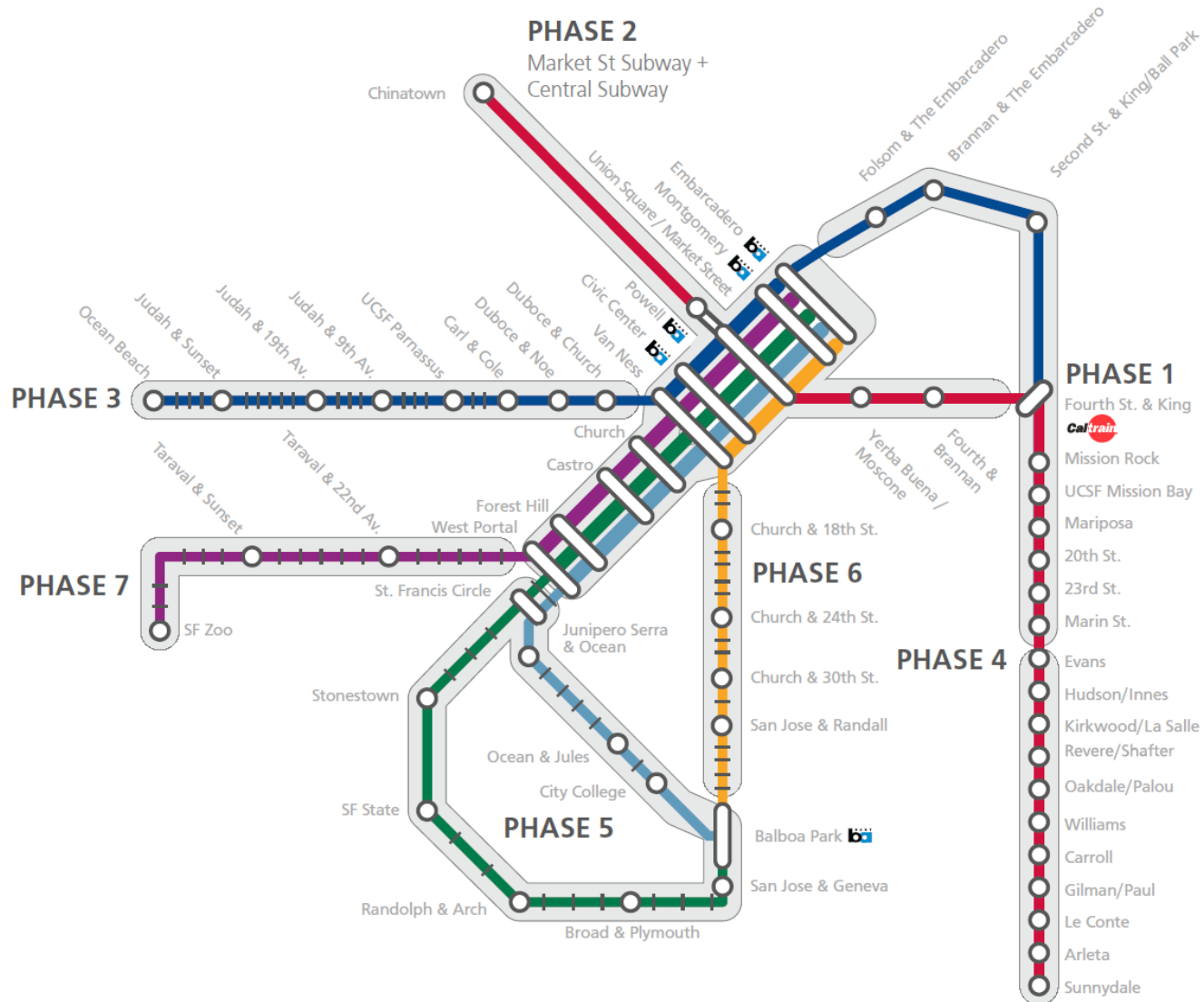
Fund No. 1: STIP										Program Code
Existing Funding (\$1,000s)										Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26	26-27	Total	
E&P (PA&ED)									0	CTC, Caltrans
PS&E									0	
R/W SUP (CT)									0	
CON SUP (CT)									0	
R/W									0	
CON									0	
TOTAL	0	0	0	0	0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





## 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: 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 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. Prop AA Strategic Plan Policies
2. Prop AA Strategic Plan Screening and Prioritization Criteria
3. Proposed Amendments to 2017 Prop AA Strategic Plan
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)<sup>1</sup>
  - 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.<sup>2</sup> 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~~s~~ 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.

<sup>1</sup> 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.

<sup>2</sup> 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"> <li>• Inclusion in 5YPP/Strategic Plan</li> <li>• <a href="#">Conceptual-Preliminary</a> Engineering Report, if applicable</li> <li>• Approved environmental document</li> <li>• Capital construction funding in adopted plan, including RTP</li> </ul>
Construction, including procurement (e.g. accessible pedestrian signals)	<ul style="list-style-type: none"> <li>• Inclusion in 5YPP /Strategic Plan</li> <li>• Approved environmental document</li> <li>• Right of way certification (if appropriate)</li> <li>• 100% PS&amp;E</li> </ul>

**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 <sup>1</sup>
Design Engineering (PS&E)	Final design package including contract documents
Construction, including procurement	Constructed improvement <del>or minimum operating segment</del> , or equipment in service

<sup>1</sup>The 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 <sup>1</sup>	Brief Project Description	Fiscal Year Program-med	Amount	Recommendation
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**Street Repair and Reconstruction**

9	<del>Mission Street Transit and Pavement Improvement</del> <b>Mission and Geneva Pavement Renovation</b>	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.	<del>2020/21</del> <b>2021/22</b>	<del>\$2,397,129</del> <b>\$4,794,258</b>	<b>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.</b> (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	<del>Fillmore Street Pavement Renovation</del>	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	<del>\$2,397,129</del> <b>\$0</b>	<b>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.</b> 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).	<del>2020/21</del> <b>2021/22</b>	\$1,021,021	<b>Proposed amendment to delay programming of construction funds to Fiscal Year 2021/22.</b> 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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<sup>1</sup>Sponsor 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
<b>Street Repair and Reconstruction</b>								
<b>Target Funds Available in Category</b>			\$ 2,264,242	\$ 3,980,320	\$ 2,290,539	\$ 2,206,289	\$ 2,177,034	\$ 12,918,424
Geary Boulevard Pavement Renovation <sup>1,2</sup>	Construction	SFPW			\$ 3,386,732			\$ 3,386,732
Richmond Residential Streets Pavement Renovation <sup>2</sup>	Construction	SFPW				\$ 2,020,000		\$ 2,020,000
23rd St, Dolores St, York St and Hampshire St Pavement Renovation <sup>1</sup>	Construction	SFPW			\$ 2,397,129			\$ 2,397,129
Mission and Geneva Pavement Renovation <sup>4</sup>	Construction	SFPW				\$ -	\$ 4,794,258	\$ 4,794,258
Fillmore Street Pavement Renovation <sup>4</sup>	Construction	SFPW					\$ -	\$ -
<b>Subtotal Programmed to Category (% all time)</b>	<b>49.4%</b>		\$ -	\$ -	\$ 5,783,861	\$ 2,020,000	\$ 4,794,258	\$ 12,598,119
<b>Cumulative Remaining Capacity</b>			\$ 2,264,242	\$ 6,244,562	\$ 2,751,240	\$ 2,937,529	\$ 320,305	\$ 320,305
<b>Pedestrian Safety</b>								
<b>Target Funds Available in Category</b>			\$ 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) <sup>1,2</sup>	Design	SFPW			\$ 80,000			\$ 80,000
Potrero Gateway Loop (Pedestrian Safety Improvements) <sup>1,2,3</sup>	Construction	SFPW				\$ 220,000		\$ 220,000
Vision Zero Coordinated Pedestrian Safety Improvements (Bulbs & Basements) <sup>1,2</sup>	Construction	SFPW			\$ 700,000			\$ 700,000
Arguello Boulevard Traffic Signal Upgrade	Construction	SFMTA		\$ 655,000				\$ 655,000
5th Street Quick Build Improvements <sup>2,3</sup>	Construction	SFMTA				\$ 378,372		\$ 378,372
Bayshore Blvd/Cesar Chavez St/Potrero Ave Intersection Improvements Segments F/G <sup>2</sup>	Construction	SFMTA			\$ 368,519			\$ 368,519
Western Addition Transportation Plan Implementation (Pedestrian Lighting) <sup>1</sup>	Design	SFPW			\$ 60,000			\$ 60,000
Western Addition Transportation Plan Implementation (Pedestrian Lighting) <sup>1,3</sup>	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
<b>Subtotal Programmed to Category (% all time)</b>	<b>25.6%</b>		\$ 2,052,000	\$ 655,000	\$ 1,208,519	\$ 1,759,305	\$ 410,000	\$ 6,084,824
<b>Cumulative Remaining Capacity</b>			\$ (1,041,124)	\$ 80,900	\$ (105,003)	\$ (879,305)	\$ (317,363)	\$ (317,363)
<b>Transit Reliability and Mobility Improvements</b>								
<b>Target Funds Available in Category</b>			\$ 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 <sup>2</sup>	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 <sup>4</sup>	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
<b>Subtotal Programmed to Category (% all time)</b>	<b>25.0%</b>		\$ 2,465,316	\$ -	\$ 383,776	\$ 4,708,057	\$ 1,021,021	\$ 8,578,170
<b>Cumulative Remaining Capacity</b>			\$ (961,802)	\$ 1,681,232	\$ 2,818,432	\$ (424,592)	\$ (7)	\$ (7)
<b>Total Available Funds</b>			\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582	\$ 27,264,048
<b>Total Programmed</b>			\$ 4,517,316	\$ 655,000	\$ 7,376,156	\$ 8,487,362	\$ 6,225,279	\$ 27,261,113
<b>Cumulative Remaining Capacity</b>			\$ 261,317	\$ 8,006,694	\$ 5,464,669	\$ 1,633,632	\$ 2,935	

Allocated



Pending Action

**Notes**<sup>1</sup> Comprehensive 2017 Strategic Plan Amendment (Res 19-48, approved 03/19/2019).<sup>2</sup> Comprehensive 2017 Strategic Plan Amendment (Res 19-63, approved 06/25/2019).<sup>3</sup> Comprehensive 2017 Strategic Plan Amendment (Res 20-62, approved 06/23/2020).<sup>4</sup> 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
<b>Street Repair and Reconstruction</b>									
<b>Target Funds Available in Category</b>		\$ 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
<b>Cash Flow Subtotal</b>		\$ -	\$ -	\$ 1,596,683	\$ 2,893,812	\$ 4,183,931	\$ 3,443,693	\$ 480,000	\$ 12,598,119
<b>Cumulative Remaining Capacity</b>		\$ 2,264,242	\$ 6,244,562	\$ 6,938,418	\$ 6,250,895	\$ 4,243,998	\$ 800,305	\$ 320,305	\$ 320,305
<b>Pedestrian Safety</b>									
<b>Target Funds Available in Category</b>		\$ 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
<b>Cash Flow Subtotal</b>		\$ 500,000	\$ 1,705,000	\$ 1,285,519	\$ 870,872	\$ 1,703,933	\$ 19,500	\$ -	\$ 6,084,824
<b>Cumulative Remaining Capacity</b>		\$ 510,876	\$ 582,900	\$ 319,997	\$ 434,128	\$ (297,863)	\$ (317,363)	\$ (317,363)	\$ (317,363)
<b>Transit Reliability and Mobility Improvements</b>									
<b>Target Funds Available in Category</b>		\$ 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
<b>Cash Flow Subtotal</b>		\$ 1,232,658	\$ 1,232,658	\$ -	\$ 2,905,856	\$ 2,482,079	\$ 624,919	\$ 100,000	\$ 8,578,170
<b>Cumulative Remaining Capacity</b>		\$ 270,856	\$ 1,681,232	\$ 3,202,208	\$ 1,761,385	\$ 724,912	\$ 99,993	\$ (7)	\$ (7)
<b>Total Available Funds</b>		\$ 4,778,633	\$ 8,400,377	\$ 4,834,131	\$ 4,656,325	\$ 4,594,582			\$ 27,264,048
<b>Total Cashflow</b>		\$ 1,732,658	\$ 2,937,658	\$ 2,882,202	\$ 6,670,540	\$ 8,369,943	\$ 4,088,112	\$ 580,000	\$ 27,261,113
<b>Cumulative Remaining Capacity</b>		\$ 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**



<b>Project Name:</b>	Mission and Geneva Pavement Renovation Project
<b>Implementing Agency:</b>	SFPW (Joint project with SFMTA Mission/Geneva Safety Project)
<b>Project Location:</b>	Geneva Ave from Mission St to Prague St Mission St from Ney St to Geneva Ave
<b>Supervisory District(s):</b>	8, 9, 11
<b>Project Manager:</b>	Paul Barradas
<b>Phone Number:</b>	415-554-8249
<b>Email:</b>	<a href="mailto:paul.barradas@sfdpw.org">paul.barradas@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	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.
<b>Detailed Scope (may attach Word document):</b> 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>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, 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.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): Felipe Robles (SFMTA) Jorge Rivas (OEWD)
<b>Type of Environmental Clearance Required:</b>	Categorically Exempt

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% 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

<b>Project Name:</b>	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
<b>TOTAL PROJECT COST</b>	<b>\$10,848,085</b>	<b>\$4,794,258</b>	<b>\$1,093,827</b>	<b>\$4,960,000</b>	
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
<b>TOTAL BY FISCAL YEAR</b>	<b>\$0</b>	<b>\$883,214</b>	<b>\$2,060,829</b>	<b>\$1,850,215</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,794,258</b>

\*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
<b>TOTAL</b>	<b>\$3,490,956</b>	<b>\$6,397,129</b>	<b>\$960,000</b>	<b>\$10,848,085</b>

**Desired Prop AA Programming Year**

Fiscal Year 2021/22

**Comments/Concerns**



## Memorandum

### AGENDA ITEM 7

**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%
<b>Total</b>	<b>\$ 52,088,143</b>	<b>\$ 46,272,864</b>	

**Table 2. Completed Projects**

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

Sponsor <sup>1</sup>	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use <sup>2</sup>
<b>Street Repair and Reconstruction</b>					
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
<b>Pedestrian Safety</b>					
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 <sup>1</sup>	Fiscal Year of Allocation	Project Name	Phase(s) Funded	Total Allocated as of 9/14/2021	Open for Use <sup>2</sup>
<b>Transit Reliability and Mobility Improvements</b>					
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

<sup>1</sup> 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)

<sup>2</sup> 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 <sup>1</sup>	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 <sup>2</sup> (at time of allocation)	Open for Use <sup>2</sup> (anticipated)
<b>Street Repair and Reconstruction</b>							
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
<b>Pedestrian Safety</b>							
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
<b>Transit Reliability and Mobility Improvements</b>							
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

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

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



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**

<b>Professional Services</b>	<b>Description of Services</b>	<b>Previous Year Contract</b>	<b>Increase/ (Decrease)</b>	<b>Proposed Annual Amount</b>	<b>Procurement Type/Contract Options</b>	<b>Contract Goal</b>	<b>Utilization to Date</b>
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
	<b>Total</b>	<b>\$758,333</b>	<b>(\$33,333)</b>	<b>\$725,000</b>			



## 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><b>RECOMMENDATION</b>    <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"> <li>• On-call Legal Counsel: Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000)</li> <li>• Computer Network and Maintenance: SPTJ Consulting (\$300,000)</li> <li>• On-call Strategic Communications, Media, and Community Relations: Civic Edge Consulting and Convey, Inc. (\$100,000)</li> </ul> <p>Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.</p> <p><b>SUMMARY</b></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.

<b>Meyers Nave; Nossaman LLP; and Wendel Rosen LLP</b>	<b>\$325,000</b>
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.	
<b>SPTJ Consulting</b>	<b>\$300,000</b>
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.	
<b>Civic Edge Consulting and Convey, Inc.</b>	<b>\$100,000</b>
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.	



## **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)**

<b>Legal Firm</b>	<b>Task Order Description</b>	<b>Amount</b>
Nossaman LLP	General Legal Services <sup>1</sup>	\$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
<b>Total Task Orders Awarded to Nossaman LLP</b>		<b>\$435,907</b>
Wendel Rosen LLP	Yerba Buena Island Southgate Road Realignment	\$100,000
	Yerba Buena Island West-side Bridges	\$25,000
	General Legal Services <sup>1</sup>	\$25,000
<b>Total Task Orders Awarded to Wendel Rosen LLP</b>		<b>\$150,000</b>
Meyers Nave	General Legal Services <sup>1</sup>	\$100,000
<b>Total Task Orders Awarded to Meyers Nave</b>		<b>\$100,000</b>
<b>Total Task Orders Awarded to Date</b>		<b>\$685,907</b>
<b>Total Contract Amount</b>		<b>\$1,000,000</b>

<sup>1</sup> 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)**

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

<sup>2</sup> 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.



## Memorandum

### AGENDA ITEM 9

**DATE:** October 20, 2021

**TO:** Transportation Authority Board

**FROM:** Rachel Hiatt - Acting Deputy Director for Planning  
Eric Cordoba - Deputy Director for Capital Projects

**SUBJECT:** 10/26/21 Board Meeting: Progress Update on the Caltrain 22<sup>nd</sup> Street Station Americans with Disabilities Act (ADA) Access Improvements Feasibility Study and the San Francisco Planning Department Southeast Rail Station Study

#### RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

#### SUMMARY

The Transportation Authority, Caltrain, and the City are collaborating on a program of planning studies and capital development for the Caltrain corridor within San Francisco. The Peninsula Corridor Electrification Project (PCEP) will fully electrify the railroad between San Francisco and San Jose by 2024. The Transportation Authority is one of six agencies working together to advance the Downtown Rail Extension (DTX) project. The DTX is planned to be in service by the early 2030s and will extend Caltrain and future California High-Speed Rail (HSR) into the Salesforce Transit Center. The Transportation Authority is currently leading pre-environmental planning studies for the Pennsylvania Avenue Extension (PAX), which will continue the DTX's tunneled alignment further south, to eliminate remaining at-grade rail crossings in the city. The PAX project could necessitate the reconstruction or relocation of the 22<sup>nd</sup> Street Station in the future. The San Francisco Planning Department is currently leading the Southeast Rail Station Study (SERSS), which is investigating options for future station locations in Southeast San Francisco, including a new station in the Bayview, to replace the Paul Avenue station which was closed in 2005. Caltrain is currently developing design concepts for ADA improvements at the existing 22<sup>nd</sup> Street Station, through the 22<sup>nd</sup> Street Station ADA Access Improvements Feasibility Study (22<sup>nd</sup> Street Station ADA Access Study). The Planning Department, Caltrain, and the Transportation Authority are co-hosting a two-round series of virtual public outreach meetings this fall to gather public input on these related efforts.

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



<p>The second round of public meetings will be held on November 4 and November 6. At the October 26 Transportation Authority Board meeting, staff from Caltrain and the Planning Department will present on the 22<sup>nd</sup> Street Station ADA Access Study and SERSS, respectively.</p>	
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## **BACKGROUND**

Caltrain is one of the busiest commuter rail systems in the country, and demand is expected to grow in future years. Prior to the pandemic, Caltrain served more than 65,000 weekday passengers. There are several active projects and studies that will change the Caltrain corridor to support future growth, increase train service, and improve access to Caltrain in San Francisco.

An increase in Caltrain service and future high-speed rail service will bring more service to the corridor, improving connections between San Francisco, the South Bay, and Southern California. Adopted in 2019, the Caltrain Business Plan's 2040 Service Vision includes increased service from five trains to eight trains per hour in each direction during peak periods. In the future, HSR will share the Caltrain corridor along the Peninsula, in a "blended" service configuration. With the introduction of HSR, there would be up to 12 trains per hour in each direction.

Caltrain is currently delivering PCEP, which will fully electrify the railroad between San Francisco and San Jose. PCEP is scheduled to be completed in 2024. Caltrain staff provided a status update on PCEP at the July 13, 2021, meeting of the Transportation Authority Board.

The Transportation Authority is one of six agencies working together to prepare the DTX project for procurement and construction. The DTX will construct a new tunnel to extend Caltrain and future HSR from the current Caltrain terminus at 4<sup>th</sup> and King streets to the Salesforce Transit Center in downtown San Francisco. The DTX will also construct a new underground station at 4<sup>th</sup> and Townsend streets and fit out the existing underground train station box below the Transit Center. The DTX is led by the Transbay Joint Powers Authority (TJPA) and is planned to be in service in the early 2030s.

In 2018, the San Francisco Planning Department, in partnership with the Transportation Authority and other agencies, concluded the Railyard Alignment and Benefits (RAB) Study. The RAB Study established the City's preferred alignment for the Caltrain/HSR corridor, with this alignment including the PAX tunnel that would extend south from the planned DTX alignment, beneath Seventh Street and Pennsylvania Avenue. PAX will eliminate conflicts between rail and other road users at the existing at-grade rail crossings at 16<sup>th</sup> Street and Mission Bay Drive. The Transportation Authority is currently leading pre-environmental phase planning and design studies of the PAX project. We provided a progress update at the Board's June 8, 2021, meeting, and we plan to bring the final report of the current PAX study phase to the Board for approval in early 2022.



The PAX project may require the relocation or reconfiguration of the existing 22<sup>nd</sup> Street Caltrain Station. The San Francisco Planning Department is currently leading SERSS, to examine potential locations for rail stations within San Francisco between 4<sup>th</sup> and King/Townsend and Bayshore Station.

The 22<sup>nd</sup> Street Station is served by 84 weekday trains and, prior to the pandemic, had approximately 1,900 daily riders – placing the station among the top ten Caltrain stations by ridership. Currently, the station can only be accessed via stairs from 22<sup>nd</sup> Street and Iowa Street for southbound and northbound service, respectively. There are no ramps, elevators, or escalators to reach the platforms. Caltrain is currently leading the 22<sup>nd</sup> Street Station ADA Access Study, which has developed conceptual design alternatives for street-to-platform ADA improvements at the existing station. The alternatives identified in the Study could potentially be implemented in the near- to medium-term.

## **DISCUSSION**

At the October 26 Transportation Authority Board meeting, staff from Caltrain and the Planning Department will present on the 22<sup>nd</sup> Street Station ADA Access Study and SERSS, respectively.

**Caltrain 22<sup>nd</sup> Street Station ADA Access Study.** In November 2019, the Transportation Authority Board allocated \$350,000 in Prop K sales tax funds to Caltrain for the 22<sup>nd</sup> Street Station ADA Access Study.

The 22<sup>nd</sup> Street Station ADA Access Study has developed and evaluated alternative design concepts for providing an accessible street-to-platform connection for station users. Caltrain has conducted stakeholder outreach in the community and identified a draft recommended alternative, which will be presented to the Caltrain Board later this year. Caltrain will prepare a final report for the Study, which will be presented to the Transportation Authority Board for approval in early 2022. Following the conclusion of the Study, next steps in advancing the recommended alternative would include further design work, additional stakeholder outreach, and the development of a funding plan.

The Caltrain staff presentation regarding the 22<sup>nd</sup> Street Station ADA Access Study is provided as Attachment #1 to this memorandum.

**Southeast Rail Station Study.** In October 2018, the Transportation Authority allocated \$160,000 in Prop K sales tax funds to the San Francisco Planning Department to conduct a study of potential design concepts for reconfiguration or replacement of the existing 22<sup>nd</sup> Street Station. Prop K funds leveraged a Priority Development Area grant from the Metropolitan Transportation Commission (MTC). The Study's scope was subsequently expanded beyond the 22<sup>nd</sup> Street Station zone to include consideration of potential station locations between 4<sup>th</sup> and King/Townsend and Bayshore Station. As such, the initiative was re-named as SERSS and has examined potential station options both in the 22<sup>nd</sup> Street area and within the Bayview.



Depending on the eventual design and alignment of PAX alignment, the 22<sup>nd</sup> Street station could require re-design or replacement. Options for a new station in the vicinity of the current station include re-building a station at 22<sup>nd</sup> Street, a new underground station near Mariposa Street (within the PAX alignment), or a new above-grade station at Cesar Chavez Street.

SERSS is also prioritizing the restoration of Caltrain service to the Bayview. The Paul Avenue Caltrain Station was closed in 2005. A series of planning studies since that time has identified the priority for a new Caltrain station in the Bayview, with these previous studies generally focusing on a potential site at Oakdale Avenue. The Transportation Authority's Caltrain Oakdale Ridership Study, which was completed in 2014, established the ridership potential for a station at this location. There have been a number of subsequent changes to land uses and other factors, including the development of a new site for the Southeast Community Facility at Evans Avenue. In this context, SERSS is conducting an overall assessment of potential station locations in the Bayview, including Oakdale as well as Williams and Evans avenues. Key evaluation considerations include technical feasibility, ridership potential, land use context, multimodal access, cost, and other factors.

SERSS will be completed in early 2022, and the Study's final report will be presented to the Transportation Authority Board. We expect that SERSS will confirm the need for two Caltrain stations between 4<sup>th</sup> and Townsend and Bayshore. The Study will also recommend that detailed planning and design for a new station in the Bayview proceed in the immediate-term, independent of longer-term planning for the PAX project. A new at-grade Caltrain station in the Bayview has an estimated capital cost of approximately \$100 million. A funding plan will be prepared through the next phase of project development work.

The Planning Department staff presentation regarding SERSS is provided as Attachment #2 to this memorandum.

**Fall 2021 Public Outreach.** The Planning Department, Caltrain, and the Transportation Authority are collaborating on a series of virtual public outreach meetings to inform and engage the public on these related efforts. The primary focus of these meetings is the SERSS initiative, as information-sharing on the other concurrent efforts including PAX. The first round of public meetings was held earlier in October and focused on project background, purpose, and related studies. In-meeting Spanish and Cantonese translation was provided and utilized at the first round of workshops.

A second round of virtual workshops will be held on November 4 and November 6. The second round of meetings will focus on a review and discussion of the potential rail station locations, in order to hear community feedback and concerns. More information and registration for the upcoming outreach is available at [www.sfplanning.org/SERSS](http://www.sfplanning.org/SERSS).

## **CAC POSITION**

The CAC will be briefed on this item at its October 27, 2021, meeting.





## **FINANCIAL IMPACT**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1: Caltrain Presentation – 22<sup>nd</sup> Street Station ADA Access Study
- Attachment 2: Planning Department Presentation – Southeast Rail Station Study



Attachment 1



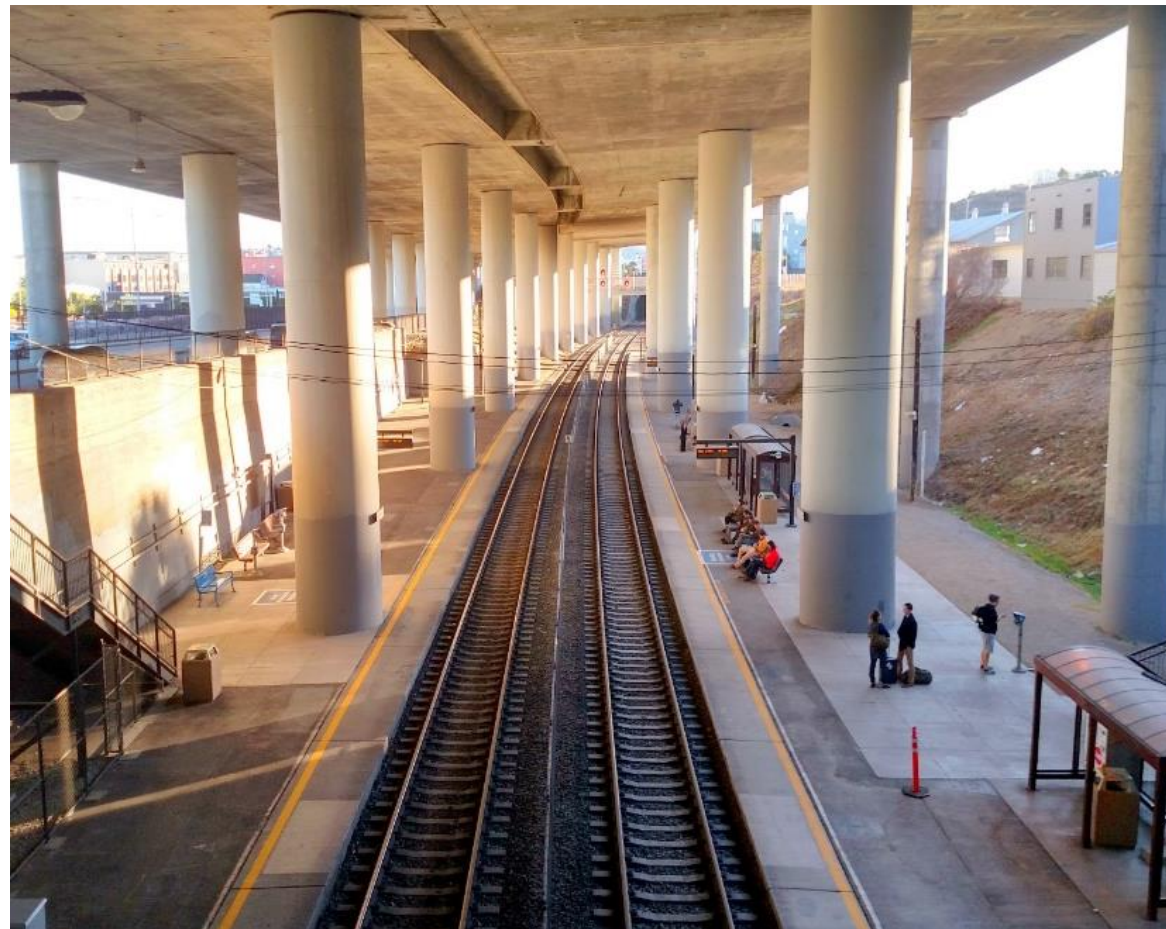
# ***22<sup>nd</sup> St Station ADA Access Improvement Feasibility Study***

## **SFCTA Update**

October 2021

# Context

- When PCJPB purchased the Caltrain right of way, it inherited several stations which were not wheelchair accessible
- Today, the Caltrain system as a whole is accessible to riders with disabilities
- 22nd Street Station is currently only accessible via stairs
- Riders unable to use stairs must instead use 4<sup>th</sup> & King or Bayshore
- The current station configuration is highly constrained



# Study Overview

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- Project kicked off in February 2020 at the request of Supervisor Walton
- Funding for the Study was provided by Prop K
- Scope is focused on determining the *feasibility* of street-to-platform ADA access improvements at 22<sup>nd</sup> St Station
- Recommendations must be contextualized within the findings of Southeastern San Francisco Rail Station Study (SERSS) and PAX
- Study identified feasible ramp and elevator alternatives for each platform, then analyzed constructability, implementation timeline, costs and funding opportunities

# Outreach Participants

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- Study Community Stakeholder Group:
  - San Francisco Mayor's Office on Disability
  - Green Benefit District
  - Dogpatch Neighborhood Association
  - Potrero Boosters
- Additional Outreach:
  - Caltrain Accessibility Advisory Committee
  - SFMTA Multimodal Accessibility Advisory Committee
  - Senior and Disability Action
  - Lighthouse for the Blind

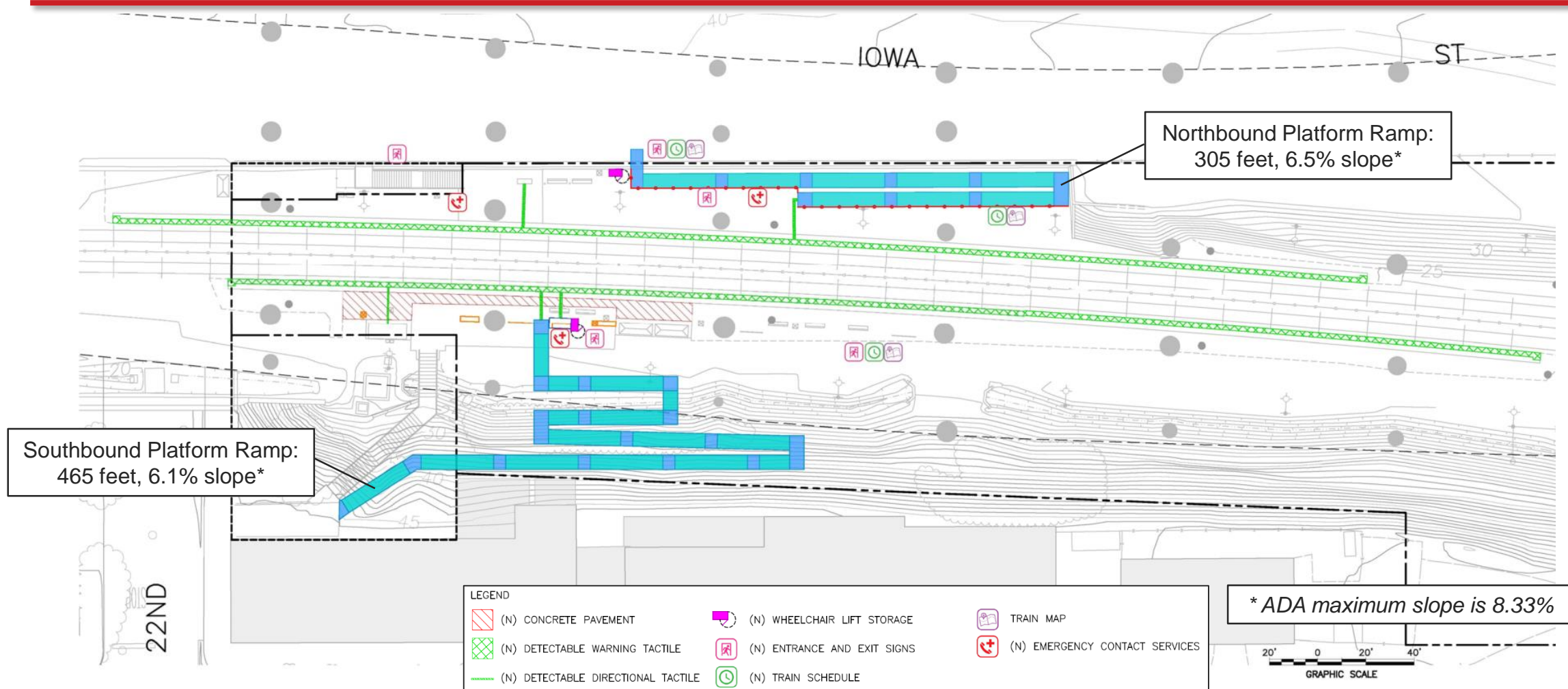
# Stakeholder Feedback

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- Ramps yield better overall user experience than elevators (cleaner, more secure, and more reliable)
- Elevators create substantial maintenance issues
- Long ramps are acceptable, but slopes should be decreased where possible
- The Study's alternatives are acceptable interim solutions, but a station rebuild/relocation is preferred in the long term



# Draft Recommended Alternative



# Next Steps

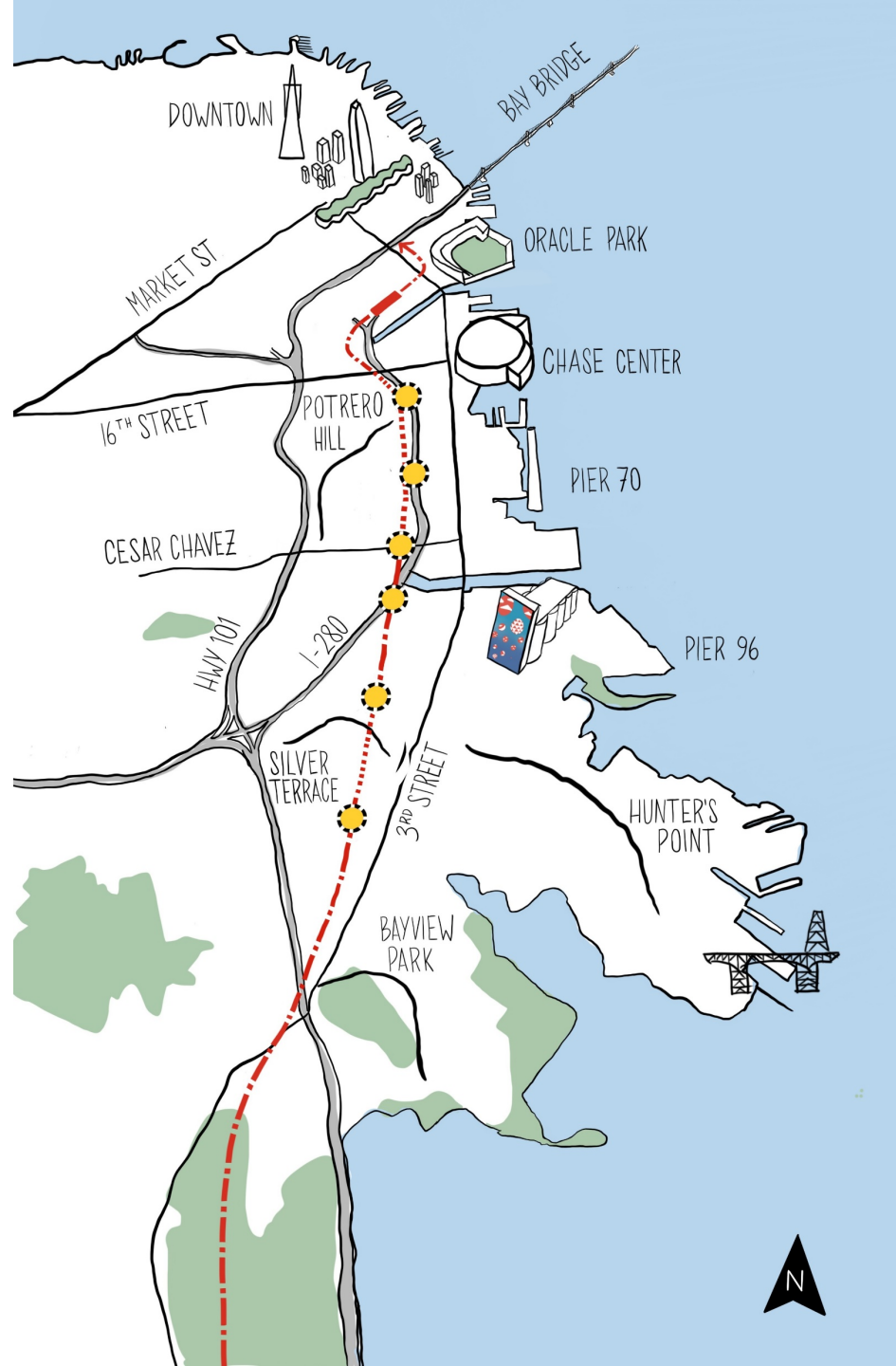
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- Present to JPB Board (November 4)
- Finalize report (anticipated November 2021) and present to SFCTA Board for approval (early 2022)
- In order to advance the recommended alternative:
  - Secure funding
  - Conduct additional outreach
  - Advance designs through 100% engineering (***estimated*** 2.5 years\* from initiation of next design phase through construction and project close out)

*\*Estimate based on planning-level analysis (<15% design) and may be subject to change as engineering work progresses*



**QUESTIONS?**



# Southeast Rail Station Study (SERSS) Update

- Study Overview
- Station Options
- Public Outreach

# Study Overview

- The City is planning for the future of rail in the southeastern part of San Francisco.
- We want to restore regional rail access to the Bayview-Hunters Point communities.
- The Pennsylvania Avenue Extension (PAX) tunnel could require the redesign or relocation of 22<sup>nd</sup> Street Station.
- Starting in 2020, the Planning Department and partner agencies conducted a planning study to determine what station locations could address these needs.
- We recommend that the City plan for two Caltrain stations in this area in the future:
  - A station at or near the existing 22<sup>nd</sup> Street Station
  - A new station in the Bayview



# Potential Station Locations

22<sup>nd</sup> Street Zone – Station Options

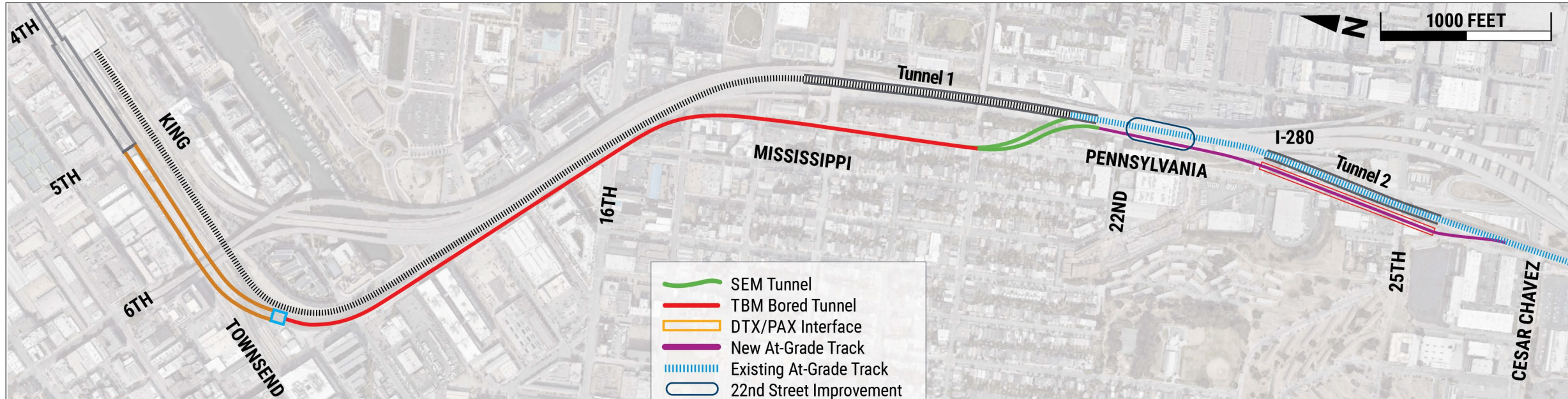
Bayview – Station Options

## MAP LEGEND

● Station Options

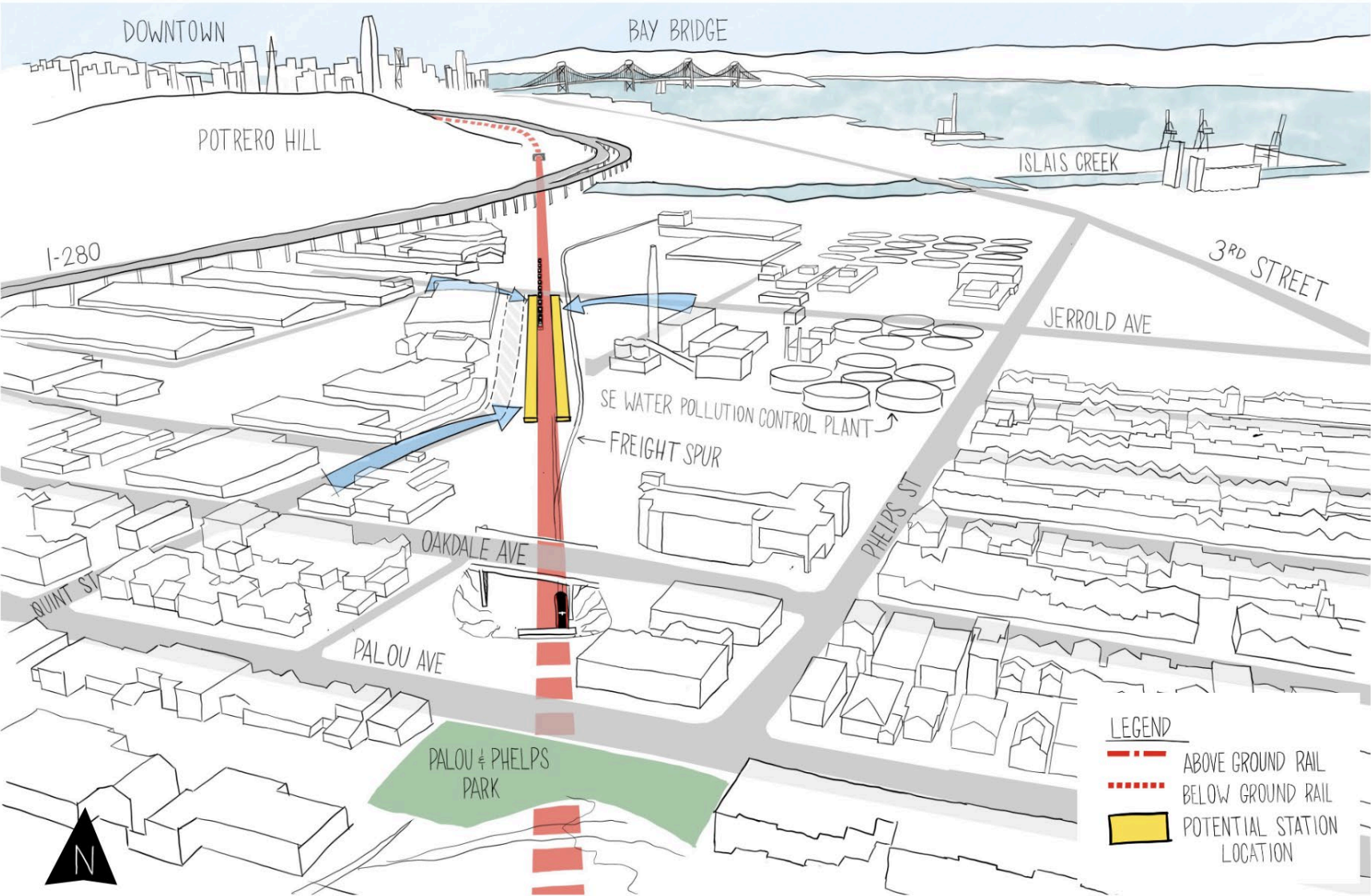


# Pennsylvania Avenue Tunnel (PAX)



- Multiple alternatives for PAX being studied, with range of implications for 22<sup>nd</sup> Street Station
- Alternative Shown: Medium-Length Alignment

# Oakdale - Context





## Planning New Southeast Caltrain Stations



**We want to hear from you!**

San Francisco, in partnership with Caltrain, is looking at options for building a tunnel under Pennsylvania Avenue, rebuilding the 22nd Street Station, and building a new station in the Bayview.

The City is conducting a series of community meetings for you to explore the station options under consideration, provide feedback, voice concerns, and ask questions directly to the project team.

It is highly encouraged that participants attend one event from each round to understand the full project scope. Cantonese and Spanish interpretation will be available. Slides will be available in Chinese and Spanish.

### Round 1: Project Basics

CHOOSE ONE  
 Thursday October 7 at 6 PM  
 Saturday October 9 at 12 PM  
 Both dates will cover the same info

Learn about the study's goals and background with a comprehensive look at the areas under review - including the 22nd Street Station area and the Bayview District.

### Round 2: Conversations About Locations

CHOOSE ONE  
 Thursday November 4 at 6 PM  
 Saturday November 6 at 12 PM  
 Both dates will cover the same info

Discuss the advantages and disadvantages of each site and engineering limitations. From connectivity to job access, we want to hear about your priorities for the new stations!

To learn more, visit [sfplanning.org/serss](https://sfplanning.org/serss) or email [CPC.SERSS@sfgov.org](mailto:CPC.SERSS@sfgov.org)



# Public Outreach

## Round 1 Public Workshops:

- Thursday, 10/7 at 6pm
- Saturday, 10/9 at 12pm

Outreach consisted of poster, door hangers, CBO engagement, and social media.

Website, email, and phone number launched; introduction video for Study website prepared.

Interpretation in Cantonese and Spanish was offered and utilized during the both virtual workshops.

Three presenters – Planning Department, Caltrain, and SFCTA.

Workshop recordings made and posted, including in translation.



# Key Dates

## October

- 10/7 – ConnectSF at Planning Commission
- 10/20 – Caltrain CAC
- 10/21 – Planning Commission
- 10/26 – SFCTA Board
- 10/27 – SFCTA CAC

## November – Virtual Public Workshops Round 2

- Thursday 11/4 – 6:00 p.m.
- Saturday 11/6 – 12:00 noon

*More information at [www.sfplanning.org/SERSS](http://www.sfplanning.org/SERSS)*



# Questions or comments?

[www.sfplanning.org/SERSS](http://www.sfplanning.org/SERSS)

[CPC.SERSS@sfgov.org](mailto:CPC.SERSS@sfgov.org)



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San Francisco  
County Transportation  
Authority



## Memorandum

### AGENDA ITEM 10

**DATE:** October 20, 2021

**TO:** Transportation Authority Board

**FROM:** Tilly Chang - Executive Director

**SUBJECT:** 10/26/21 Board Meeting: 101 Mobility Action Plan Update

#### RECOMMENDATION ☒ Information ☐ Action

None. This is an information item.

#### SUMMARY

The 101 Mobility Action Plan (101 MAP), led by SamTrans, brought together agencies from San Francisco, San Mateo, and Santa Clara counties to develop a corridor-wide non-infrastructure transportation demand management (TDM) toolkit. The recommended actions will improve travel time reliability, expand the use of high-occupancy options like buses and carpooling, and foster healthy and sustainable communities along the U.S.101 corridor.

The 101 MAP effort engaged public agencies, major employers, community organizations and the general public to identify complementary strategies to managed lanes and public transit services that are planned or being constructed for the US101 corridor. The 101 MAP recommends a structure for agency collaboration on TDM actions along the corridor. It also builds on planned infrastructure and mobility improvements and identifies near-term policies, programs, and technological solutions that address unreliable access and mobility challenges for travelers today. Implementation of the MAP will require regional coordination across jurisdictional, county, and transit service area lines.

The project began in Winter 2018 and was completed in July 2021.

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

### BACKGROUND

The U.S.101 is an essential link in our region, connecting and supporting economic activity between San Francisco, the Peninsula, and Silicon Valley. It is also one of the most congested corridors in the region according to MTC's Vital Signs. New high occupancy vehicle (HOV) or



carpool lanes or express lanes are planned to extend existing lanes in Santa Clara and San Mateo counties to form a continuous facility along the entire corridor for buses and carpools.

San Mateo county agencies are building 22 miles of express lanes from Redwood City to I-380 which will open in late 2022. The City/County Associates of Governments of San Mateo County (C/CAG) is also studying managed lane options for the 4 mile segment from I-380 to the San Francisco County line, an effort which we are coordinating with as we lead our own managed lanes and express bus study on U.S. 101 to I-280N from the San Francisco/San Mateo county line to King Street.

In 2019, Sam Trans brought together representatives from the Transportation Authority, City/County Associates of Governments of San Mateo County, San Mateo County Transit District (SamTrans), San Mateo County Transportation Authority, Santa Clara Valley Transportation Authority (VTA), Metropolitan Transportation Commission (MTC), Transform, and Caltrans to develop the 101 MAP. The purpose of the 101 MAP is to outline mobility actions and implementation considerations around equity, costs, and policy and technology needs to complement planned managed lanes / express lanes and other planned transit improvements on US-101 and along the corridor.

## **DISCUSSION**

The mobility actions outlined in the 101 MAP aim to address the following challenges:

1. Making trips on U.S.101 is currently unpredictable. Travelers driving on northbound on U.S.101 must add 40-55% more time to arrive at their destination predictably.
2. U.S.101 is not moving as many people as it could. At the peak hour, 78% of vehicles on U.S.101 are carrying only one person.
3. Worsening congestion reduces access to jobs and other places. Commuters experience nearly twice as much delay on the corridor today as in 1998.
4. U.S.101 causes disproportionate public health burdens and mobility constraints for nearby communities.
5. Some groups are more vulnerable to these problems, such as shift-based and hourly-wage workers, low-income households, and parents and caregivers.

The mobility actions identified in the report are non-infrastructure policies and programs that can be used to strengthen the benefits of planned capital projects along the corridor. Examples of planned capital projects include new express lanes, interchange modifications, transit improvements (SF Muni 15-Hunters Point Bayview Express, Caltrain electrification and modernization, and SamTrans Express Bus and Real Bus Speed and Reliability studies).

The U.S.101 MAP project team developed a vision for the ideal U.S.101 corridor as one that serves the region equitably and identified three project goals: 1) offers reliable travel times; 2) prioritizes high-capacity mobility options such as buses and carpools; and 3) fosters healthy



and sustainable communities nearby. The 101 MAP project team engaged with a broad set of stakeholders across several transportation agencies, commute organizations, employers, the public, and advocacy, policy, and multijurisdictional government agencies to identify a set of non-infrastructure, TDM policies or programs in support of these goals.

At the completion of the first phase of work, the 101 MAP project developed a set of nearly 60 mobility actions that could maximize the benefits of planned infrastructure and projects on the U.S.101 corridor. The 101 MAP scores each action based on its potential to meet the project goals and related performance metrics. With a focus towards implementation, the project also identifies a set of equity actions and determined the overall readiness of each action. Equity actions are identified for each mobility action, providing guidance to implementing entities to ensure actions advance equity along the corridor. The 101 MAP also assesses each action's overall readiness from a policy and technological perspective, one-time and/or ongoing costs, and identification of potential implementing agencies or entities.

The mobility actions outlined in the 101 MAP serve as resources for transit agencies, cities, county agencies, project developers, private employers, and other entities to:

- Integrate 101 MAP actions into complementary planning and capital projects, such as the Transportation Authority's US101/I-280 managed lanes/express bus project;
- Package recommended 101 MAP mobility actions with infrastructure projects to be more competitive for funding opportunities;
- Match mobility actions with project goals and resources available at the start of projects; and
- Implement TDM and mobility actions equitably.

We and our city partners are undertaking or plan to incorporate many of the recommended mobility actions through our current US101/I-280 Managed Lanes and Express Bus environmental planning study and other TDM efforts including: inclusive public engagement, TOD planning/parking management, development trip caps and mandated transit passes, employer commuter programs, first/last mile active transportation connections and improvements, and piloting a mobility wallet to integrate fares/tolls and affordability discounts. Other strategies that are being advanced by San Mateo or Santa Clara agencies or employers include carpool incentive programs, new and expanded Transportation Management Associations (TMAs), traveler perks and incentives for non-drive-alone-trips, expanding paid parking, and increasing shuttle service to regional transit and employment destinations. Several of these strategies present opportunities for joint planning, advocacy and funding / grant seeking efforts.

The 101 Mobility Action Plan is enclosed. A set of interactive appendices are available at [www.101mobilityactionplan.com/downloads](http://www.101mobilityactionplan.com/downloads).



## **FINANCIAL IMPACT**

None. This is an information item.

## **SUPPLEMENTAL MATERIALS**

Enclosure: 101 Mobility Action Plan (without appendices)