



**San Francisco
County Transportation
Authority**

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

AGENDA

Expenditure Plan Advisory Committee Meeting Notice

Date: Thursday, November 4, 2021; 6:00 – 8:00 p.m.

Location: Join Zoom Meeting

<https://us02web.zoom.us/j/89310340429>

Meeting ID: 893 1034 0429

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Remote Access to Information and Participation:

In accordance with Governor Gavin Newsom's statewide order for rolling back certain provisions of the Governor's COVID-19-related Executive Orders - video conferencing and teleconferencing exceptions to the Brown Act remain in effect until September 30, 2021. Pursuant to the lifted restrictions on video conferencing and teleconferencing, the Transportation Authority Expenditure Plan Advisory Committee Meetings will be convened remotely and allow for remote public comment. Members of the public are encouraged to stream the live meetings via Zoom.

Comment during the meeting: EPAC members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9.



**San Francisco
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Expenditure Plan Advisory Committee Meeting Agenda

Page 2 of 2

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<u>Agenda</u>	Page
1. Roll Call	
2. EPAC Chair's Remarks	
3. Meeting #4 Recap, Minutes and Follow-ups - INFORMATION*	9
4. Transportation System Development & Management: Transportation Demand Management - INFORMATION*	33
5. Transportation System Development & Management: Transportation, Land Use, and Community Coordination - INFORMATION*	57
6. Enhancing and Expanding our System: Next Generation Transit Investments & Transformative Freeway Projects - INFORMATION*	89
<i>Break-out discussions on Items 4, 5, and 6, and report back</i>	
7. Proposed 2022 Muni Reliability and Street Safety Bond - INFORMATION*	115
8. Public Comment	
9. Adjournment	

***Additional Materials**

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Expenditure Plan Advisory Committee (EPAC)

Meeting #5



San Francisco
County Transportation
Authority

November 4, 2021

Using Zoom

EPAC members: Update your name and follow with "EPAC"

e.g. Michelle Beaulieu, EPAC

Having Trouble?

Send chat (Chats only go to project team.)



San Francisco
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Agenda

1. Roll Call
2. EPAC Chair's Remarks
3. Meeting #4 Recap, Minutes, and Follow-Ups
4. Transportation System Development & Management: Transportation Demand Management
5. Transportation System Development & Management: Transportation, Land-Use and Community Coordination
6. Enhancing and Expanding our System: Next Generation Transit Investments & Transformative Freeway Projects

Breakout discussions and reports out

7. Proposed 2022 Muni Reliability and Street Safety Bond
8. Public Comment
9. Adjournment



San Francisco
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Agenda Item 1.

Roll Call



San Francisco
County Transportation
Authority

November 4, 2021

Roll Call & Introductions

EPAC Members Roll Call: please say "here"

If on a computer, press UNMUTE

If on phone:

*6 to unmute



San Francisco
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Agenda Item 2.

EPAC Chair's Remarks



San Francisco
County Transportation
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November 4, 2021

Agenda Item 3.

Meeting #4 Recap, Minutes & Follow-Ups



San Francisco
County Transportation
Authority

November 4, 2021

Preliminary Draft New Expenditure Plan



What have we heard from EPAC members so far?

We have asked for your input on:



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Eligibility of different types of projects



What have we heard from EPAC members so far?

There is some interest in making these project types eligible for sales tax funding:

1. Pedestrian lighting **as a stand-alone investment** (currently only eligible as part of larger corridor projects)
2. Alleyway improvements
3. Transit education (similar to bike/pedestrian education)

Relative funding levels for different programs



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What have we heard from EPAC members so far?

There is some interest in increasing funding for:

1. Paratransit (also SFMTA priority)
2. Curb Ramps (also Public Works priority)
3. Street Trees (conflicting recommendations; also Public Works priority)
4. BART (also BART request)
5. Traffic Signals Maintenance and Rehabilitation (SFMTA priority for set-aside within Safer Streets)
6. **Safer Streets**

Policies (e.g. administration, prioritization)



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What have we heard from EPAC members so far?

1. Equity is important to the project selection process
 - a. Equity needs to be clearly defined and include scoring criteria**
 - b. Equity priority community investments should be balanced with investments across the entire city**
2. Outreach is important to the project selection process
3. Consider less emphasis on downtown-focused investments in the first few years

For Upcoming Trade-Off Conversations



- Invite SFMTA to present the proposed 2022 General Obligation Bond, to understand the relationship between it and the sales tax
- Invite project sponsor agencies to be available for follow-up questions at future meeting(s)

Questions?



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Table 1 - PRELIMINARY DRAFT New Transportation Sales Tax Expenditure Plan (EP)					
#	New EP Category - Subcategory - Program/Project	New Since Prop K	Eligible Agencies	Priority 1 Funding (2020 million\$*)	Priority 1 %**
	A - Major Transit Projects				23.3%
1	Muni Bus Reliability and Efficiency Improvements		SFMTA	\$110.0	4.6%
2	Muni Rail Core Capacity	New	SFMTA	\$57.0	2.4%
3	BART Core Capacity	New	BART	\$50.0	2.1%
4	Caltrain Service Vision: Capital System Capacity Investments	New	PCJPB	\$10.0	0.4%
5	Caltrain Downtown Rail Extension and Pennsylvania Alignment		TJPA SFCTA	\$329.5	13.8%
	B - Transit Maintenance & Enhancements				43.9%
	i. Maintenance, Rehabilitation and Replacement				39.2%
6	Muni - Vehicles		SFMTA	\$453.7	19.0%
7	Muni - Facilities		SFMTA	\$118.5	5.0%
8	Muni - Guideways		SFMTA	\$238.8	10.0%
9	BART		BART	\$21.3	0.9%
10	Caltrain		PCJPB	\$100.0	4.2%
11	Ferry		GGBHTD Port of SF	\$4.5	0.2%
	ii. Transit Enhancements				4.7%
12	Transit Enhancements		BART PCJPB SFMTA TIMMA	\$38.2	1.6%
13	BART Station Access, Safety and Capacity		BART SFMTA	\$9.3	0.4%
14	New Bayview Caltrain Station		PCJPB SFCTA SFMTA SFPW	\$27.7	1.2%
15	Mission Bay Ferry Landing	New	Port of SF	\$7.0	0.3%
16	Next Generation Transit Investments	New	BART PCJPB SFCTA SFMTA	\$30.0	1.3%
17	C - Paratransit		SFMTA	\$205.4	8.6%
	D - Streets and Freeways				18.4%
	i. Maintenance, Rehabilitation and Replacement				5.1%
18	Street Resurfacing, Rehabilitation and Maintenance		SFPW	\$105.0	4.4%
19	Pedestrian and Bicycle Facilities Maintenance		SFMTA SFPW	\$17.7	0.7%
	ii. Safe and Complete Streets				11.5%
20	Safer Streets (signals, traffic calming, bikes and peds)		SFCTA SFMTA SFPW	\$226.9	9.5%
21	Curb Ramps		SFPW	\$23.9	1.0%
22	Tree Planting		SFPW	\$23.9	1.0%

PRELIMINARY DRAFT
New Transportation Sales Tax Expenditure Plan

REVISED 10/4/2021

17

		iii. Freeway Safety and Operational Improvements				1.8%
23		Vision Zero Ramps	New	SFCTA SFMTA	\$8.0	0.3%
24		Managed Lanes and Express Bus	New	SFCTA SFMTA	\$15.0	0.6%
25		Transformative Freeway Projects and Other Safety and Operational Improvements	New	Planning SFCTA SFMTA SFPW	\$20.0	0.8%
E - Transportation System Development & Management						6.8%
26		i. Transportation Demand Management		BART PCJPB Planning SFCTA SFE SFMTA TIMMA	\$30.0	1.3%
		ii. Transportation, Land Use and Community Coordination				5.5%
27		Neighborhood Transportation Program		Planning SFPW SFCTA SFMTA	\$40.0	1.7%
28		Equity Priority Transportation Program	New	Planning SFPW SFCTA SFMTA	\$40.0	1.7%
29		Development Oriented Transportation	New	BART PCJPB Planning SFPW SFCTA SFMTA	\$42.0	1.8%
30		Citywide / Modal Planning		Planning SFCTA SFMTA	\$10.0	0.4%
TOTAL DRAFT NEW EXPENDITURE PLAN FUNDING***					\$2.413 billion	101.1%

* All funding amounts are in millions of 2020 dollars unless otherwise noted.

** EP percentages are based on a percent of the recommended (conservative) 30-year revenue forecast, net of existing obligations.

*** EP percentages do not add up to 100% of the recommended (conservative) 30-year revenue forecast in this preliminary draft, and totals may not add up due to rounding errors.



DRAFT MINUTES

Expenditure Plan Advisory Committee

Thursday, October 28, 2021

1. Call to Order

The meeting was called to order at 6:07 p.m.

Present at Roll Call: Annie Chung, Majeid Crawford, Zack Deutsch-Gross, Jesse Fernandez, Mel Flores, Jessica Lum, Jodie Medeiros, Calvin Quick, Pi Ra, Eric Rozell, Earl Shaddix, Yensing Sihapanya, Wesley Tam, Kim Tavaglione, Joanie Van Rijn, Chris White (16)

Absent at Roll Call (joined afterwards): Jay Bain, Amandeep Jawa, , Maurice Rivers (3)

Absent: Rosa Chen, Rodney Fong, Nick Josefowitz, Sharky Laguana, Aaron Leifer, Maryo Mogannam, Maelig Morvan, Susan Murphy (8)

Alternates present: Alexander Hirji (1)

2. EPAC Chair's Remarks

Michelle Beaulieu, Principal Transportation Planner, Government Affairs presented remarks on behalf of Chair Jawa, and thanked EPAC members, the public, and staff for attending. She said the focus of the meeting would be proposals for the draft New Expenditure Plan including Major Transit Projects and Transit Enhancements, and that each agency would present on program needs, benefits, and the role of sales tax revenue. She said the meeting would also review the project prioritization process that would be established by the Expenditure Plan.

Chair Jawa acknowledged that this is a lot of information for EPAC members and the public and encouraged attendees to email questions to staff.

3. Meeting #3 Recap, Minutes and Follow-Ups - INFORMATION

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

A member asked whether questions should be directed to transit agencies or to the Transportation Authority.

Ms. Beaulieu responded that project sponsors provided contact information for staff in their presentations and that it was helpful for questions to also be sent to Transportation Authority staff so they are aware of EPAC member questions.

A member said that they hear agencies talk about equity but not how they will incorporate equity into their work. They asked if agencies would be coming back to provide more information and answer questions from the EPAC on this topic.

Ms. Beaulieu said that agencies should be sharing more information on this topic in their presentations and said that staff could invite them back to provide more information if needed.



A member asked how the new Expenditure Plan would interact with the San Francisco Municipal Transportation Agency's (SFMTA's) General Obligation Bond also going to the ballot in 2022 and expressed concern that evaluating funding sources in silos would make it difficult for the EPAC to make informed decisions.

Ms. Beaulieu acknowledged the comment and said this topic could be added to the agenda for the next meeting.

A member expressed support for funding transit education noting that it was critical to get the most value out of transit investments.

A member expressed support for funding for street trees noting that trees are important for air quality and quality of life.

A member expressed that they wanted further clarity on how equity would be implemented in the new Expenditure Plan.

4. Enhancing and Expanding our System: Major Transit Projects - INFORMATION*

Michelle Beaulieu, SFCTA; Jonathan Rwers, SFMTA; Priya Mathur, BART; Anthony Simmons, Caltrain; Alfonso Rodriguez, Transbay Joint Powers Authority (TJPA); and Jesse Koehler, SFCTA presented the item.

Chair Jawa expressed support for the BART Core Capacity program and observed that he had a sense that BART had been expending money in outlying stations to the detriment of the core BART system.

Priya Mathur, BART, responded that \$3.5 billion was being invested in core capacity and an additional \$3.5 billion would be invested in the core system to maintain a state of good repair. She acknowledged that in the past, BART had invested more in system extensions but now BART's focus for sales tax funding was improving the capacity of the core system.

Chair Jawa asked BART to clarify if the Core Capacity program included a second Transbay crossing.

Priya Mathur, BART, responded that it did not and said that was part of the Link21 project.

Chair Jawa asked Caltrain when the agency expected electrification to be complete.

Anthony Simmons, Caltrain, responded that electrification would be complete in 2024.

Chair Jawa asked for clarification about what portion of the Pennsylvania Avenue Extension (PAX) would be underground and how it relates to the TJPA's Downtown Rail Extension (DTX) project.

Alfonso Rodriguez, TJPA explained the DTX would underground Caltrain from 4th and Townsend to the basement of the Salesforce Transit Center. Jesse Koehler, Rail Program Manager, added that the PAX would underground the tracks from 4th and Townsend where DTX ends to a to be determined point north or south of the 22nd Caltrain Street station, which would allow for the elimination of street level rail crossings.

A member noted that the DTX project was important to emissions reductions and asked if there were differences in how existing sales tax funds and the proposed additional sales tax funds in the new Expenditure Plan would be used.

Alfonso Rodriguez, TJPA responded that existing Prop K sales tax funds were being



used to advance project design and development for the DTX, and the new authorization would primarily support construction.

A member asked SFMTA to clarify if changes, such as replacement by bus service, were being made to the M-Ocean light-rail line, noting that the M served Equity Priority Areas in the southwest quadrant of San Francisco. They also noted that transit service to Parkmerced had not been restored and that this was inequitable.

Jonathan Rewers, SFMTA, responded that the current bus substitution was related to capital projects and COVID-related changes. He said he would follow up with the relevant SFMTA staff to get information on service restoration plans for the M line.

A member asked BART if they had data on post-pandemic commute behavior and if they knew the racial composition of BART commuters vs. non-commuters.

Priya Mathur, BART, responded that BART was serving primarily essential workers during the pandemic and that off-peak and weekend trips had rebounded more quickly than commute trips. She said that BART expected many employers to bring workers back to the office for 2-4 days/week, and that as a result commute ridership may be lower than pre-pandemic levels. Ms. Mathur continued by saying that BART did not have demographic data that allowed commute trip vs. non-commute trip comparisons, based on recent customer surveys the bulk of riders identified as non-white, low-income, and transit reliant.

A member asked BART staff to clarify if BART had enough rail cars to increase service and if sales tax funds would be used to purchase more trains.

Priya Mathur, BART, responded that there was a procurement effort underway to replace 669 rail cars with Fleet of the Future rail cars and purchase 106 rail cars for fleet expansion, including 60 for the BART-to-Silicon Valley Phase I Extension. She noted that there would be additional rounds of procurement to purchase core capacity rail cars and rail cars to support BART-to-Silicon Valley Phase II Extension. [The proposed Bart Core Capacity program in the preliminary draft new Expenditure Plan includes purchase of additional BART rail cars.]

A member asked if sales tax funds would cover accessibility improvements at the 22nd Street Caltrain Station.

Anthony Simmons, Caltrain, responded that the agency was evaluating accessibility upgrades at the 22nd Street Station, but had not determined the funding source for the upgrades.

With respect to the PAX, a member asked the Transportation Authority to clarify how they would balance the large cost of eliminating at-grade crossings with the benefits that would be delivered to pedestrians, cyclists, and transit service, and urged agency staff to be creative in finding ways to save money. They also asked how it was that undergrounded was already identified as the preferred option.

Jesse Koehler, Rail Program Manager, responded that the Transportation Agency was leading pre-environmental phase scoping of the PAX and that work did look at tunnels of differing lengths. He explained the San Francisco Planning Department completed the Railyard Alignment And Benefits Study (2018) that had identified the Pennsylvania Avenue Extension as the preferred alignment. He acknowledged that this would require a large investment and said the project would continue to evaluate a range of alignments.



A member asked if the \$130 million referenced in the presentation for SFMTA light rail fleet expansion was for the current vehicle procurement contract.

Jonathan Rewers, SFMTA, answered that it was for a future contract option for additional vehicles.

A member asked SFMTA to clarify the funding source for the proposed train control upgrade program.

Jonathan Rewers, SFMTA, responded that the funding plan would look to multiple sources and SFMTA had identified the sales tax as one possible source.

5. Enhancing and Expanding our System: Transit Enhancements - INFORMATION

Michelle Beaulieu, SFCTA; Jonathan Rewers, SFMTA; Priya Mathur, BART; Kaley Lyons, SFCTA, presented the item.

There were no questions on this item.

The Brown Act meeting was suspended to allow members to participate in breakout rooms. The minutes below summarize discussions in the breakout rooms for reference.

Break-out discussions on Items 4 and 5

A member commented that the presentations had been excellent.

A member pointed out that the EPAC had heard from BART and Caltrain at previous meetings, and the presentations at Meeting #4 were additional requests for programming.

A member suggested that it would be helpful to see a tally of the total funding request by agency and another member agreed.

A member commented that all the transportation agencies were proposing improvements to the transportation system, and said the more important issue was the equitability of those improvements. They expressed disappointment in the prospects for improvements to the M-Ocean View light rail line.

A member disagreed that the issue of equity had been ignored, saying that Caltrain had proposed improved service to the Bayview and BART had discussed the needs of its low-income riders.

A member responded that the needs of Equity Priority Communities had not been realistically addressed. They pointed out that the bus serving Caltrain's Bayview station was the slowest transit route from Bayview to downtown. They said the Parkmerced area included extensive Equity Priority Communities, with no enhancements planned there.

A member said transit enhancement programs appeared to focus on maintenance costs, speed and reliability, which had system-wide benefits. They suggested that customer experience improvements had more potential to address equity concerns, as well as fare coordination among transit services. As an example, they said the fastest way to get from Mission and Geneva required separate fares for BART and Muni.

A member expressed concern about the apparent lack of planned improvements for transit service to Parkmerced and the possible discontinuation of the M Ocean View line.

Another member said they were under the impression that there were plans to



underground the M-line.

A member said discussion in their break-out group appeared to focus on the proper balance of funding for SF-specific transportation improvements vs. that for regional improvements.

A member pointed out that many of the proposed improvements to regional systems actually focused on service to the Bayview, including the Caltrain projects, the Downtown Extension and the Pennsylvania Avenue alignment. The member said it was the local transit agency – Muni – that addressed equity less than they should have.

A member said most of the proposed projects were on the east side of the City, with few on the west side.

A member said more money was needed for safe streets improvements, adding that the total funding proposed for transit was much higher. They argued that the streets were important because everyone used them.

A member wondered if it was useful to have a policy that prioritized improvements to the local transportation network over regional improvements.

A member responded that they felt local and regional systems were both important because San Francisco was the regional hub.

A member said it was not clear from the agency presentations how equity goals would be met.

A member expressed concern that the agency presentation appeared to include few immediate plans to address the needs of the City's west side. They said the goal of car-free transportation should be addressed in all areas, whether or not they were Equity Priority Communities. They also said the presentations discussed planned projects, but were short on information about the order in which the projects would be implemented or when they would be complete. They added that elevator service in transit stations throughout the City was poor and asked if there were plans to make improvements.

SFMTA staff said elevator enhancement wasn't eligible for the Expenditure Plan programs listed on the Meeting #4 agenda, but said Muni had a program of elevator improvements. They acknowledged that east side improvements had been prioritized, saying that travel demand was highest in that area of the City.

A BART staff member said BART was putting together funding for elevator improvements at the downtown stations. They expressed gratitude for Transportation Authority funding for elevator attendants, a program with high public satisfaction. Regarding the equity discussion, the BART staff member pointed out that not all residents of the region's outlying areas were high-income, and said all five of BART's routes served Equity Priority Communities.

A member said low-income BART passengers were often workers who had been displaced from San Francisco. They said an equity strategy should address hours of operation, since low-income workers often needed off-peak transportation.

A member said BART had a program of regular maintenance for its trains and asked if Muni had something similar.

A SFMTA staff member said all Muni vehicles and infrastructure were on programs of regular maintenance to proactively prevent breakdowns.



A member said projects were often not ready to advance when programmed funds became available, tying up funding that could be used on other projects. They suggested that the Expenditure Plan should include a policy to address project readiness.

SFCTA staff responded that there were multiple opportunities to review project readiness, including when funds were allocated to a project and when they were programmed for future allocation. They said Transportation Authority staff conducts a reasonableness review of projects at both times, including project readiness. They said the issue was difficult to completely solve since conditions, opportunities and priorities were constantly changing.

A member said that properly addressing equity required additional planning effort and expense to conduct public outreach as part of needs assessment rather than waiting until project concepts had been developed.

SFCTA staff noted that the reauthorization proposal doubled the funding for planning and said expenditure plan categories that emphasized planning would be discussed at EPAC Meeting #5.

SFCTA staff pointed out that SFMTA had done an excellent job with their Bayview planning effort, for which the agency won awards.

A member asked what investments were proposed for the T-Third Muni line in the Bayview.

SFMTA staff responded that future improvements included the opening of the Central Subway project, a new set of sensors, and technical upgrades. They added that recent improvements to speed up service included camera detection and the Mission Bay Loop, which opened immediately before the COVID pandemic so benefits were not being experienced yet. They said that Prop K sales tax dollars supported improvements on this line, and additional improvements were proposed to be funded by the reauthorized sales tax. They stated that SFMTA was collecting data and would perform before and after studies.

A member asked for more information on the Muni Core Capacity project, specifically whether it would include improvements on the surface light rail lines or if it would only improve service in the subway.

SFMTA staff responded that Muni Forward provided improvements on the whole surface network and worked to speed up service moving in the core, but didn't include improvements to address congestion in the core. They added that subway disruption caused delay on the surface light rail system. They said that where light rail lines had switches and turnarounds, SFMTA could consider turnarounds to address bottlenecks, but they did not have that option on all lines. They stated that the proposed train control system would eventually expand to surface lines as well.

Transportation Authority staff said that BART was successful in securing state and federal funds for its Core Capacity program, so they were expecting that as SFMTA refined the scope and branding for its Core Capacity program it would also be very competitive for discretionary funding.

A member stated that they wanted trees and plants incorporated into quick-build and complete streets projects, especially in the Tenderloin.

Transportation Authority staff replied that trees and landscaping were sometimes



included in larger corridor projects and could also be incorporated into some projects funded under the existing Prop K sales tax Transit Enhancements category.

A member asked what access improvements BART was implementing at the Civic Center station.

BART staff offered to provide the EPAC with information on the improvements. They noted that BART was replacing the escalators at all downtown San Francisco stations as well as constructing new canopies.

Transportation Authority staff referenced slide 5 of the BART presentation for Item 5, noting it provides a list of previously funded sales tax transit enhancements projects to get an idea of what projects had been supported in the past. They noted that BART also had a funding program specifically for BART station access improvements.

A member asked if there was an opportunity to provide more secure bicycle parking at Civic Center station than the current bicycle racks and lockers.

Transportation Authority staff responded that these types of improvements could be funded in the Transit Enhancements or the Bicycle Improvements programs. They noted that those types of improvements were also competitive for state and federal funding.

A member asked whether BART used sales tax funding to fund parking lots near BART stations outside of San Francisco.

BART staff responded that they did not.

A member asked if sales tax funds could be used for bike stations similar to the existing station at the 4th and King Caltrain station. They asked whether BART could incorporate them at new locations such as the Upper Yard development project.

A member asked how different agencies were measuring equity and how agencies were being innovative, such as partnering with equity organizations. They stated that metrics such as reliability and trip time were inadequate.

Transportation Authority staff replied that the next agenda item would start to touch on how equity was used in project prioritization.

A member asked about the justification for BART's proposed faregate upgrade project and that, since enforcement activities could be inequitable, why BART was proposing to invest in them.

BART staff responded that the existing faregates were unreliable and if they went out of service they had to be repaired in place, causing queuing for riders entering the station. They said that new faregates would be configured with components that could be switched out and repaired offsite.

A member asked if the BART faregate project included station hardening components.

BART staff replied that the new faregates would be more resistant to fare evasion, but other key benefits were maintainability and reliability.

A member asked for an update on projects around the Parkmerced development, and noted they were expensive.

SFMTA staff responded that the development project was slowed due to the COVID pandemic and that SFMTA had studied moving the light rail line serving the site underground in the ConnectSF planning effort.



A member reflected on how the COVID-19 pandemic had impacted traffic and said that trips would rebound but trip patterns were uncertain. They said they would like to feel better informed to understand more about transit agencies projections for recovery.

Transportation Authority responded that the Expenditure Plan is designed to be long-term and flexible so while there is uncertainty around what trip patterns look like post-pandemic, the Expenditure Plan would be flexible to accommodate changing needs in the future.

A member said they would like to see greater communication among agencies, including BART, SFMTA, and Caltrain and said that people used multiple modes and they would like smoother connections between transit and more collaboration among agencies.

A member said they like the ideas for transit enhancements, including community engagement, placemaking, and said the Balboa Park Station example was good. They also said that transit enhancements should be localized and providing information in relevant languages was important.

A member said that the draft New Expenditure Plan had several programs that were not part of Prop K, including core capacity and the Caltrain service vision, and they would like more information on where the ideas came from and why the decision was made to include them.

Transportation Authority staff responded that many new programs came out of analysis done for ConnectSF, including the Transit Corridors Strategy and Streets and Freeways Study, as well as the San Francisco Transportation Plan. They also said that the major capital projects from Prop K were completed or underway which provided space to include new major transit projects in the draft New Expenditure Plan.

A member said that they support biking, walking, and transit and appreciated that BART specifically noted what they were requesting and how it differed from the draft New Expenditure Plan. They said at first the funding request seemed large but then saw that the BART percentages within the draft New Expenditure Plan were small. They said they were trying to weigh the importance of each transit piece and said that all transit is interconnected. They said they assumed decisions were based on having more context and insight and that they were trying to understand all of the needs and requests, especially in light of future tradeoff conversations the EPAC would have.

6. Expenditure Plan Policies - INFORMATION*

Maria Lombardo, Chief Deputy Director, presented the item, noting there would be more time to discuss the policies at a future meeting.

A member requested that staff consider adding scoring criteria to the definition of equity and asked staff to clarify how projects should demonstrate that they are meeting equity goals.

Chair Jawa acknowledged the comment and noted that more information and discussion would be required.

A member asked how youth and seniors were considered in MTC's definition of Equity Priority Communities.



Ms. Lombardo showed slide 121 with the region's definition and noted that seniors were included, but youth were not.

A member said that criteria and scoring were necessary to strengthen the equity policy.

A member said that they agreed an equity policy should be included in prioritization and said that the west side of San Francisco may not receive investment if only looking at designated Equity Priority Communities so they would like to make sure it is not completely left behind.

A member noted that the definition of seniors used to calculate Equity Priority Communities varied from the City of San Francisco's definition of seniors (75 years vs. 65 years).

8. Public Comment

There was no public comment.

8. Adjournment

The meeting was adjourned at 8:04 p.m.

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San Francisco
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Table 3 - Prioritization Criteria and Scoring Table
Facilities - Muni, Undesignated (EPs 20M)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA			Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Leveraging	Improves Efficiency of Transit Operations	
Total Possible Score	4	3	3	4	3	3	20
Building Progress FIX (FCA Program) - Placeholder	Specific scopes will be scored when allocations from this placeholder are requested.						0
Muni Metro East Expansion	4	0	2	0	3	3	12
New Castro Station Elevator	4	2	0	0	3	2	11
Presidio Bus Lifts	4	0	0	4	1	3	12

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

Community Support: Project has clear and diverse community support and/or was it identified through a community-based planning process. An example of a community-based plan is a neighborhood transportation plan, but not a countywide plan or agency capital improvement program.

Three points for a project in an adopted community based plan with evidence of diverse community support.

Two points for a project with evidence of support from both neighborhood stakeholders and groups and citywide groups.

One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: Project improves safety for passengers, operators and/or employees. Projects that address a documented safety issue should score more highly.

Leveraging: Project leverages non-Prop K funds.

Improves Efficiency of Transit Operations: Project directly contributes to improved efficiency (e.g. level boarding, additional fare gates).

Table 3 - Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance (EP 34)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Multi-Modal Routes	Equitable Distribution	Functional Classification	
Total Possible Score	4	3	3	3	4	2	1	2	22
Street Resurfacing									
23rd St, Dolores St, York St, and Hampshire St Pavement Renovation	3	0	2	2	4	2	1	2	16
Golden Gate Ave and Laguna St Pavement Renovation	2	0	1	3	4	2	1	1	14
Sunset Blvd Pavement Renovation	2	0	1	3	3	2	1	1	13
McAllister St, 20th St, and 24th St Pavement Renovation	1	0	1	3	4	2	1	1	13
Claremont, Juanita, and Yerba Buena Pavement Renovation	1	0	1	3	4	2	1	1	13
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Need	Mandates	Cost Effectiveness		Total
Total Possible Score	4	3	3	3	3	2	2		20
Street Repair and Cleaning Equipment									
Street Repair and Cleaning Equipment	4	0	2	2	3	2	2		15

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

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Street Resurfacing Category:

Safety: Project receives three points if it is on the 2017 Vision Zero High Injury Network.

Pavement Condition Index (PCI) Score: The Pavement Condition Index (PCI) scores are used to identify and categorize the streets based on the maintenance requirements of the streets. The streets are categorized as requiring pavement preservation (PCI 60-80), resurfacing (PCI 50-60), or paving with base repair/reconstruction (PCI 0-50). Project receives 4 points if it has a PCI score of 60 or below. Public Works determines the amount of pavement preservation work based on the percentage recommended by the Pavement Management and Mapping System (PMMS).

Multi-modal Routes: Streets in the project can be used as transit routes, bicycle routes, vehicular routes and/or any combination of these routes. Project receives 2 points if street is a bicycle and transit route and 1 point if street is either a bicycle or transit route.

Equitable Distribution Across the City: Geographic equity is monitored to ensure that resurfacing projects are distributed to all neighborhoods and commercial districts in the City. Public Works uses StatMap, which shows planned paving projects on a rolling 5-year period, to identify gaps where paving projects are needed. The project will get 1 point if the project is located in a gap as identified by StatMap.

Table 3 - Prioritization Criteria and Scoring Table
Street Resurfacing, Rehabilitation, and Maintenance (EP 34)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA					Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Pavement Condition Index (PCI) Score	Multi-Modal Routes	Equitable Distribution	Functional Classification	

Functional Classification: Streets classified as arterials or collectors get higher priority over local streets with similar PCIs, because the former classifications are most heavily used. Project receives 2 points if the street is an arterial and 1 points if collector.

Street Repair and Cleaning Equipment Category:

Safety: Project receives one point if it reduces harmful air pollution, one point if it improves or mitigates a documented unsafe condition for residents and one point if it improves or mitigates a documented unsafe condition for employees.

Need: Equipment has reached the end of useful life per industry-accepted levels (i.e. replacing sweepers every 5 to 7 years, packer trucks every 10 years and front end loaders and Street Flusher trucks every 8 years).

Mandates: Equipment is needed per department projects and programs (e.g. Sheriff's Work Alternative Program, which required DPW to replace its 10-passenger vans in order to carry participants to and from their cleaning worksites) or equipment is needed to comply with external regulations (e.g. alternative fuel vehicles are required by federal, state or local regulations but they cost up to 70 percent more than a non-clean air version of the vehicle).

Cost Effectiveness: New item will minimize maintenance costs compared to item being replaced.

Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging	Total
Total Possible Score	4	3	3	3	3	2	2	20
Bicycle Safety, Education and Outreach								
Bike To Work Day Promotion	4	1	0	0	0	1	0	6
Bicycle Outreach and Education	4	2	0	2	0	2	0	10
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	High Injury Corridor	Leveraging	Total
Total Possible Score	4	3	3	3	3	2	2	20
System Evaluation and Innovation								
Safe Streets Evaluation	4	1	2	3	3	1	0	14
Bicycle Network Expansion and Upgrades								
Beale Street Bikeway	3	2	1	2	3	0	1	12
Cesar Chavez/Bayshore/Potrero Intersection Improvements (Hairball) Phase 2	4	3	3	3	2	2	2	19
Grove Street/Civic Center Improvements	2	2	0	2	3	2	1	12
Ocean Avenue Safety Improvements	1	3	0	2	3	2	2	13
Page Street Neighborway (Webster to Stanyan)	2	2	0	2	3	1	1	11
The Embarcadero at Pier 39 / Fisherman's Wharf - Complete Street Improvements	3	2	0	2	3	2	2	14
Valencia Bikeway Improvements	2	2	1	2	2	2	2	13
Citywide Neighborways	This is a placeholder. Project sponsor to score when a specific scope is identified.							
NTIP Placeholder								
Bike Parking and Transit Access								
Short-term Bike Parking	4	2	1	1	1	0	1	10
Caltrain Wayside Bike Parking Improvements	This is a placeholder. Project sponsor to score when a specific scope is identified.							

Prioritization Criteria Definitions:

Project Readiness: Project likely to need funding in fiscal year proposed. Factors to be considered include adequacy of scope, schedule, budget and funding plan relative to current project status (e.g. expect more detail and certainty for a project about to enter construction than design); whether prior project phases are completed or expected to be completed before beginning the next phase; and whether litigation, community opposition or other factors may significantly delay project.

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One point for a project with evidence of support from either neighborhood stakeholders and groups or citywide groups.

Time Sensitive Urgency: Project needs to proceed in proposed timeframe to enable construction coordination with another project (e.g. minimize costs and construction impacts), to support another funded or proposed project (e.g. new signal controllers need to be installed to support TEP implementation) or to meet timely use of funds deadlines associated with matching funds.

Safety: (One point for each): Project addresses documented safety issue; reduces potential conflicts between modes; and increases security.

Provides Benefits to Multiple Users: Project receives one point each for addressing the needs of pedestrians, motorists and/or transit users.

Focus on Community of Concern: Project includes specific focus to target traditionally underrepresented groups in bicycling and communities of concern (e.g. multi-lingual materials/classes).

Table 3 - Prioritization Criteria and Scoring Table
Bicycle Circulation and Safety (EP 39)

	PROP K PROGRAM-WIDE CRITERIA			CATEGORY SPECIFIC CRITERIA				Total
	Project Readiness	Community Support	Time Sensitive Urgency	Safety	Provides Benefits to Multiple Users	Focus on Community of Concern	Leveraging	

High Injury Corridor: Project is located on the 2017 Vision Zero High Injury Network.

Leveraging: Project leverages non-Prop K funds.

Agenda Item 4. Transportation System Development & Management: Transportation Demand Management



San Francisco
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November 4, 2021

Transportation Demand Management



- Transportation Demand Management (TDM) is about shifting trips to sustainable modes in order to reduce congestion and improve livability
- The Preliminary Draft Expenditure Plan includes **1.26% of funding for TDM**

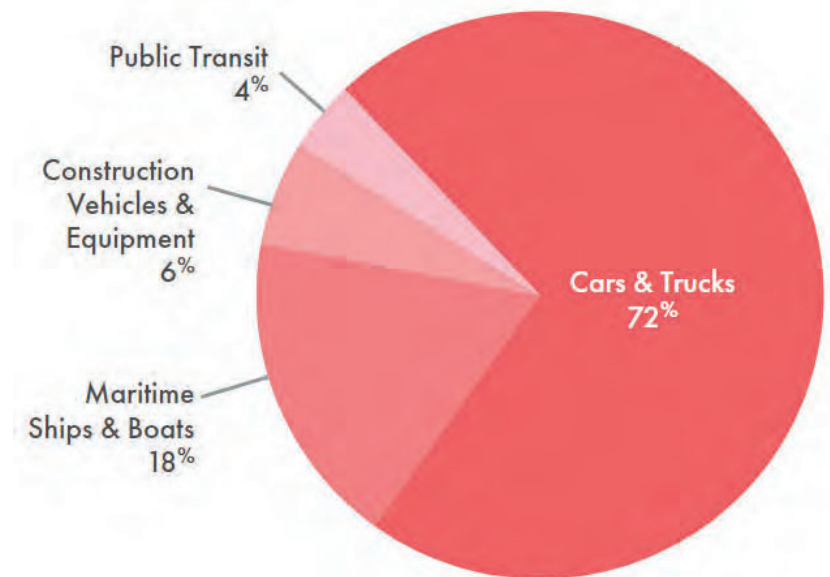


Transportation Demand Management



- TDM also is a tool to combat climate change.
- San Francisco's **Climate Action Plan (2021)** establishes goal of 80% sustainable trips (walking, biking, transit) by 2030
 - SF is currently at 47% sustainable trips (2019)

Transportation Sector Greenhouse Gas Emissions in San Francisco (2018)



Source: San Francisco Climate Action Plan, 2021

Transportation Demand Management



Transportation Demand Management



Proposed TDM Program would fund:

- **Education & Awareness Efforts** like Safe Routes to School
- **Incentive & Pricing Programs** like Emergency Ride Home & Treasure Island mobility program
- **Evaluation** of existing programs and TDM regulations (e.g., new development requirements)
- **Planning & Pilots** to identify, develop and test new or refined TDM strategies and policies, including those using new technologies



San Francisco Transportation Sales Tax Reauthorization

Planning and Transit Demand Management: Transportation System Development & Management

Expenditure Plan Advisory Committee
November 4, 2021

Transportation 2050

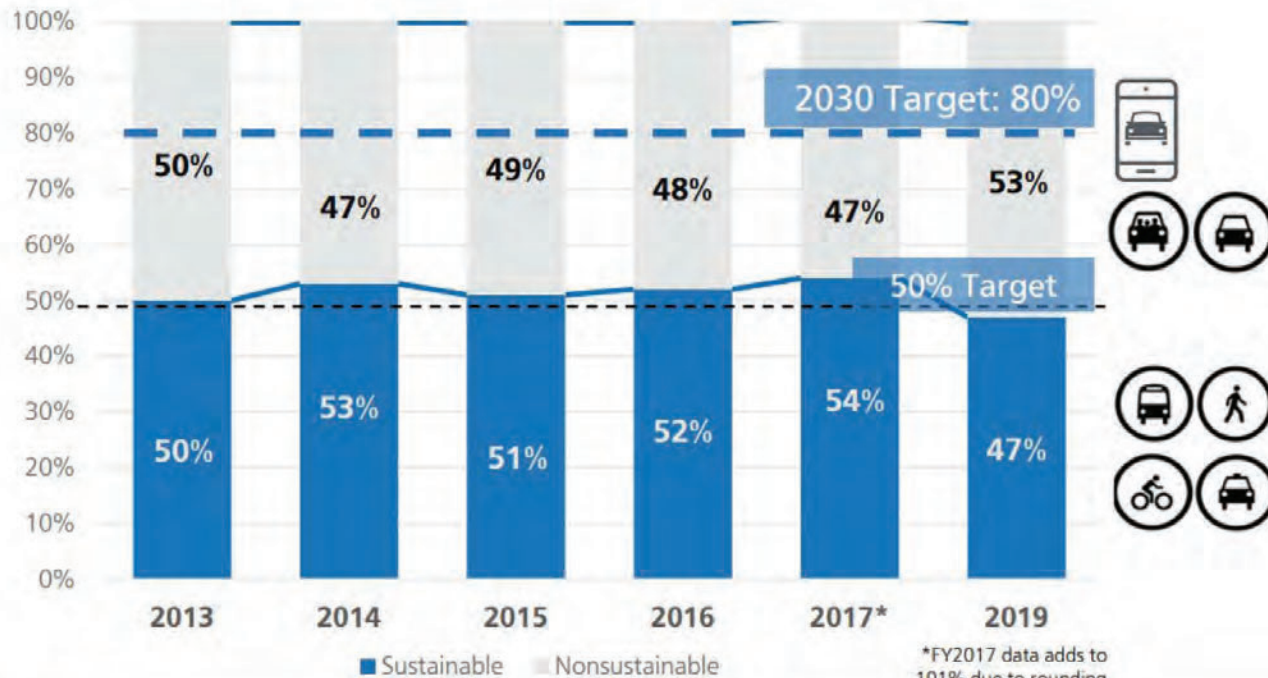


San Francisco Mode Shift Goals – 80% Sustainable Trips by 2030

2019 Travel Decision Survey

Percent Mode Share: 2019 Categorization

For accurate comparison, data between 2013-2017 adjusted to reflect current categorization of sustainable mode share



Goals of Transportation Demand Management (TDM)

Vision: encourage transit, walking biking and shared rides as the preferred means of travel in SF

- **Goal 1:** Make it easy for residents, employees and visitors to travel by transit, foot, bike, or shared rides when traveling to, from, and within San Francisco.
- **Goal 2:** Institutionalize a culture in San Francisco that embraces walking, bicycling, taking transit and sharing rides.
- **Goal 3:** Collaborate on a wide variety of initiatives to leverage the impact of TDM.
- **Goal 4:** Ensure and prioritize effective programs through monitoring and evaluation.



SFMTA's Multi-pronged Approach to TDM

The SFMTA partners with SFCTA, SF Planning and SF Environment (SFE) on a broad portfolio of TDM strategies focusing on:

- **Policy Change** – advocating for strong policies that incentivize walking, biking and transit usage.
- **Incentives** - programs to make transit and active transportation more affordable, more attractive, and more comfortable.
- **Education** – Providing all users the tools and resources to navigate the city on foot, bike or transit.
- **Disincentives** – Using tools such as Demand Responsive Parking Pricing to make single occupancy car trips less attractive.



How do we prioritize our programs?

SFMTA conducts regular program evaluation and outreach to adjust its TDM offerings based on effectiveness, and partners with organizations across the City to build a multi-faceted approach.



SAN FRANCISCO SAFE ROUTES TO SCHOOL
**2020–2021 Program
Evaluation Highlights**

PREPARED BY:
PALMI & ASSOCIATES



*In July 2021, there
were 39,350 active
Free Muni for Youth users.*

This is approximately 72% of those
eligible based on their families'
annual income.

→ **The SFMTA received 4,834
NEW applications** in the 1 ½
months after letters were mailed to
identified participants of SFUSD's Free
& Reduced Price Meals program



4,834 increase
in just 1½ months!



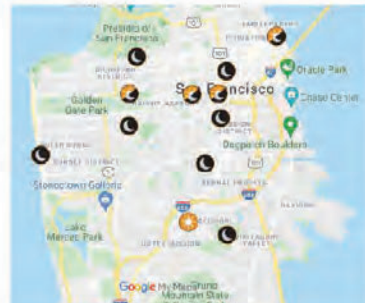
SFMTA TDM Residential and Business Programs

- **TDM Residential, such as:**
 - Starting in 2022, SFE, in partnership with SFMTA, will be working with residents in targeted neighborhoods to support and encourage use of slow streets and new bicycling and transit infrastructure developed during the pandemic, as well pre-existing transit, carpool and active transportation services and infrastructure.
- **TDM Business, such as:**
 - **SFMTA Bulk Transit Passes & Employer Based Passes:** Fare products purchased in advance on MuniMobile system or provided pre-tax to employees via Wage Works, etc.
 - **Business Reopening Support:** Providing businesses information and support to help employees come back to work by walk, bike, and transit.
- **TDM for Tourism:**
 - **Tourist Fare Packages.**
 - **Marketing transit to tourists.**

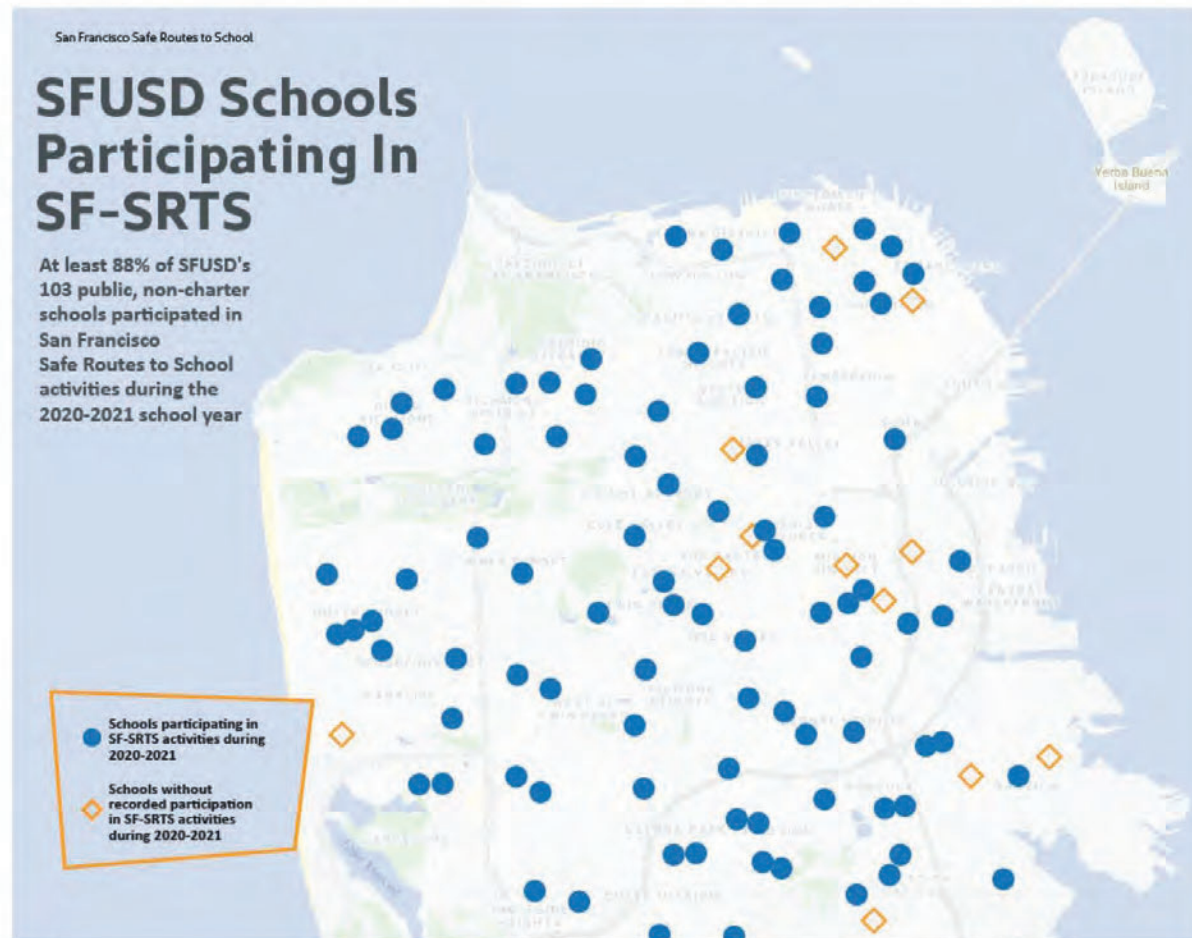


Education and Incentives – Success Stories

- **Active Transportation Education Programs**
 - SFTMA, with voter approved funding through Prop K, provides bicycle safety class for people of all abilities and comfort levels, helping people learn to ride a bicycle and informing them on how to do so safely.
 - In late 2021, the program is doubling its offerings to help even more people ride confidently as they return to the office.
 - **Cost: \$110,000 - \$220,000** a year → principally funded by Prop K.
- **Bike to Work Day**
 - SFMTA sponsors annual Bike to Work Day to encourage new riders.
 - **Cost: \$41,000** a year → principally funded by Prop K.



Safe Routes to School – Non-Infrastructure



SFMTA

Reference: SRTS Program Evaluation 2020-21 (attached) and [SF Safe Routes](#).

Sales Tax is a Key Funding Source for Transportation Demand Management Programs

Financial Need:

- \$132* million identified through 2050 for ongoing Safe Routes to School, Bike Education and TDM programs.

Available Funding:

- Limited funding available for ongoing programs, particularly education and Safe Routes to School.
- Limited competitive funding programs are irregular and often prioritize funding for pilot programs or seed funding over ongoing program funding.
- No dedicated fund sources besides sales tax fund ongoing programs.



*Parking pricing, discount fare passes, and several other programs under the TDM framework have not historically been eligible for funding by Prop K and are typically funded through the SFMTA operating budget. Those needs are not included in this number.

Reference: [Transportation 2050](#)

Congestion Management Studies and Programs

Expenditure Plan Advisory Committee



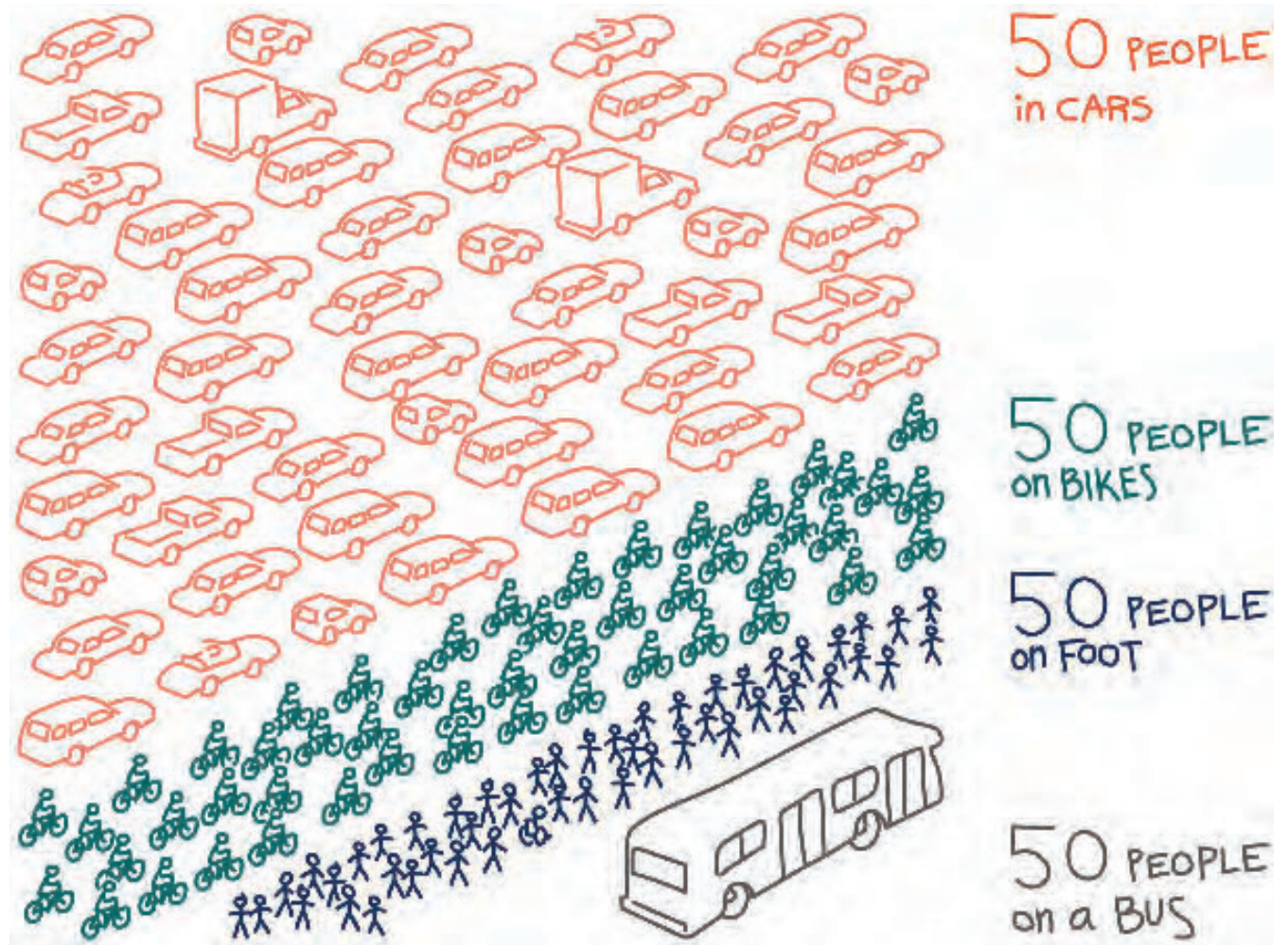
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November 4, 2021

Our challenge: move more people in fewer vehicles



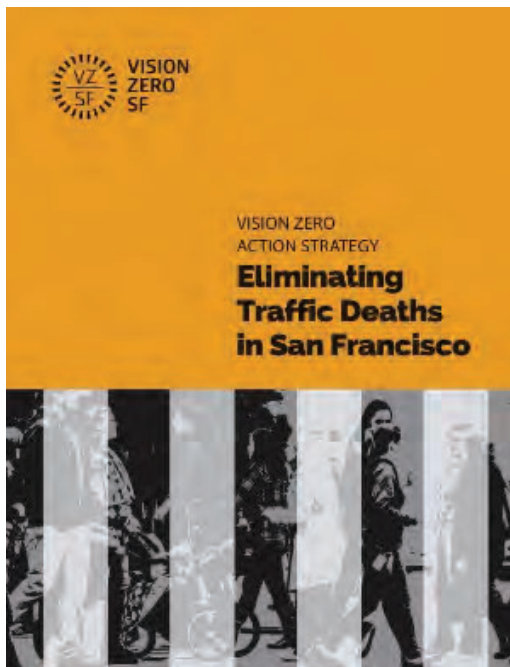
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How we got here



Many planning efforts have recommended congestion pricing as a policy tool



Plan Bay Area 2050

SF Vision Zero Action Strategy, 2019

Transportation Task Force 2045 Report, 2018

Emerging Mobility Evaluation Report, 2018

SF Transportation Demand Management Plan, 2017

SF Transportation Plan, 2017

SF Transportation Sector Climate Action Strategy, 2017

Plan Bay Area 2040, 2017

SF Climate Action Strategy, 2013

Transit Center District Plan, 2012

Treasure Island Island/Yerba Buena Island Transportation Program Overview

Treasure Island Development Approved in 2011

- 8,000 units, 27% affordable
- Project definition included congestion tolls and new transit
- Developer contribution = \$120M+ for transportation improvements, up to \$35M for operations

Goals

- 50%+ sustainable mode shares
- Financially self-sustaining



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New Since 2011: Affordability Program

Adopted 2019: Current Residents Exempt via license plate(s) or FasTrak toll tag, with proof of parking

Adopted 2021: All moderate- & low-income residents & workers receive 50% off unlimited bus and ferry transit

Adopted 2021: Current nonprofits and food services receive cash subsidies

Proposed for Adoption: All future moderate- & low-income drivers receive 50% toll discount; free for very low income



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New Mobility Pilots



Questions?



**San Francisco
County Transportation
Authority**

Email: ExpenditurePlan@sfcta.org

Attachment 1
DRAFT New Expenditure Plan Program Description
Transportation System Development and Management
Transportation Demand Management

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

1. Transportation Demand Management

Preliminary Draft New Expenditure Plan

Transportation Demand Management (TDM) improvements intended to shift trips to sustainable modes like transit, biking and walking and shift travel to less congested times. Develop and support continued TDM and parking requirements for large employers, special event sites, and schools and universities. Eligible project types also include TDM education, marketing, incentives, pricing, policy development, pilots, and evaluation. Hardware, software, and equipment needed to implement pricing projects are eligible. Examples of eligible projects include outreach, education, and marketing for TDM solutions; new solutions or technologies for first-last mile connections; intermodal integration of customer-facing technology (e.g. travel information); and new fare payment concepts for mode shift or congestion management. Includes planning, project development and capital costs as noted. Sponsor Agencies: BART, Caltrain, SFCTA, SFE, SFMTA, TIMMA. Total Funding: TBD; New EP: \$30M.

Prop K Expenditure Plan Description

Develop and support continued Transportation Demand Management (TDM) and parking requirements for downtown buildings, special event sites, and schools and universities. Includes neighborhood parking management studies. Support related projects that can lead to reduction of single-occupant vehicle dependence and encourage alternative modes such as bicycling and walking, including Pedestrian Master Plan development and updates (Priority 1), citywide Bicycle Plan updates, and traffic circulation plans. Conduct transit service planning such as route restructuring studies to optimize connectivity with rapid bus network and major transit facilities (e.g. Transbay Terminal and Balboa Park BART station). Funds for studies and projects to improve access

of disadvantaged populations to jobs and key services. Includes planning, project development and capital costs. Sponsoring Agencies: MUNI, DPT, Planning, SFCTA, DOE, DAS. The first \$11.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$28.9M; Prop K: \$13.2M.

Acronyms

BART – San Francisco Bay Area Rapid Transit District; DAS – Department of Administrative Services; DOE/SFE – Department of the Environment; DPT – Department of Parking and Traffic (now part of SFMTA); N/A – Not Applicable; New EP – New Expenditure Plan; PCJPB – Peninsula Corridor Joint Powers Board or Caltrain; Planning – San Francisco Planning Department; SFCTA – San Francisco County Transportation Authority; SFMTA – San Francisco Municipal Transportation Agency; TBD – To Be Determined; TIMMA – Treasure Island Mobility Management Agency.

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Agenda Item 5. Transportation System Development & Management: Transportation, Land Use, and Community Coordination



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November 4, 2021

Transportation, Land Use & Community Coordination



- Transportation, Land Use, and Community Coordination includes neighborhood and citywide planning, and efforts to integrate land use and transportation
- The Preliminary Draft Expenditure Plan includes **5.53% for Transportation, Land Use and Community Coordination**



Photo: Valencia Street workshop, SFMTA

Transportation, Land Use & Community Coordination



- Transportation, Land Use, and Community Coordination includes
 - Neighborhood Transportation Program
 - Equity Priority Transportation Program
 - Development Oriented Transportation
 - Citywide / Modal Planning



Neighborhood Transportation Program



Created in 2014 in response to mobility and equity analysis in the San Francisco Transportation Plan

- Funds community-based, neighborhood-scale projects in each district
- Builds pipeline of projects to implement



<https://www.sfcta.org/policies/neighborhood-program>

Neighborhood Transportation Program

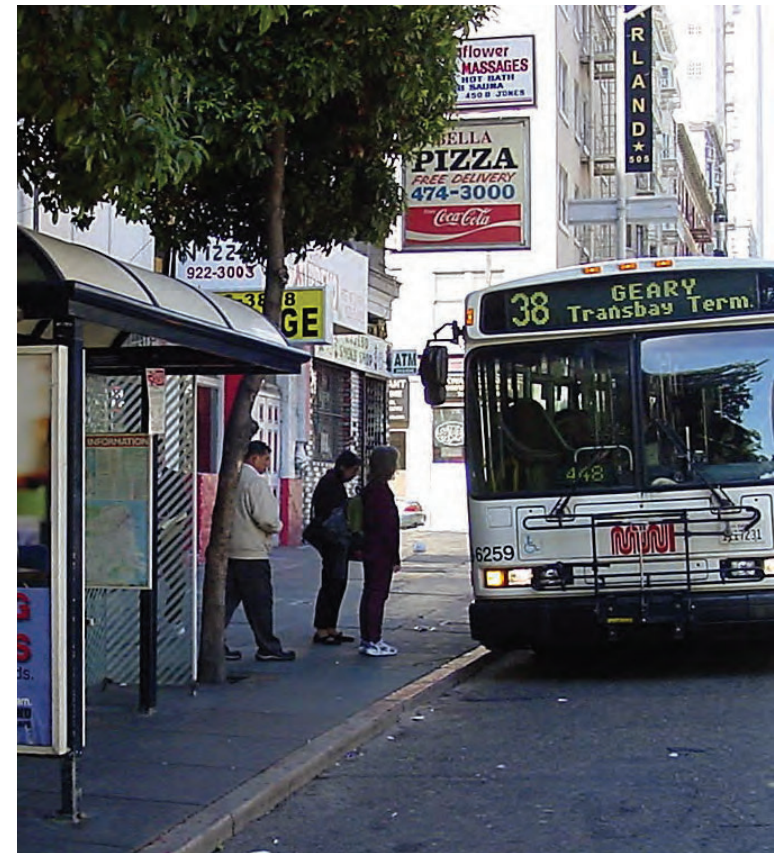


What can be funded?

Must be an eligible use of sales tax funds

Projects typically address one of the following priorities:

- Improve street safety for all users (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Improve transit accessibility



Neighborhood Transportation Program



Pedestrian Safety in SOMA Youth and Family Zone [Plan]

- 7th and 8th Streets Freeway Ramp Improvements
- Howard Street – Embarcadero to 3rd Street



Alemany Interchange Improvement Study

- Alemany Interchange Improvements



Bike Safety and Access to Golden Gate Park/Presidio

- Arguello Boulevard Improvements
- Fulton Street Safety Project

Neighborhood Transportation Program



\$700,000 per district per 5-year cycle

Planning

- \$100,000 per district for studies, outreach, and conceptual engineering

Capital

- \$600,000 local match per district for project development and construction
- Can fund a smaller, neighborhood-scape project, or leverage other funding sources for larger improvements



<https://www.sfcta.org/policies/neighborhood-program>

Equity Priority Transportation Program



Our Equity Analysis for the New Expenditure Plan found:

- Needs vary within and across Equity Priority Communities (EPCs)
- People of color and those with low incomes have historically been excluded from planning processes, resulting in:
 - Lack of trust in government
 - Lack of pipeline of projects in EPCs

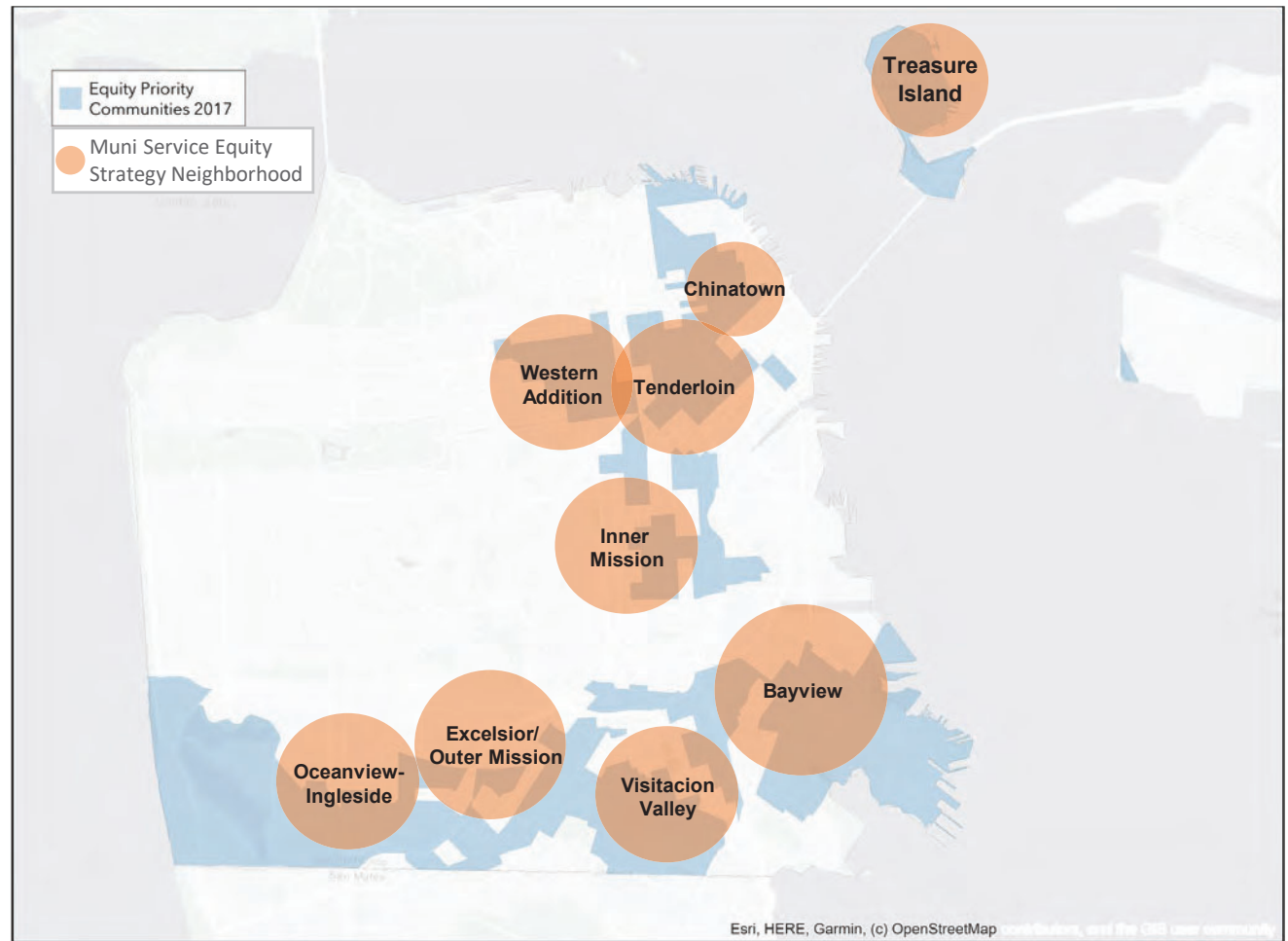
Equity Priority Communities (EPCs)

~51% of low-income San Franciscans live within EPCs

~65% of residents of color live within EPCs



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Source: Metropolitan Transportation Commission data, 2017.

Equity Priority Transportation Program



We are recommending a new program for this Expenditure Plan:

- Funding for community-based planning and implementation of community-identified priorities (similar to the Neighborhood Transportation Program)
- Funding for equity studies throughout the city, not just in EPCs
- Establish pipelines of projects benefitting disadvantaged communities



Equity Priority Transportation Program



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What can be funded?

Must be an eligible use of sales tax funds

Projects typically address one of the following priorities:

- Improve street safety (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Improve transit accessibility



Equity Priority Transportation Program



Example Community-Based Transportation Plans include:



Photo courtesy SFMTA

Western Addition Community-Based Transportation Plan

- Implementation: Western Addition Pedestrian Lighting
- Implementation: Signal upgrades at Kezar & MLK and 7th & Kirkham



Photo courtesy SFMTA

Bayview Community-Based Transportation Plan

- Implementation: Bayview Bulbouts
- Implementation: Bayview Rectangular Rapid Flashing Beacons



Photo courtesy SFMTA

Lake Merced Community-Based Transportation Plan

- Adopted October 2021
- Implementation: near-term Lake Merced Quick-Build Project

Neighborhood & Equity Priority Transportation Programs



Program	Project Sponsors	Draft EP Funding
Neighborhood Transportation Program	Planning; SFPW; SFCTA; SFMTA	\$40M
Equity Priority Transportation Program	Planning; SFPW; SFCTA; SFMTA	\$40M

Examples of other potential funding include:

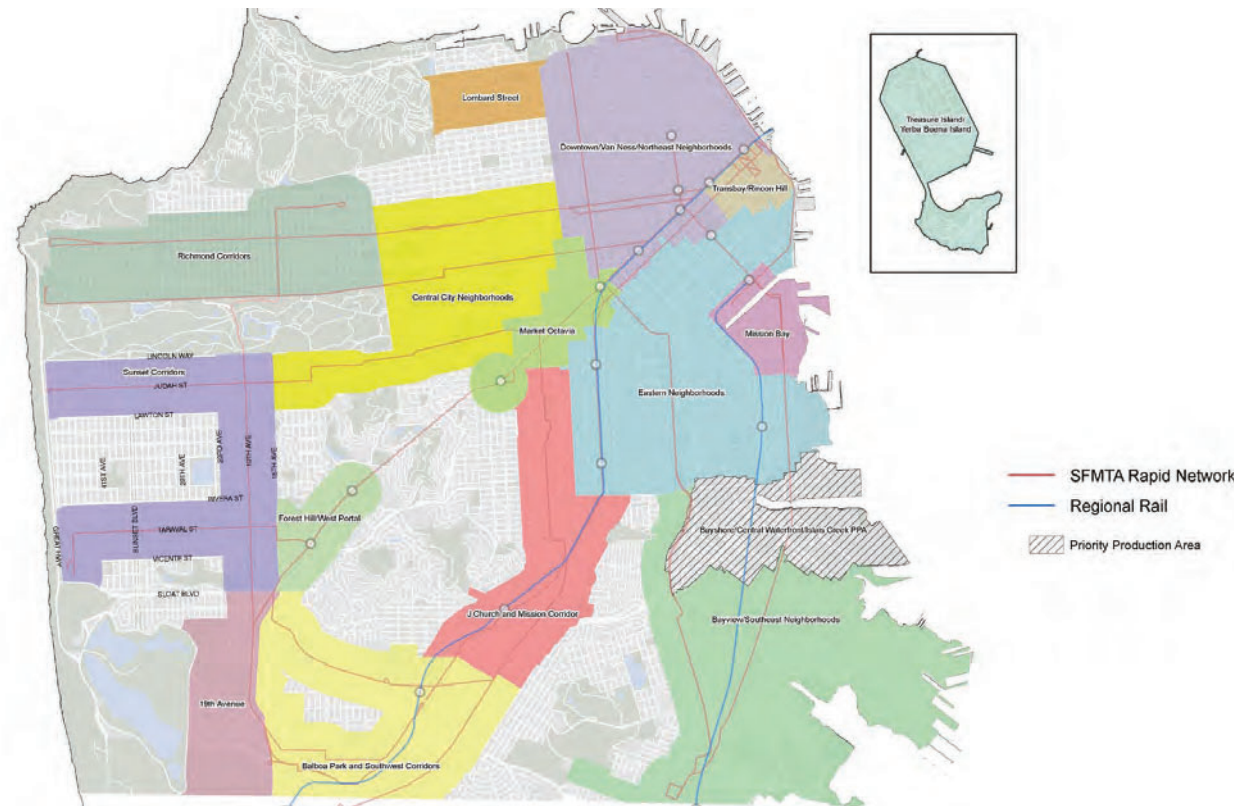
- Planning: Caltrans Planning Grants, MTC's Community-Based Transportation Planning Grant Program, California Air Resources Board Sustainable Transportation Equity Project, SFMTA Community Response Team
- Capital improvements: State Active Transportation Program, One Bay Area Grant, Lifeline, Local Prop AA Vehicle Registration Fee, Local TNC Tax, SFMTA Community Response Team, others depending on type of improvement

Development Oriented Transportation



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- In 2019 the Board of Supervisors adopted new Priority Development Areas slated for growth
- The Development Oriented Transportation Program supports housing development through community-based transportation planning and improvements



MTC Plan Bay Area 2050 Priority Development Areas (PDAs)

Development Oriented Transportation



What can be funded?

Must be an eligible use of sales tax funds

Projects could address one of the following priorities:

- Improve transit accessibility and capacity
- Improve street safety for all users (e.g. pedestrian safety, traffic calming)
- Encourage walking and/or biking
- Transportation Demand Management



Development Oriented Transportation



Program	Project Sponsors	Draft EP Funding (2020 Million\$)
Development Oriented Transportation	BART; Caltrain; Planning; SFPW; SFCTA; SFMTA	\$40
Bayshore Caltrain Pedestrian Connection	SFMTA	\$2

Development Oriented Transportation could be funded through a variety of sources:

- State Affordable Housing and Sustainable Communities Program
- Other - see Neighborhood Transportation Program funding slide

The **Bayshore Caltrain Pedestrian Connection** funding plan also includes:

- \$9.9 million from the developer
- \$500,000 Federal Fixed Guideway funds
- \$500,000 Regional Bridge Toll funds

Citywide / Modal Planning



ConnectSF



Questions?



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Email: ExpenditurePlan@sfcta.org

DRAFT New Expenditure Plan Program Description
Transportation System Development and Management Category
Transportation, Land Use, and Community Coordination Sub-Category

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Note: Amounts shown for the New Expenditure Plan are in 2020\$. Amounts shown for the Prop K Expenditure Plan are in 2003\$.

1. Neighborhood Transportation Program

Preliminary Draft New Expenditure Plan

The Neighborhood Transportation Program (NTP) funds community-based neighborhood-scale transportation projects. The NTP has two components: a planning component to fund community-based planning efforts in each Supervisorial district, and a capital component intended to be local match to help advance and implement recommendations stemming from NTP plans and other community-based planning efforts. Eligible project types are those that are eligible for other Expenditure Plan programs and result in public-facing benefits. Includes planning, project development and capital costs. Sponsoring agencies: SFCTA, SFMTA, SFPW, Planning. Total Funding: TBD; New EP: \$40M.

Note: In Prop K, the NTP is funded through placeholders in multiple programs throughout the Expenditure Plan. Most NTP efforts have focused on pedestrian and bicycle safety and accessibility improvements, traffic calming, and improving street safety for all users. We are proposing to consolidate the placeholders in one place in the new EP to add flexibility and for administrative streamlining.

2. Equity Priority Transportation Program

Preliminary Draft New Expenditure Plan

The Equity Priority Transportation Program (EPTP) funds equity priority community-based planning in underserved neighborhoods and areas with vulnerable populations (e.g. seniors, children, and/or people with disabilities) as well as funding for equity evaluations and planning efforts throughout the city. The EPTP has two components: a planning component to fund community-

based planning efforts, and a capital component to provide local matching funds for projects recommended by community-based planning and equity assessments and that are otherwise eligible for sales tax funds in other Expenditure Plan programs. Includes planning, project development and capital costs. Sponsoring agencies: SFMTA, SFCTA, Planning, SFPW. Total Funding: TBD; New EP: \$40M.

Prop K Expenditure Plan Description

N/A. There is no comparable equivalent to this proposed program in the Prop K Expenditure Plan. We anticipate this program would be somewhat similar to the Neighborhood Transportation Program. See #1 above for more information.

3. Development-Oriented Transportation

Preliminary Draft New Expenditure Plan

The Development-Oriented Transportation Program funds community-based planning to identify transportation improvements that support increased housing density in existing, primarily low-density neighborhoods of the city, as well as project development and implementation. Projects supporting development in adopted Priority-Development Areas PDAs will be prioritized. Includes \$2M in legacy funding for the Bayshore Caltrain Pedestrian Connection. Includes project development and capital costs. Sponsoring agencies: SFMTA, SFCTA, BART, PCJPB, Planning, SFPW. Total Funding: TBD; New EP: \$42M.

Bayshore Caltrain Pedestrian Connection: New pedestrian connection to the existing Bayshore Caltrain Station from Bayshore Boulevard through the Schlage Lock site. The project was identified in the 2013 Bi-County Study as an interim solution to support planned growth in the area and as a neighborhood priority. Sponsoring Agency: SFMTA. Total Funding: TBD; New EP: \$2M.

Prop K Expenditure Plan Description

Transportation/Land Use Coordination: *Transportation studies and planning to support transit oriented development and neighborhood transportation planning. Local match for San Francisco and regional Transportation for Livable Communities (TLC)/Housing Incentive Program (HIP) grant programs that support transit oriented development and fund related improvements for transit, bicyclists, and pedestrians including streetscape beautification improvements such as landscaping, lighting and street furniture. Includes planning, project development and capital costs. Sponsoring Agencies: DPT, DPW, MUNI, Planning, SFCTA, BART, PCJPB. The first \$17.6M is Priority 1 and the remainder is Priority 2. Total Funding: \$33.6M; Prop K: \$20.0M.*

4. Citywide/Modal Planning

Preliminary Draft New Expenditure Plan

Citywide and network-wide transportation studies and planning. Project types may include updates to the Countywide Transportation Plan or long-range modal studies such as the Transit Corridors Study. Plans and studies that focus on countywide and/or network wide needs will be prioritized, but corridor-scale studies may be considered. Includes planning and project development costs. Sponsoring agencies: Planning; SFCTA; SFMTA. Total Funding: TBD; New EP: \$10M.

Prop K Expenditure Plan Description

Transportation/Land Use Coordination: *See #3 above for Prop K description.*

Acronyms

BART – San Francisco Bay Area Rapid Transit District; DPT – Department of Parking and Traffic (now part of SFMTA); DPW – Department of Public Works, N/A – Not Applicable; New EP – New Expenditure Plan; PCJPB – Peninsula Corridor Joint Powers Board or Caltrain; SFCTA – San Francisco County Transportation Authority; SFMTA – San Francisco Municipal Transportation Agency; TBD – To Be Determined.



NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM

Planning Guidelines



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The Neighborhood Transportation Improvement Program (NTIP) is made possible by the San Francisco County Transportation Authority through grants of Proposition K (Prop K) local transportation sales tax funds. Prop K is the local sales tax for transportation approved by San Francisco voters in November 2003.



PHOTO CREDITS:

Cover photo of pedestrians and cyclists courtesy Lynn Friedman, Flickr Creative Commons

Photo of cyclists on Arguello courtesy SFMTA Photography Department

Contents

Overview	2
Why create a Neighborhood Transportation Improvement Program (NTIP)?	
What do we want to achieve with the NTIP?	
What type of work does the NTIP fund?	
How much funding is available?	
Eligibility	2
What types of planning efforts can be funded?	
Who can lead an NTIP planning effort?	
How will proposals be screened for eligibility?	
What specific activities and expenses are eligible for reimbursement?	
Project Initiation and Scoping	3
Where do NTIP planning ideas come from?	
How does an idea develop into an NTIP planning grant?	
What Are the Grant Award Terms?	5
Are there timely use of funds deadlines?	
What are the monitoring, reporting, and attribution requirements?	
How Do I Get More Information?	5
Grant Process Flow-chart	6



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Overview

WHY CREATE A NEIGHBORHOOD TRANSPORTATION IMPROVEMENT PROGRAM (NTIP)?

The Transportation Authority's NTIP was developed in response to mobility and equity analysis findings from the San Francisco Transportation Plan (SFTP) and to public and the Transportation Authority Board's desire for more focus on neighborhoods, especially on Communities of Concern¹ and other underserved neighborhoods. The SFTP, which is the city's 30-year blueprint guiding transportation investment in San Francisco, found that walking, biking and transit reliability initiatives are important ways to address socio-economic and geographic disparities. The NTIP is intended to respond to these findings.

WHAT DO WE WANT TO ACHIEVE WITH THE NTIP?

The purpose of the NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects. The latter can be accomplished through strengthening project pipelines or helping move individual projects more quickly toward implementation, especially in Communities of Concern and other neighborhoods with high unmet needs.

WHAT TYPE OF WORK DOES THE NTIP FUND?

NTIP planning funds can be used for community-based planning efforts in San Francisco neighborhoods, especially in Communities of Concern or other underserved neighborhoods and areas with vulnerable populations (e.g., seniors, children, and/or people with disabilities). Specifically, NTIP planning funds can be used to support neighborhood-scale efforts that identify a community's top transportation needs, identify and evaluate potential solutions, and recommend next steps for meeting the identified needs. NTIP planning funds can also be used to complete additional planning/conceptual engineering for existing planning projects that community stakeholders regard as high-priority. All NTIP planning efforts must be designed to address one or more of the following SFTP priorities:

- Improve pedestrian and/or bicycle safety
- Encourage walking and/or biking;
- Improve transit accessibility
- Improve mobility for Communities of Concern or other underserved neighborhoods and vulnerable populations (e.g., seniors, children, and/or people with disabilities).

¹ <https://www.sfcta.org/policies/communities-concern>

Ultimately, NTIP planning efforts should lead toward prioritization of community-supported, neighborhood-scale capital improvements that can be funded by the Transportation Authority's Prop K sales tax for transportation and/or other sources.

HOW MUCH FUNDING IS AVAILABLE?

The NTIP Planning program provides \$100,000 in Prop K funding for each supervisorial district to use over the next five years (Fiscal Years 2019/20 - 2023/24). The \$100,000 can be used for one planning effort or multiple smaller efforts. No local match is required for planning grants, though it is encouraged.

The Transportation Authority has also programmed \$6.6 million in Prop K matching funds for implementation of NTIP planning grant recommendations during the next five years. During this second cycle of the NTIP, the capital match funds can also be used to fund other community-supported, neighborhood-scale projects that already have been identified and are being prepared for delivery in the next five years.

Eligibility

WHAT TYPES OF PLANNING EFFORTS CAN BE FUNDED?

Examples of eligible planning efforts include:

- District-wide or area-wide needs and prioritization processes (e.g., the District 10 Mobility Management Study, Balboa Area TDM Study).
- Site specific needs and prioritization processes (e.g., the Managing Access to the "Crooked Street" (1000 Block of Lombard Street), Alemany Interchange Improvement Study, Geneva-San Jose Intersection Study).
- Project-level plans or conceptual designs for smaller efforts (e.g., advancing conceptual design of a high priority project identified in a prior community planning effort, safety project concepts development, and transportation demand management planning including neighborhood parking management studies).
- Traditional neighborhood transportation plan development (e.g., Western Addition Community-Based Transportation Plan).
- Corridor plans (e.g., Valencia Street Bikeway Implementation Plan).

The expectation is that NTIP funds will be leveraged like other Prop K funds. This leveraging would be necessary to fully fund some of the larger scale and more intensive efforts listed above. (A traditional neighborhood transportation plan might run \$300,000; a corridor

plan could be much more expensive, depending on the scope). Without leveraging, a \$100,000 NTIP planning grant could fund a smaller-scale planning effort.

All NTIP planning efforts must include a collaborative planning process with community stakeholders such as residents, business proprietors, transit agencies, human service agencies, neighborhood associations, non-profit or other community-based organizations and faith-based organizations. The purpose of this collaboration is to solicit comments from these stakeholders, review preliminary findings or designs with them, and to utilize their perspective in identifying potential strategies and solutions for addressing transportation needs.

WHO CAN LEAD AN NTIP PLANNING EFFORT?

NTIP planning efforts can be led by Prop K project sponsors, other public agencies, and/or community-based organizations. The grant recipient, however, must be one of the following Prop K-eligible sponsors: the Bay Area Rapid Transit District (BART), the Peninsula Corridor Joint Powers Board (Caltrain) the Planning Department, the San Francisco County Transportation Authority (Transportation Authority or SFCTA), the San Francisco Municipal Transportation Agency (SFMTA), or San Francisco Public Works (SFPW). If a non-Prop K sponsor is leading the NTIP planning project, it will need to partner with a Prop K sponsor or request that a Prop K sponsor act as a fiscal sponsor.

HOW WILL PROPOSALS BE SCREENED FOR ELIGIBILITY?

In order to be eligible for an NTIP Planning grant, a planning effort must satisfy all of the following screening criteria:

- Project sponsor is one of the following Prop K project sponsors: BART, Caltrain, the Planning Department, SFCTA, SFMTA, SFPW—or is partnering with a Prop K-eligible sponsor (either as a partner or a fiscal sponsor).
- Project is eligible for funding from Prop K.
- Project is seeking funds for planning/conceptual engineering phase. A modest amount of the overall grant may be applied toward environmental clearance (typically for categorical exemption types of approvals), but this may not represent a significant portion of proposed expenditures.
- Cumulative NTIP requests for a given supervisorial district do not exceed the maximum amount available for each supervisorial district (i.e., \$100,000).
- Project will address at least one of the SFTP priorities: improve pedestrian and/or bicycle safety, encourage walking and/or biking, improve transit accessibility, and/or improve mobility for Communities of Concern or other underserved neighborhoods and at-risk populations (e.g., seniors, children, and/or people with disabilities).

- Project is neighborhood-oriented and the scale is at the level of a neighborhood or corridor. The project may be district-oriented for efforts such as district-wide prioritization efforts, provided that the scope is compatible with the proposed funding.
- Project must include a collaborative planning process with community stakeholders.
- Planning project is proposed to be completed in two years.

WHAT SPECIFIC ACTIVITIES AND EXPENSES ARE ELIGIBLE FOR REIMBURSEMENT?

Funds must be used only for planning-related activities. Eligible costs include: community surveys, data gathering and analysis, community meetings, charrettes, focus groups, planning and technical consultants, outreach assistance provided by community-based organizations, developing prioritized action plans, conceptual or 30% design drawings, cost estimates, and bilingual services for interpreting and/or translation services for meetings. Further details on eligible expenses are included in the Prop K Standard Grant Agreement that will be executed by the Transportation Authority and the Prop K grant recipient.

Project Initiation and Scoping

WHERE DO NTIP PLANNING IDEAS COME FROM?

The NTIP sets aside Prop K funds for each district supervisor to direct funds to one or more community-based, neighborhood-scale planning efforts in the next five years. Ultimately, the district supervisor (acting in his/her capacity as a Transportation Authority Board commissioner) will recommend which project(s) will be funded with an NTIP planning grant. All projects must be consistent with the adopted guidelines.

Anyone can come up with an NTIP planning grant idea, including, but not limited to, a District Supervisor, agency staff, a community-based organization, or a community member. There is no pre-determined schedule or call for projects for the NTIP planning grants. Rather, each Transportation Authority Board member will contact the Transportation Authority's NTIP Coordinator when s/he is interested in exploring NTIP proposals. Board members may already have an idea in mind, seek help from agency staff in generating ideas, or solicit input from constituents and other stakeholders. See below for how these ideas are vetted and turned into NTIP planning grants.

HOW DOES AN IDEA DEVELOP INTO AN NTIP PLANNING GRANT?

INITIATING A REQUEST: The District Supervisor initiates the process by contacting the Transportation Authority's or SFMTA's NTIP Coordinator with a planning proposal, a request to help identify potential planning project ideas,

or to help with a formal or informal call for projects for his or her respective district.

The Transportation Authority and the SFMTA have designated NTIP Coordinators who will work collaboratively to implement the NTIP Planning grant program. The NTIP Coordinators will work with the District Supervisor and any relevant stakeholders throughout the NTIP planning proposal identification and initial scoping process. They will be responsible for seeking input from appropriate staff within their agencies, as well as from other agencies depending on the particular topic.

VETTING IDEAS AND SCOPING: Once contacted by a District Supervisor, the SFCTA and SFMTA NTIP Coordinators will establish a dialogue with the relevant District Supervisor and agency staff to develop an understanding of the particular neighborhood's needs and concerns that could be addressed through a planning effort, to evaluate an idea's potential for addressing identified issues, and to explore whether complementary planning or capital efforts are underway, in the pipeline, or have already occurred.

This step in the process is necessarily iterative and collaborative in nature. It involves working with the District Supervisor to identify an eligible NTIP planning proposal and reaching agreement on the purpose and need, what organization will lead/support the effort, developing a summary scope, identifying desired outcomes and/or deliverables, and preparing an initial cost estimate and funding plan.

TABLE 1.

Checklist for Developing a Strong NTIP Planning Grant Proposal

DOES YOUR PLANNING PROPOSAL HAVE...?

- ✓ Clear purpose/need statement and goals
- ✓ Clear list of deliverables/outcomes
- ✓ Well-defined scope, schedule, and budget
- ✓ Clear and diverse community support
- ✓ Coordination with other relevant planning efforts
- ✓ Inclusive community engagement strategy
- ✓ Community of Concern or underserved community focus
- ✓ Appropriate funding/leveraging commensurate with proposed scope
- ✓ Implementation model (lead agency; agency and community roles defined)

NTIP planning grant funds are modest, but a great deal can be accomplished depending on how the planning effort is scoped and how it leverages other resources (e.g., existing plans, staff, other fund sources, concurrent planning and design efforts, etc.). The checklist shown in Table 1 reflects elements that are typically necessary to support a strong NTIP planning proposal.

As the project scope begins to solidify, another key aspect to address is determining the lead agency and identifying the roles of other agencies and stakeholders that need to be involved. The SFCTA and SFMTA NTIP Coordinators will assist with this effort, which requires consideration of multiple factors such as how well the NTIP planning proposal matches an agency's mission and goals, and current priorities; staff resource availability during the proposal timeframe; and availability of consultant resources to address staff resource constraints. The Transportation Authority is willing to provide access to its on-call consultants to assist with NTIP planning efforts if that is found to be a viable approach to a particular planning proposal.

Agreeing upon the lead agency and the timing of the planning effort are important outcomes of the scoping phase. Based on prior experience and feedback from project sponsors, it is clear that implementation agency participation in the project initiation and scoping process and involvement in some form in the planning effort (from leading the effort to strategically providing input and reviewing key deliverables) helps ensure that the recommendations stemming from the study will be prioritized sooner rather than later in that agency's work program.

The lead agency (or the grant recipient if it is a different entity) should prepare a Prop K allocation request (See next section).

REQUESTING ALLOCATION OF FUNDS: The designated grant recipient needs to complete a Prop K allocation request form that details the agreed-upon scope, schedule, cost and funding plan for the project. Transportation Authority staff will review the allocation request to ensure completeness. Once it is finalized the funding request will go through the next monthly Transportation Authority Board cycle for approval. This involves review and action by the Citizens Advisory Committee, and Transportation Authority Board.

What are the grant award terms?

All NTIP planning projects must adhere to the Prop K Strategic Plan policies and the requirements set forth in the Prop K Standard Grant Agreement. The sections below highlight answers to a few commonly asked questions.

ARE THERE TIMELY USE OF FUNDS DEADLINES?

Planning efforts must be completed within two years of the grant award. If a grant recipient does not demonstrate adequate performance and timely use of funds, the Transportation Authority may, after consulting with the project sponsor and relevant District Supervisor, take appropriate actions, which can include termination or redirection of the grant.

WHAT ARE THE MONITORING, REPORTING, AND ATTRIBUTION REQUIREMENTS?

NTIP planning grants will be subject to the same monitoring, reporting and attribution requirements as for other Prop K grants. Requirements are set forth in the Prop K Standard Grant Agreement and include items such as including appropriate attribution on outreach fliers and reports which will be shared with the district supervisor, and submitting a closeout report upon project completion.

Upon completion of each planning project, project sponsors will report to the Transportation Authority Board on key findings, recommendations, and next steps, including implementation and funding strategy. The Board will accept or approve the final report for the NTIP planning grant.

How do I get more information?

Visit the Transportation Authority's website at:

www.sfcta.org/ntip

Or contact one of the NTIP coordinators:

Transportation Authority:

Anna LaForte

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anna.laforte@sfcta.org

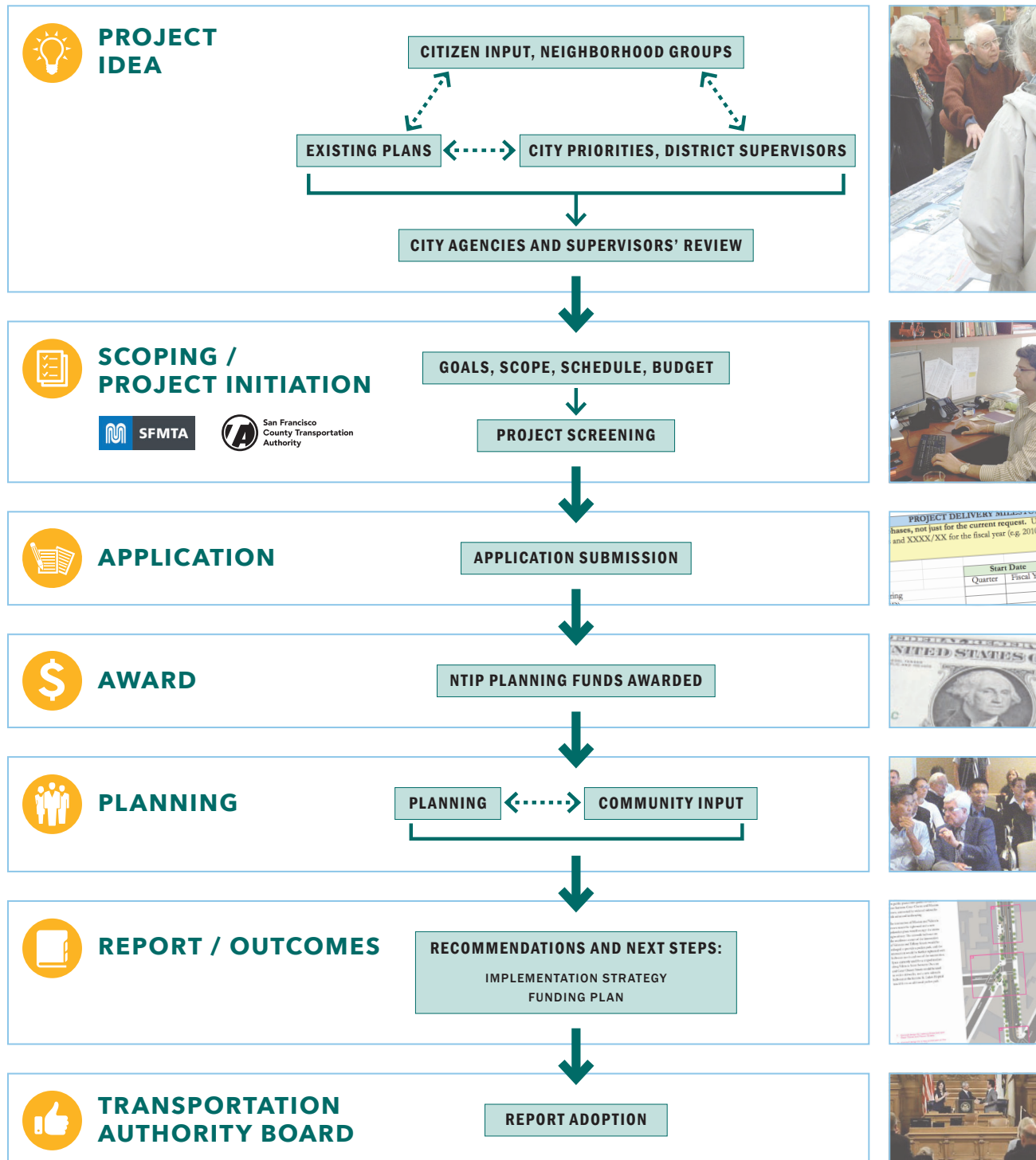
SFMTA:

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NTIP Planning Grant process Flow-chart



NTIP Planning Projects

District	Project Name	Lead Agency	% Complete	NTIP Amount Allocated	Year of Allocation	Year Completed
1	District 1 NTIP Planning Project	SFMTA	100%	\$100,000	14/15	2017
2	Managing Access to the "Crooked Street" (1000 Block of Lombard Street)	SFCTA	100%	\$100,000	14/15	2017
3	District 3 Pedestrian Safety Improvements	SFMTA	100%	\$100,000	15/16	2020
4	66 Quintara Reconfiguration Study	SFMTA	100%	\$100,000	16/17	2018
5	Western Addition Community-Based Transportation Plan	SFMTA	100%	\$100,000	14/15	2017
6	Pedestrian Safety in SOMA Youth and Family Zone - Folsom-Howard Streetscape Project	SFMTA	100%	\$48,000	15/16	2019
6	Pedestrian Safety in SOMA Youth and Family Zone - Vision Zero Ramp Intersection Study	SFCTA	100%	\$52,000	15/16	2018
7	Balboa Area TDM Study	Planning	100%	\$100,000	15/16	2018
8	Valencia Street Bikeway Implementation Plan	SFMTA	100%	\$50,000	17/18	2019
9	Alemany Interchange Improvement Study	SFCTA	100%	\$100,000	14/15	2017
10	District 10 Mobility Management Study	SFCTA	100%	\$100,000	17/18	2018
11	Geneva-San Jose Intersection Study	SFMTA	100%	\$100,000	15/16	2020

NTIP Capital Projects

District	Project Name	Lead Agency	% Complete	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Arguello Blvd Near-Term Improvements	SFMTA	100%	\$188,931	15/16	2018
1	Fulton Street Safety	SFMTA	100%	\$82,521	18/19	2020
2	Lombard Street Corridor	SFMTA	100%	\$400,000	15/16	2020
2	Lombard Crooked St Reservation & Pricing System Development	SFCTA	99%	\$200,000	16/17	Underway
3	Based Transportation Plan (FORMERLY Kearny Street	SFCTA	100%	\$50,000	17/18	2020
3	Jefferson Street Improvements Phase 2	SFPW	99%	\$200,000	17/18	Expected October 2021
3	Battery and Sansome Bicycle Connections	SFMTA	100%	\$200,000	18/19	2019
4	Sloat/Skyline Intersection Alternatives Analysis	SFMTA	97%	\$250,000	16/17	Underway
4	Lower Great Highway Pedestrian Improvements	SFMTA	100%	\$250,000	17/18	2021
5	Frederick/Clayton Traffic Calming	SFMTA	81%	\$175,000	18/19	Underway
5	Divisadero Intersection Improvements	SFMTA	100%	\$273,500	18/19	2021
6	Golden Gate Avenue Buffered Bike Lane	SFMTA	100%	\$50,000	15/16	2019
6	Bessie Carmichael Crosswalk	SFMTA	100%	\$28,000	15/16	2018
6	South Park Traffic Calming	SFMTA	100%	\$30,000	16/17	2018
6	Howard Street - Embarcadero to 3rd Street	SFMTA	100%	\$75,000	18/19	2021

Neighborhood Transportation Improvement Program (NTIP)
Cycle 1 Projects (as of 9/27/2021)

6	7th and 8th Streets Freeway Ramp Intersections Near Term Improvements	SFMTA	100%	\$160,000	18/19	2021
7	Lake Merced Bikeway Feasibility	SFMTA	100%	\$150,000	18/19	2021
7	District 7 FY19 Participatory Budgeting Priorities	SFMTA	45%	\$255,000	18/19	Underway
8	Elk Street at Sussex Street Pedestrian Safety Improvements	SFMTA	25%	\$405,000	16/17, 18/19	Design complete. Construction underway.
9	Alemanly Interchange Improvement Project Phase 1	SFMTA	100%	\$276,603	16/17	2021
9	Alemanly Interchange Improvement Project Phase 2	SFPW	100%	\$123,392	17/18	Design completed 2021. Open for use August 2022.
9, 10	Hairball Segments F & G	SFPW	99%	\$400,000	16/17, 17/18	Expected October 2021
10	Cesar Chavez/Bayshore/Potrero Intersection Improvements	SFMTA	100%	\$100,000	14/15	2017
10	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	95%	\$60,000	14/15	Underway
11	Excelsior Near-Term Traffic Calming	SFMTA	90%	\$600,000	17/18	Underway

NTIP Planning Projects

District	Project Name	Lead Agency	% Complete	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Golden Gate Park Stakeholder Working Group and Action Framework	SFCTA	15%	\$60,000	20/21	2021
4	District 4 Mobility Improvements Study	SFCTA	100%	\$100,000	19/20	2021
5	Octavia Boulevard Circulation and Accessibility Study Update	SFCTA	65%	\$100,000	19/20	Underway
6	Treasure Island Supplemental Transportation Study	SFCTA	0%	\$100,000	21/22	Pending
9	Alemany Realignment Study	SFCTA/SFMTA	5%	\$100,000	19/20	Underway
10	District 10 15 Third Street Bus Study	SFCTA	100%	\$30,000	19/20	2020
11	Alemany Safety Project	SFMTA	100%	\$100,000	19/20	2020

NTIP Capital Projects

District	Project Name	Lead Agency	% Complete	NTIP Amount Allocated	Year of Allocation	Year Completed
1	Anza Bike Lanes	SFMTA	90%	\$220,000	19/20	Expected October 2021
1	Fulton Street Safety	SFMTA	75%	\$236,215	20/21	Underway
3	District 3 Pedestrian Safety Improvements	SFMTA	25%	\$819,800	19/20	Underway
4	District 4 Mobility Improvements Study Additional Funds [NTIP Planning]	SFCTA	100%	\$60,000	20/21	2021
5	Buchanan Mall Bulbouts - Golden Gate and Turk	SFPW	40%	\$751,000	20/21	Design completed 2021. Construction underway.
6	Tenderloin Traffic Safety Improvements	SFMTA	100%	\$177,693	20/21	2021
7	District 7 FY20 Participatory Budgeting Priorities	SFMTA	5%	\$132,600	20/21	Underway
7	Lake Merced Quick Build	SFMTA	0%	\$250,000	20/21	Underway
8	Upper Market Street Safety Improvements	SFMTA	5%	\$500,000	20/21	Underway
8	14th Street Road Diet	SFMTA	0%	\$60,700	21/22	Pending
9, 10	Hairball Segments F & G - Additional Funds	SFPW	50%	\$150,000	19/20	Expected October 2021
9	Vision Zero Proactive Traffic Calming - Visitacion Valley and Portola Neighborhoods	SFMTA	0%	\$150,000	20/21	Underway
9	District 9 Traffic Calming	SFMTA	0%	\$165,000	21/22	Underway
10	Minnesota and 25th St Intersection Improvements	SFPW	0%	\$400,000	20/21	Underway
11	District 11 Traffic Calming Cycle 2	SFMTA	50%	\$600,000	19/20	Underway

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San Francisco
County Transportation
Authority

Agenda Item 6.

Enhancing and Expanding our System:

Next Generation Transit Investments & Transformative Freeway Projects



San Francisco
County Transportation
Authority

November 4, 2021

Next Generation & Transformative Investments



San Francisco
County Transportation
Authority

- These programs are intended to help fund early planning and project development of **large capital projects** such as those being recommended by ConnectSF and the San Francisco Transportation Plan
- The Preliminary Draft Expenditure Plan includes:
 - 1.26% for **Next Generation Transit Investments**
 - 0.84% for **Transformative Freeway Projects**



ConnectSF



San Francisco
County Transportation
Authority

A multi-agency process to build an effective, equitable and sustainable transportation system for San Francisco's future.



Equity



Economic
Vitality



Environmental
Sustainability



Safety and
Livability



Accountability and
Engagement

<https://connectsf.org/>

ConnectSF Modal Studies



Phase 1 Vision

ConnectSF
Vision



Phase 2 Needs

Statement of Needs
Transit Corridors
Study
Streets and
Freeways Study



Phase 3 Policies & Priorities

San Francisco Transportation
Plan
Transportation Element of
SF General Plan



Next Generation & Transformative Investments



San Francisco
County Transportation
Authority

Program	Project Sponsors	Draft EP Funding (2020 Million\$)
Next Generation Transit Investments	BART; PCJPB; SFCTA; SFMTA	\$30.0
Transformative Freeway Projects	Planning; SFCTA; SFMTA; SFPW	\$20.0

- Sales tax helps fund early planning efforts for these larger projects, making them competitive for discretionary grants for later phases
- Sales tax also helps provide required local match, and attracts other funds many times over the dollars invested

Next Generation & Transformative Investments



San Francisco
County Transportation
Authority

Larger projects require a variety of fund sources, for example:

Central Subway Funding Plan

Funding Type	Funding Source	Amount (in millions)
Federal	New Starts	\$942.2
	Congestion Mitigation and Air Quality Program	\$41.0
State	Prop 1A - High Speed Rail Bond Measure	\$61.3
	Prop 1B - Transportation Bond Measure	\$307.8
	Regional Improvement Program	\$88.0
	Traffic Congestion Relief Program	\$14.0
Local	San Francisco Half-Cent Transportation Sales Tax	\$124.0
Total Funding		\$1,578.3



San Francisco Transportation Sales Tax Reauthorization

Enhancing and Expanding the Transit System: **Next Generation Transit**

Expenditure Plan Advisory Committee
October 28, 2021

Transportation 2050



Identifying Needs



Transportation 2050 – Needs and Gaps

Strategic Plan	ConnectSF	20-Year Capital Plan	5-Year Capital Improvement Program (CIP)
<ul style="list-style-type: none"> Lays out strategic goals for the agency. Biennial. 	<ul style="list-style-type: none"> Vision for the Transportation System Supported by Federal / State / Local resources Includes investments in Service and Infrastructure 	<ul style="list-style-type: none"> 20 Years of fiscally unconstrained infrastructure needs to meet agency goals identified in long range planning as well as additional needs identified by stakeholders. Includes capital needs to maintain the system and expand it along policy priorities. Informs 5-Year Constrained Capital Improvement Program 	<ul style="list-style-type: none"> 5-year financially constrained program of projects Covers the entire SFMTA – both Muni and Streets, and everything needed to support them Programs funds by phase to project planning, design and implementation.

The SFMTA took the vision of ConnectSF and the capital needs in the agency's capital plan and forecasted operational and capital needs for the next 30-years. The result was **Transportation 2050**.



ConnectSF Background

ConnectSF is a multi-agency process to build an effective, equitable, and sustainable transportation system for San Francisco's future



San Francisco
County Transportation
Authority



San Francisco
Planning







Transit Investment Strategy Goals



- Build upon pandemic recovery efforts
- Prioritize communities and individuals that are most dependent on transit
- Adapt to changing travel needs between neighborhoods, not just to downtown
- Address state of good repair backlog
- Continue to reduce crowding and delay
- Improve connections to the region

Key Recommendations

-  **Make the system work better** with maintenance and restoration
-  **Build a five-minute network** for reliable transit service citywide
-  Increase speed, reliability, and capacity for a **modern rail system**
-  **Build more rail** where bus service won't be able to meet demand

Key Recommendations

1

Make the system work better with maintenance and restoration

2

Build a five-minute network for reliable transit service citywide

3

Increase speed, reliability, and capacity for a **modern rail system**

4

Build more rail where bus service won't be able to meet demand

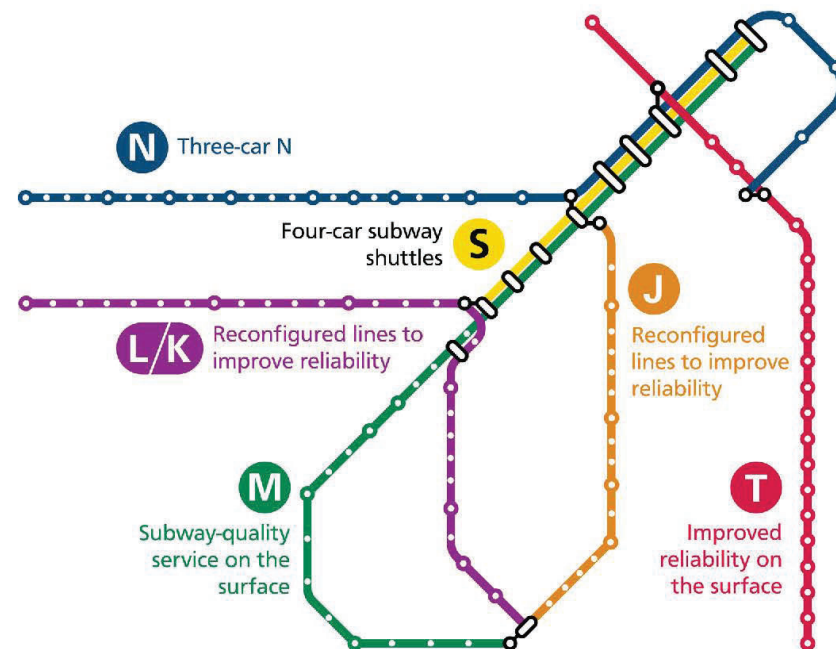
2

Build a five-minute network for reliable transit service citywide



3

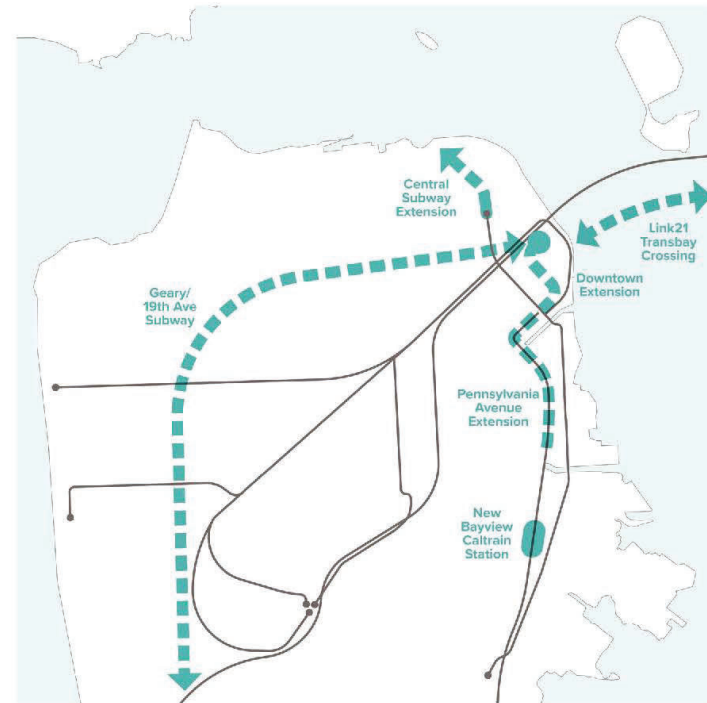
Increase speed, reliability, and capacity for a **modern rail system**



ConnectSF

4

Build Rail to SF's Busiest Places



Sales Tax is Key “Seed” Funding to Enable Project Development and State/Federal Funding

Financial Need:

- \$8.5 billion identified as Local Share.
- \$90 - 120 million needed to develop projects for State/Federal Programs.

Available Funding:

- Small amounts of funding available for Planning.
- Projects would most likely require regional, state, and federal buy in and funding.
- Sales Tax provides local “Seed” funding to develop projects and position them for larger funding pots.

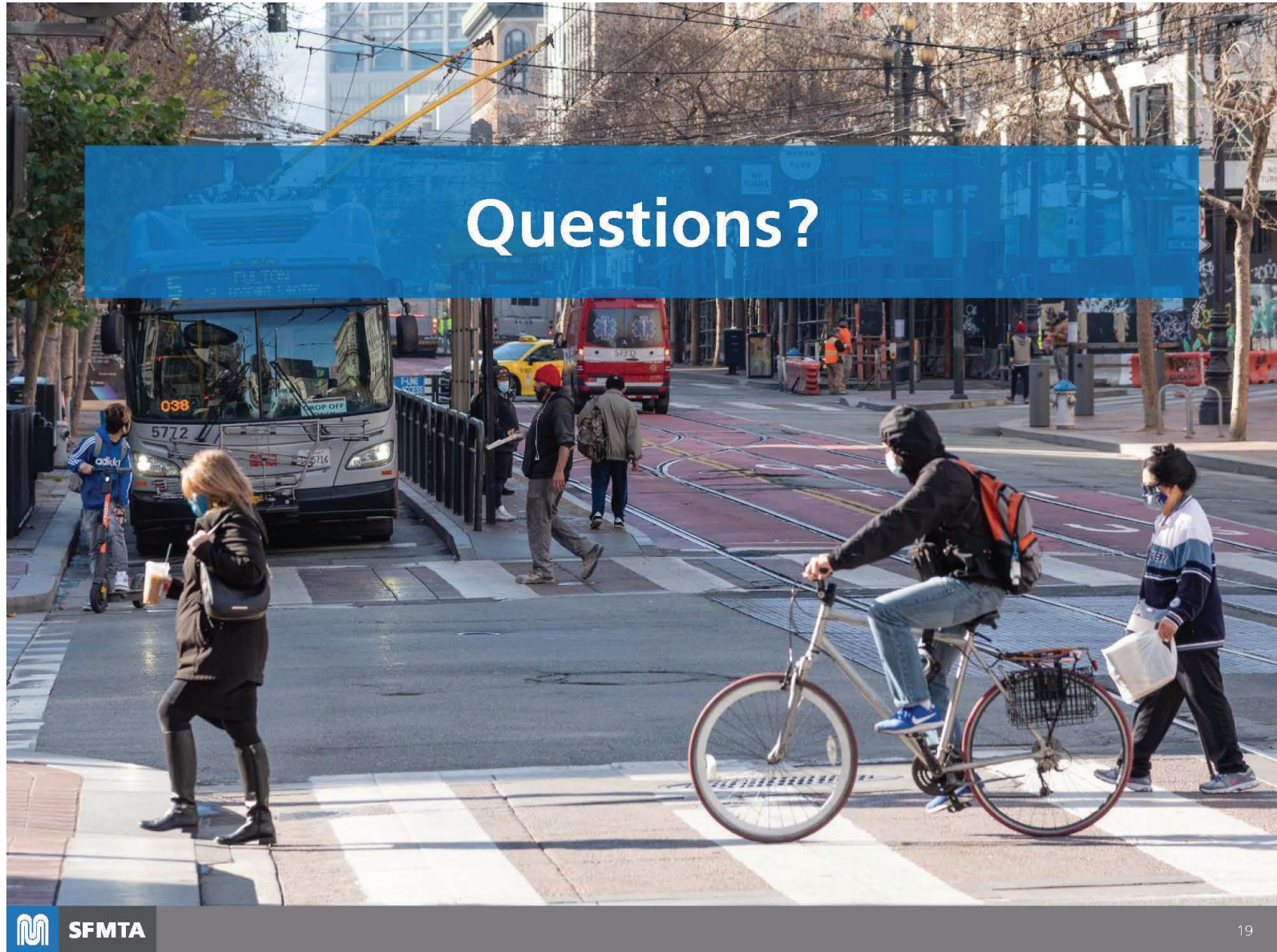


Fast and Convenient
Transit



Investing Equitably

Reference: [Transportation 2050](#)



Streets and Freeway Strategies



1. Maintain and reinvest in the current transportation system
2. Prioritize transit and carpooling on our streets and freeways
3. Build a complete network for walking and biking
4. Prioritize safety in all investments and through targeted programs
5. Repair harm and reconnect communities



Transformative Freeway Projects



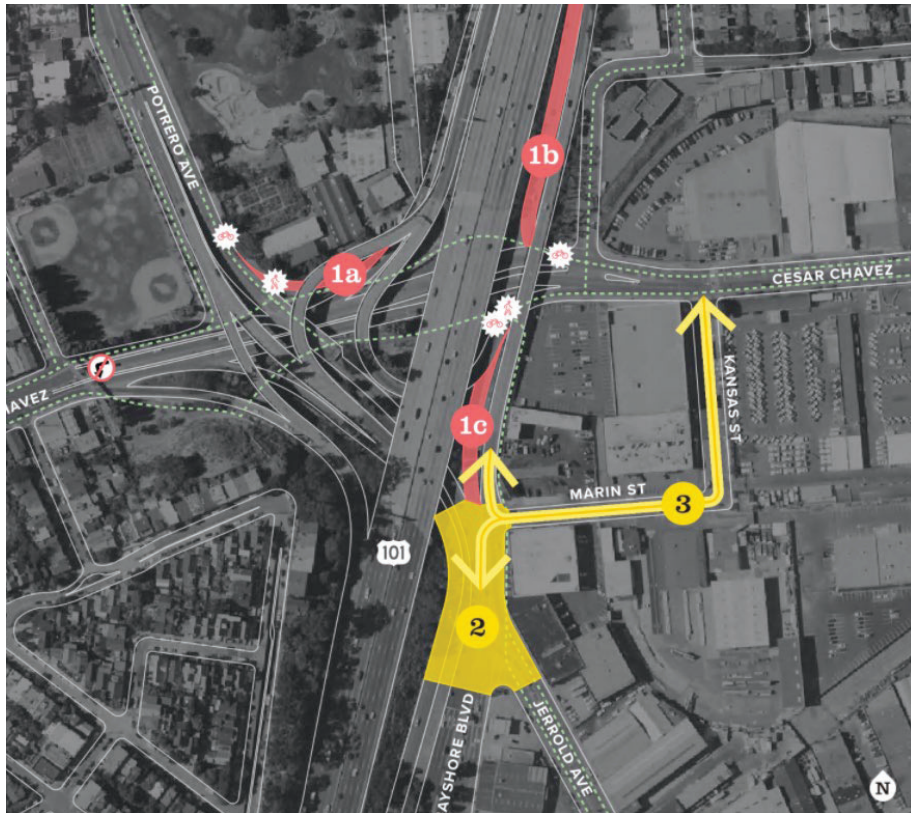
- Redesigning major interchanges
- Restoring connections within communities divided by infrastructure, e.g.
 - New bike/ped connections
 - Filling the Geary underpasses
 - Upgrade major roads for multi-modal circulation
 - Putting freeway segments underground



Example Project Concepts



Hairball Redesign



Source: SFCTA Streets and Freeways Study, 2021

Geary Fill



Source: SFMTA photo, 2018

Questions?



**San Francisco
County Transportation
Authority**

Email: ExpenditurePlan@sfcta.org

Breakout Discussions



**San Francisco
County Transportation
Authority**

November 4, 2021

Preliminary Draft New Expenditure Plan



How can the EPAC help shape the Expenditure Plan?



Eligibility of different types of projects



Relative funding levels for different programs



Policies (e.g. administration, prioritization)

Discussion Questions



1. Do you understand **the need** for the programs, and why they need sales tax funds?
2. Do you have questions about or feedback on the **program descriptions**?
3. **How important** are each of these programs to you?

Report Out



**San Francisco
County Transportation
Authority**

November 4, 2021

Attachment 1.
DRAFT New Expenditure Plan Program Description
Next Generation Transit Investments and Transformative Freeway Projects

At each EPAC meeting, Transportation Authority staff will provide draft program descriptions for the programs to be discussed at that meeting. This language defines the types of projects eligible in each proposed New Expenditure Plan program, and names a sponsor agency or agencies who will be eligible to receive funding from the program. The final language will include the recommended sales tax funding amounts, including funding from the conservative forecast (referred to as Priority 1) and, as recommended, funding from the more optimistic forecast (referred to as Priority 2).

This initial draft language was prepared with sponsor agency input using:

- The Transportation Authority's Needs Assessment developed for the San Francisco Transportation Plan 2050, including funding and program needs from all the transportation agencies serving San Francisco and
- Proposition K sales tax program descriptions, updated to reflect lessons learned and to address the current needs of the sponsor agencies.

Over the course of its meetings, the EPAC will work with staff to finalize this language.

Please Note that Prop K Expenditure Plan descriptions reference dollar amounts in 2003 \$s while the proposed New Expenditure Plan descriptions reference dollar amounts in 2020 \$s.

1. Next Generation Transit Investments

Preliminary Draft New Expenditure Plan

Planning and project development for major transit capital projects that promote system connectivity and accessibility, close service gaps, and improve and expand transit service levels. By funding planning, outreach and early project development, the intent is to set these projects up to be competitive for discretionary funding to complete project development and implementation. Eligible projects may include but are not limited to: a west side subway, extending the Central Subway, a potential second transbay tube (Link21), and local and regional express bus network development. Sponsor Agencies: BART; PCJPB; SFCTA; SFMTA. Total Funding: TBD; New EP: \$30M.

Prop K Expenditure Plan Description - N/A. There is no directly comparable program.

2. Transformative Freeway Projects

Preliminary Draft New Expenditure Plan

Planning and project development for transformative multi-modal improvements that are designed to reconnect communities and repair the harm created by past freeway and street projects. By funding planning, outreach and early project development, the intent is to set these projects up to be competitive for discretionary funding to complete project development and implementation. Eligible project types may include, but are not limited to: new grade-separated crossings for people walking and biking; restoring connections within communities divided by infrastructure (e.g. Geary underpass) that divide communities; and simplifying freeway interchanges (e.g. US 101/Cesar Chavez "Hairball"). Planning and outreach related to supportive

land use changes are also an eligible project type. Sponsor Agencies: Planning, SFCTA, SFMTA, SFPW. Total Funding: TBD; New EP: \$15M.

Prop K Expenditure Plan Description - N/A. There is no directly comparable program.

Acronyms

BART - Bay Area Rapid Transit District; N/A - Not Applicable; New EP - New Expenditure Plan; PCJPB - Peninsula Corridor Joint Powers Board or Caltrain; Planning - San Francisco Planning Department; SFCTA - San Francisco County Transportation Authority; SFMTA - San Francisco Municipal Transportation Agency; TBD - To Be Determined.



SFMTA

Transportation 2050

2022 Muni Reliability and Street Safety Bond



SFMTA Board of Directors
November 2, 2021



January

Introducing T2050
Preliminary Needs & Solutions

Since the beginning of the year the SFMTA has been working **to develop a comprehensive plan to identify both the operational and infrastructure needs** of the transportation system – building on T2030 and T2045.

June

SFMTA 2021
Community Survey

July

SFMTA FY 2020
State of Good Repair Report

August

Transportation 2050
SFMTA 20-Year Capital Plan

October

T2050: 2022 Muni Reliability
& Street Safety Bond

The proposed General Obligation **Program is the first in several funding initiatives** to fund the core of our transportation system and its operations, but also update and expand it to meet the needs of San Francisco today.

Overview



Transportation 2050 (T2050) presents possible futures and actions to address transportation needs and priorities in San Francisco.

Years of community planning, visioning and technical analysis

Transportation
Task Force 2013
(T2030)

ConnectSF

SFMTA 5-Year CIP

Vision Zero Action Plan

SFMTA 2-Year Budget

Transportation
Task Force 2018
(T2045)

SFMTA 20-Year Capital Plan

SF Transportation Plan

SFMTA State of Good Repair Report

2021 SFMTA Community Survey

In Spring 2021, the SFMTA completed a Community Survey to help identify priorities post-pandemic.

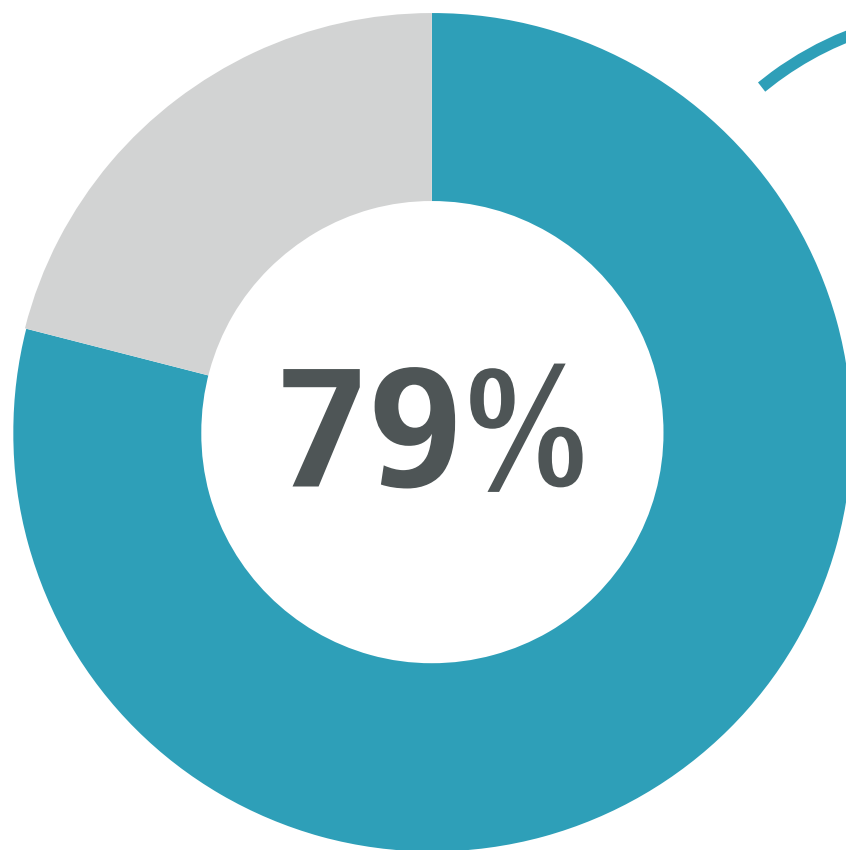
June 2021

<https://www.sfmta.com/reports/2021-sfmta-community-survey>



Investing Equitably

A majority of survey respondents say it is “very important” or “extremely important” to ...



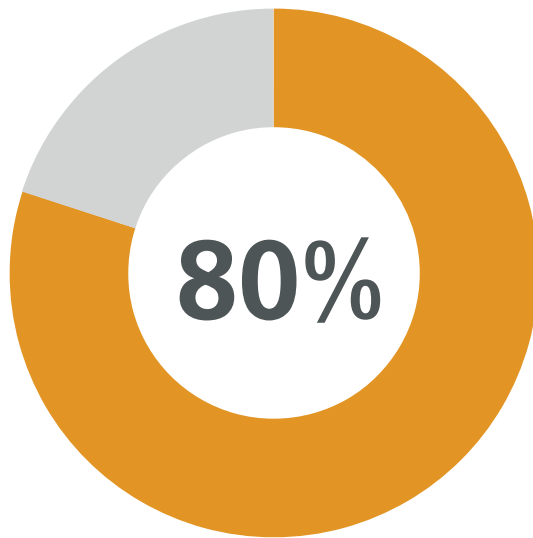
Increase and improve Muni service for the communities most dependent on transit

Source: San Francisco citywide survey conducted by FM3, April 2021

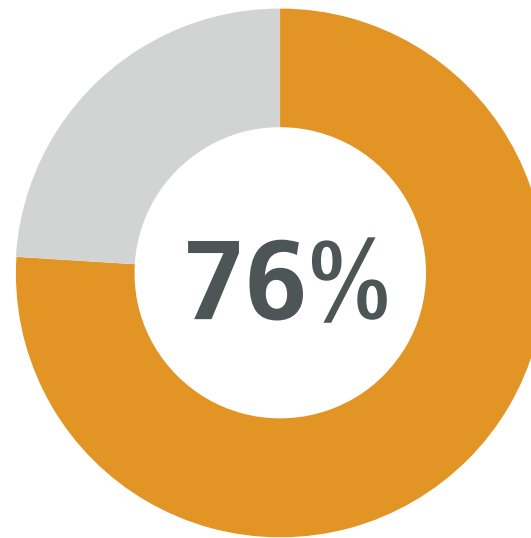
Fast and Convenient Transit



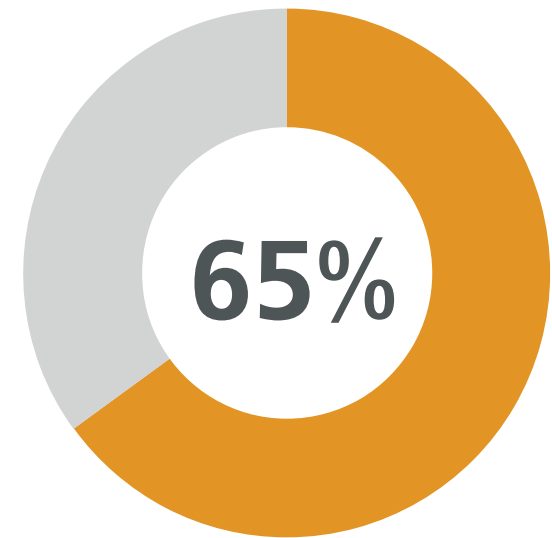
A majority of survey respondents say it is “very important” or “extremely important” to ...



Provide quick,
convenient transit
access to all parts of
San Francisco



Reduce delays to make
Muni more reliable



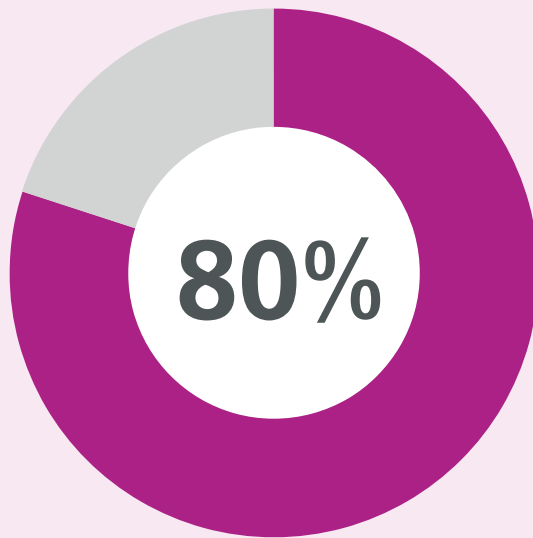
Reduce crowding
on Muni

Source: San Francisco citywide survey conducted by FM3, April 2021

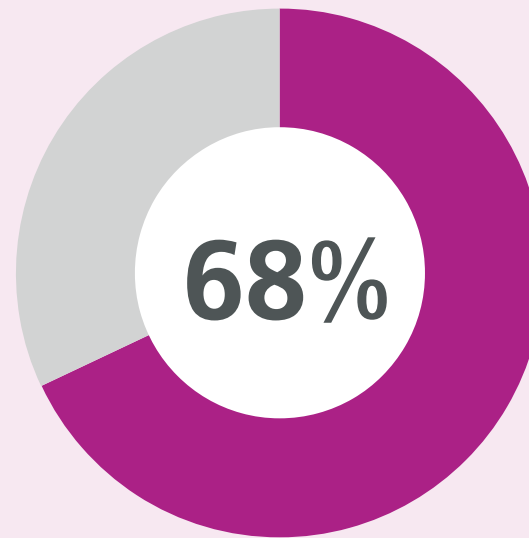


More Repairs and Maintenance

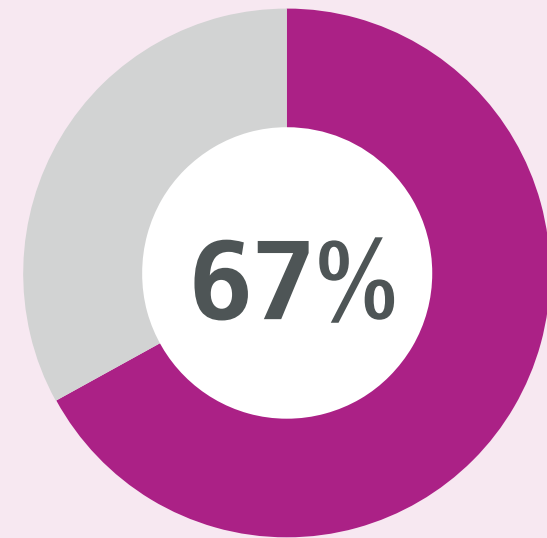
A majority of survey respondents say it is “very important” or “extremely important” to ...



Repair and maintain Muni equipment and facilities to ensure vehicles' safety, frequency, and reliability



Address the backlog of maintenance work



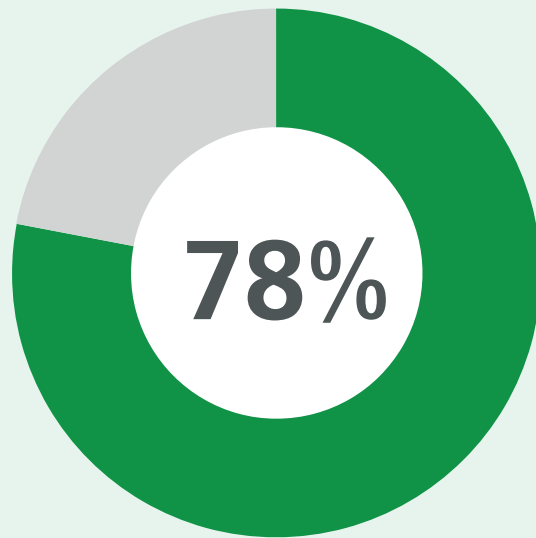
Rebuild San Francisco's aging rail network

Source: San Francisco citywide survey conducted by FM3, April 2021

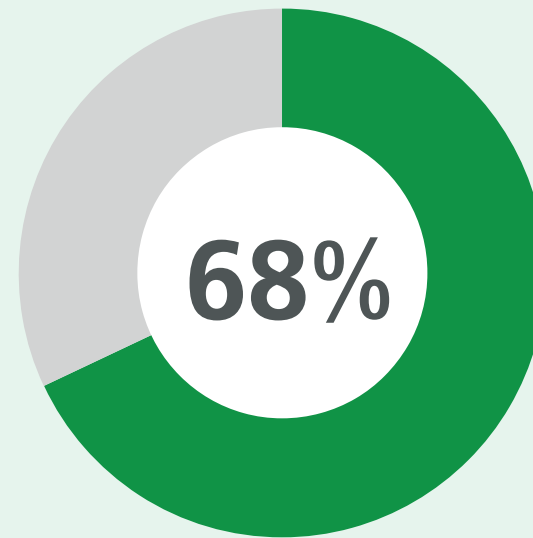
Improving Safety and Access



A majority of survey respondents say it is “very important” or “extremely important” to ...



Ensure Muni service is inclusive and accessible to all



Make street safety improvements for walking

Source: San Francisco citywide survey conducted by FM3, April 2021

What became clear is the immediate need is to invest in more maintenance and repairs, and make sure post-pandemic, the transportation system works.

July 2021

<https://www.sfmta.com/reports/2021-sfmta-community-survey>



What is State of Good Repair?

The SFMTA defines State of Good Repair as the condition in which the Agency's assets can operate at a full level of performance. State of Good Repair investment includes any spending that ensures an asset necessary for delivery of transportation service to the public or supportive of staff needs remain effective, efficient, reliable, and safe.

3.07

1 - 5 Scale
2.5 or greater in
State of Good
Repair

Age Based Condition
Score of all infrastructure

\$15.6B

Total Capital Inventory

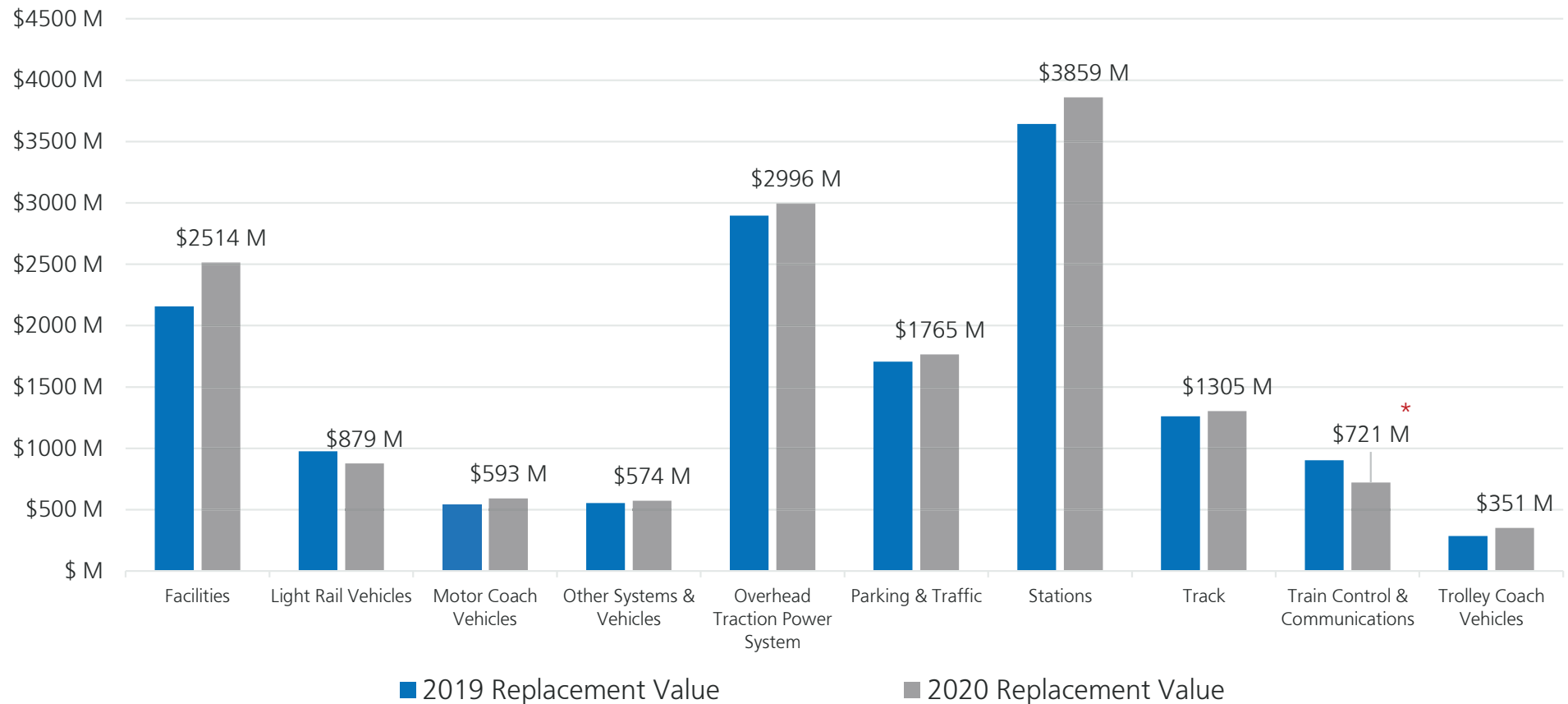
24.6%

Percent of SFMTA Assets
operating beyond expected
useful life

State of Good Repair



The total SFMTA asset replacement value is estimated at \$15.6 billion. Asset replacement value provides a baseline when assessing levels of investment across asset classes.

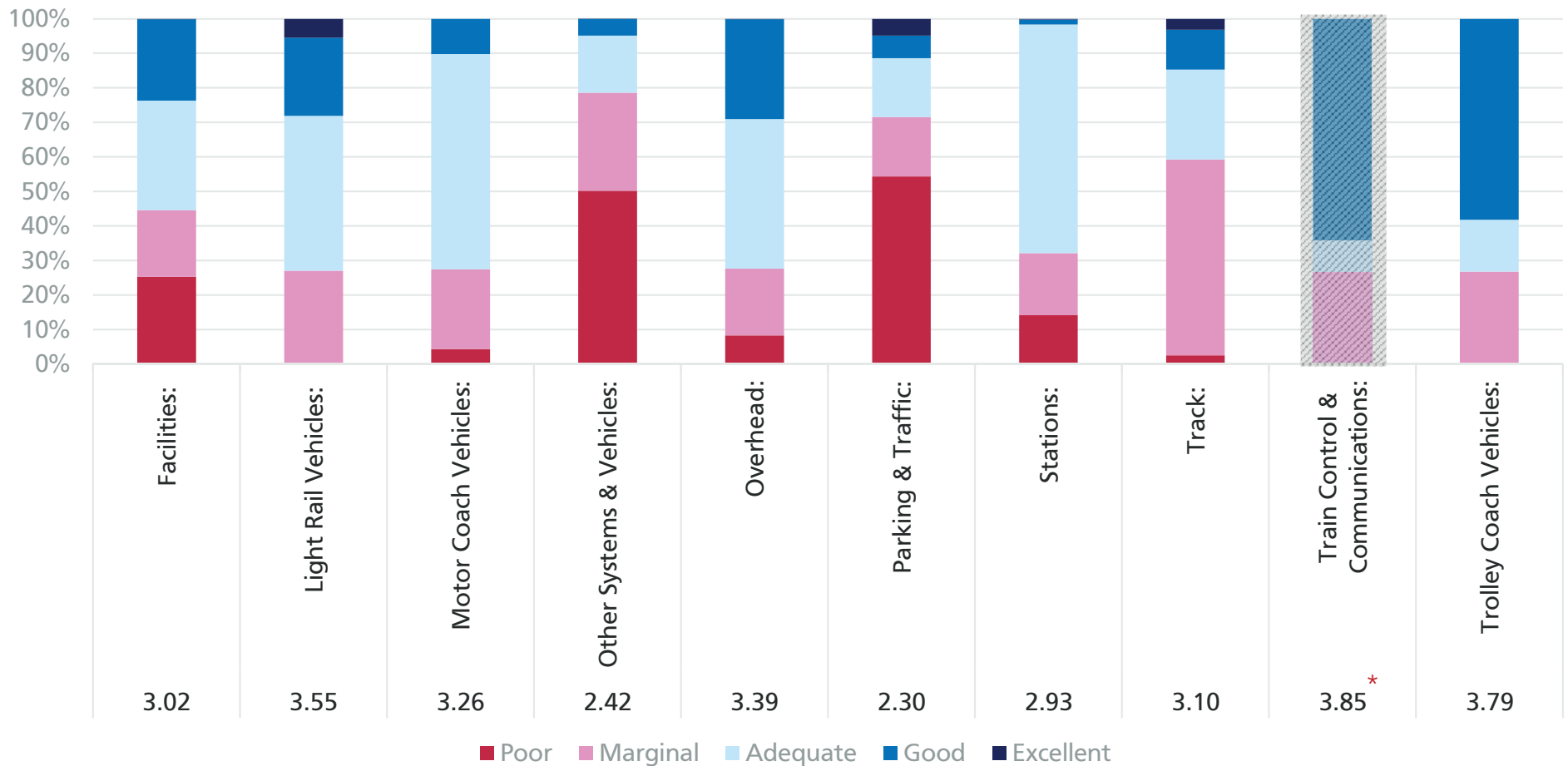


*The train control system is not accurately modeled in our analysis; we know the system is near the end of its useful life with a higher replacement value than presented in the 2020 SGR Report.

Reference: [2020 SFMTA State of Good Repair Report](#)



Age Based Condition Scores are based on the age of an asset and use a scale of 1 to 5. The weighted average condition score for all SFMTA assets in FY2020 is 3.07.



*The train control system is not accurately modeled in our analysis; we know the system is near the end of its useful life with a higher replacement cost than presented in the 2020 SGR Report.

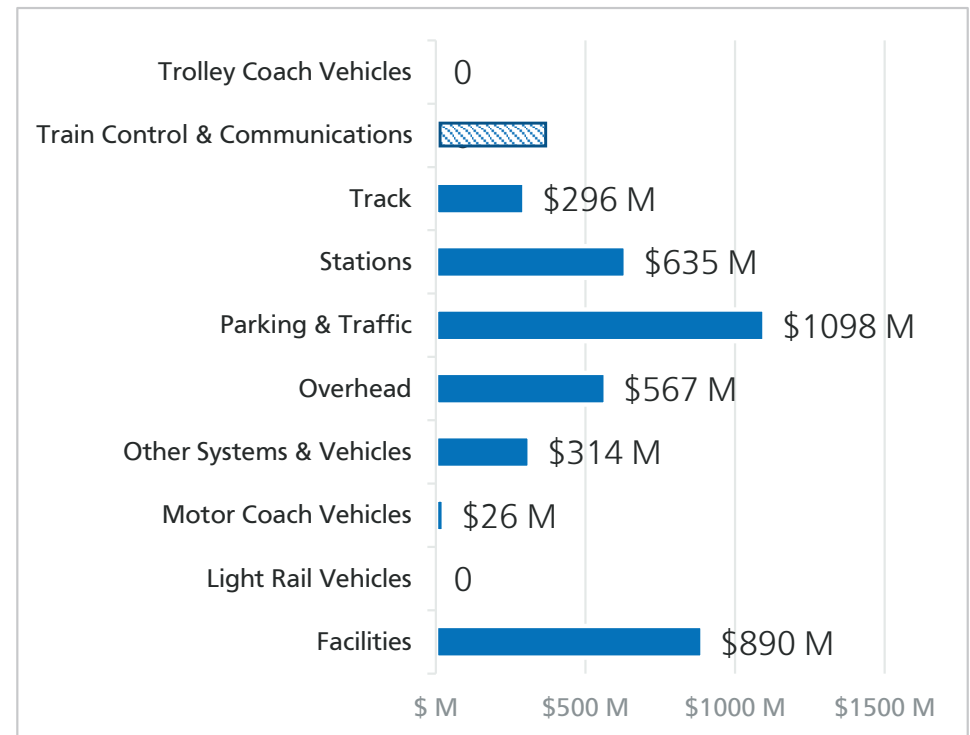
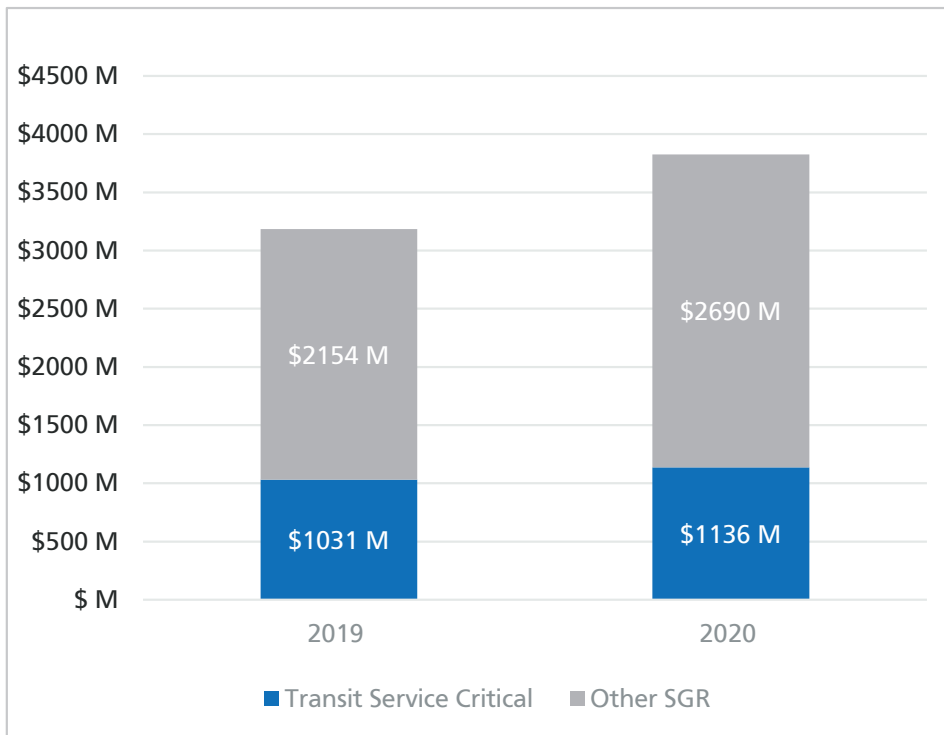
Reference: [2020 SFMTA State of Good Repair Report](#)

State of Good Repair



\$3.83 B
Backlog

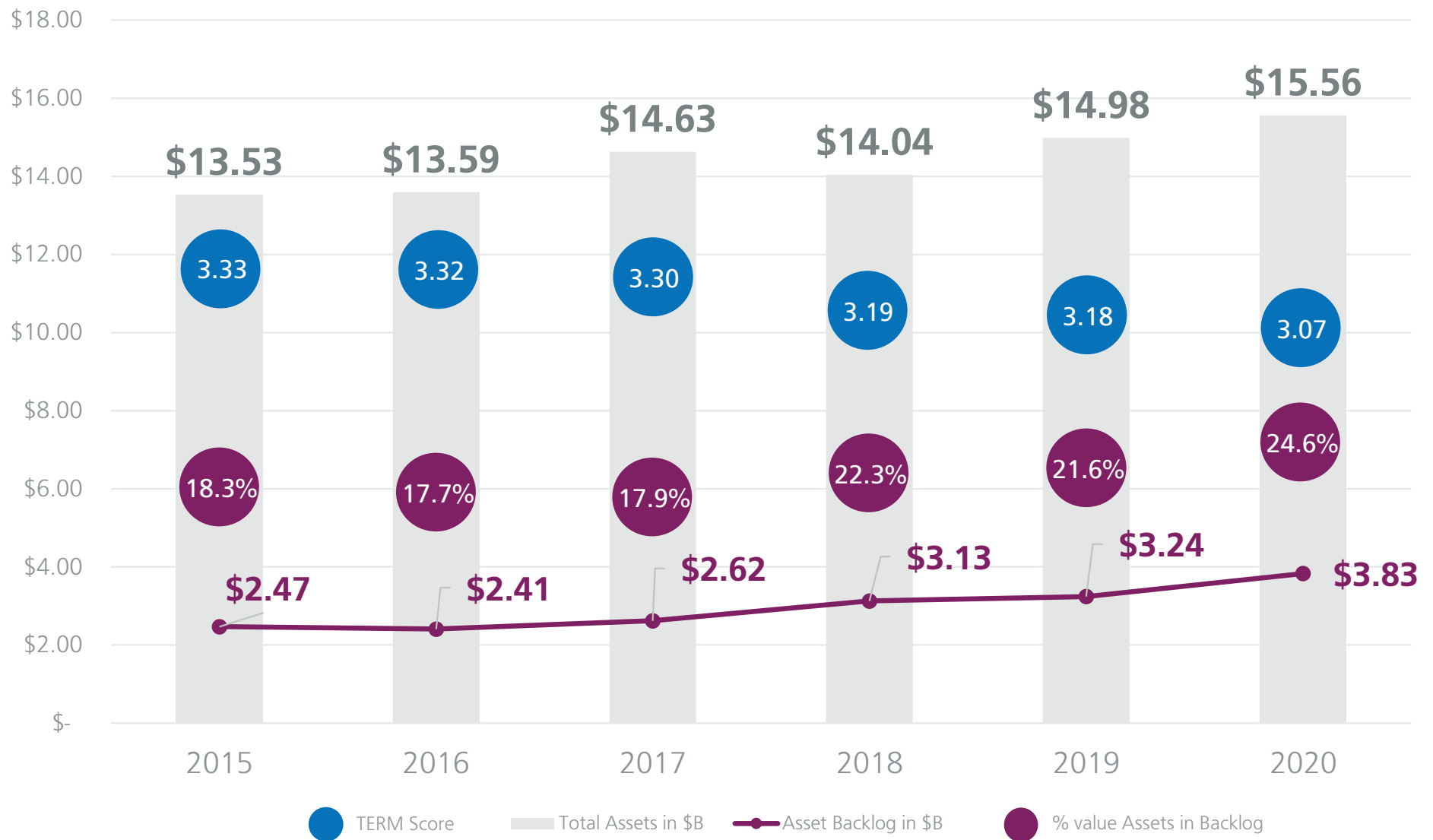
The value of assets beyond their useful life is \$3.83 billion. This **backlog** represents deferred investments in infrastructure replacement or rehabilitation. The backlog represents assets where an end-of-lifecycle decisions needs to be made; either these assets will be retired, replaced in-kind, or upgraded with new technology or systems.



Reference: [2020 SFMTA State of Good Repair Report](#)



State of Good Repair Key Trends (in \$B)



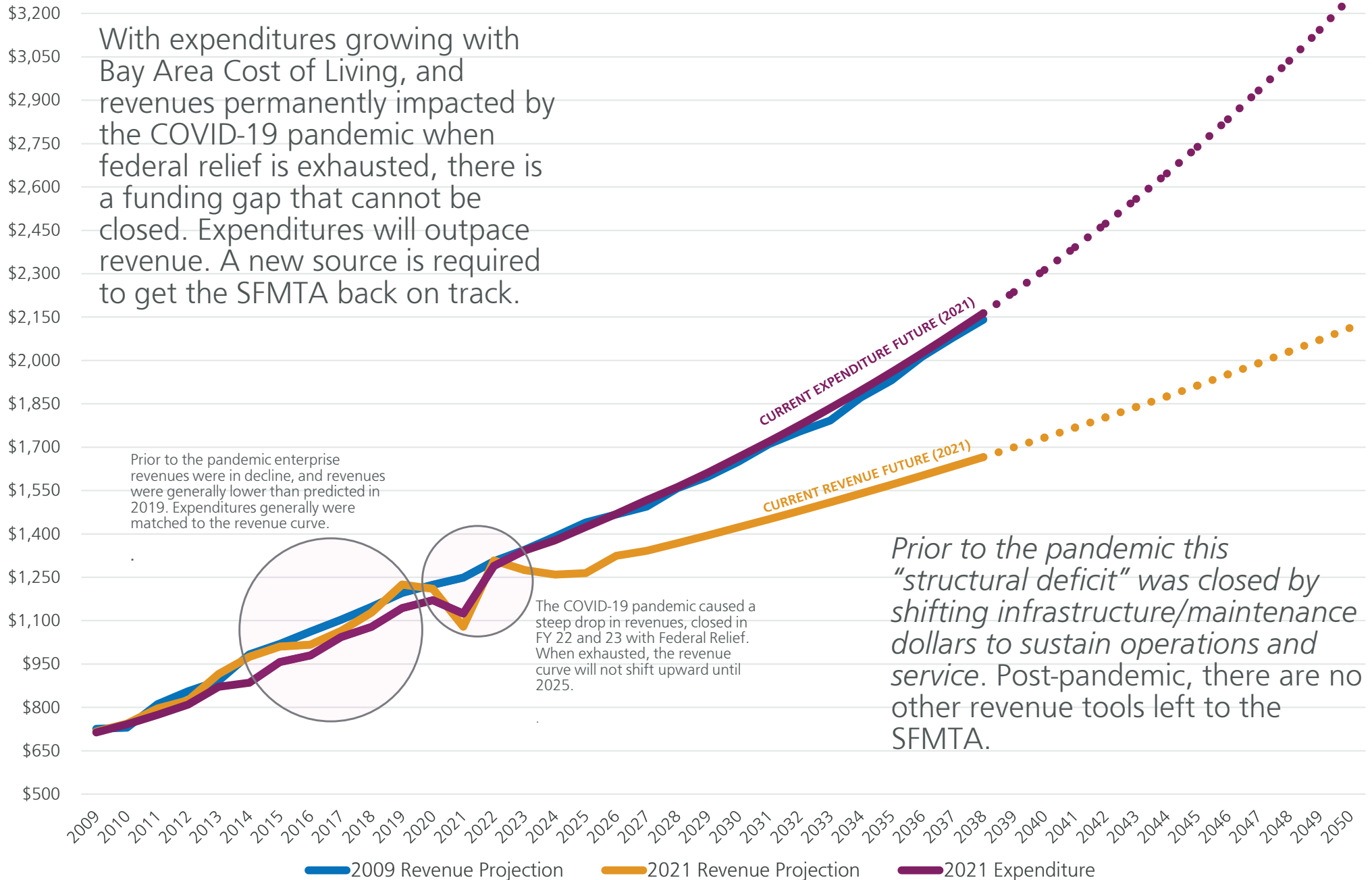
Reference: [2020 SFMTA State of Good Repair Report](#)



SFMTA Operating Revenues vs. Expenditure Projection 2009 vs 2021

129

in \$millions



Informed by ConnectSF and various other planning efforts we completed an update of the City's transportation needs.

August 2021

<https://www.sfmta.com/projects/transportation-2050>

Overview



Transportation 2050 – Needs and Gaps

The SFMTA took the **vision of ConnectSF** and the capital needs in the agency's capital plan and looked at operational and capital needs for **the next 30-years**.



Reference: [Transportation 2050](#)

Transportation 2050 programmatic objectives reflect system and community needs.



INVESTING EQUITABLY



Fast and Convenient Transit

1. Create a Five-Minute Network
2. Expand the rail network



More Repairs and Maintenance

1. Make the transportation system work
2. Modernize the rail and subway system



Improving Safety and Access

1. Make streets safer
2. Make the transportation system universally accessible

The below reflects both *capital and operating needs* over the next 30-years.



\$111.3B

What the vision will
require us to spend over
30-years

\$63.4B

We will spend over the
next 30-years

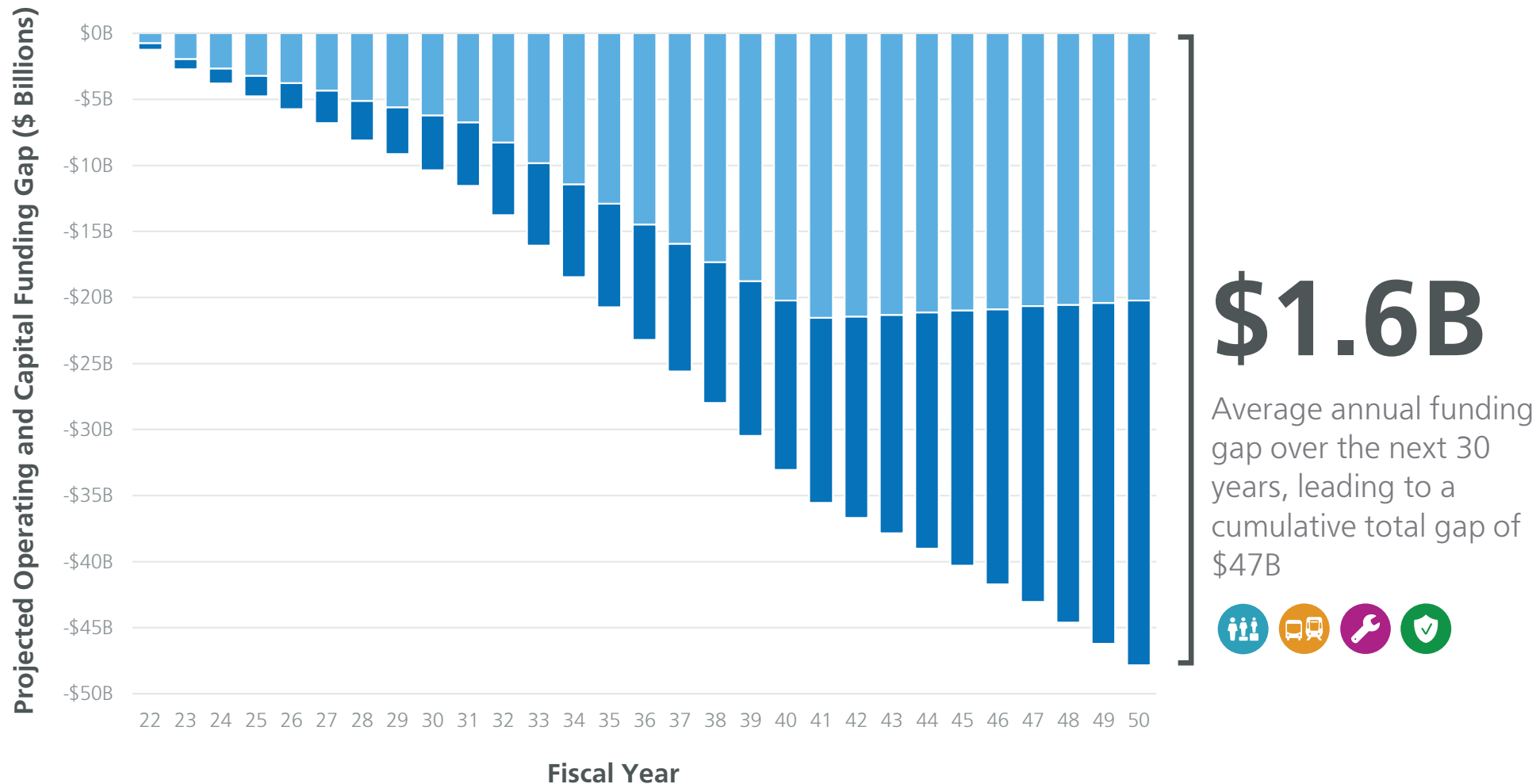
57% funded

(\$47.8B)

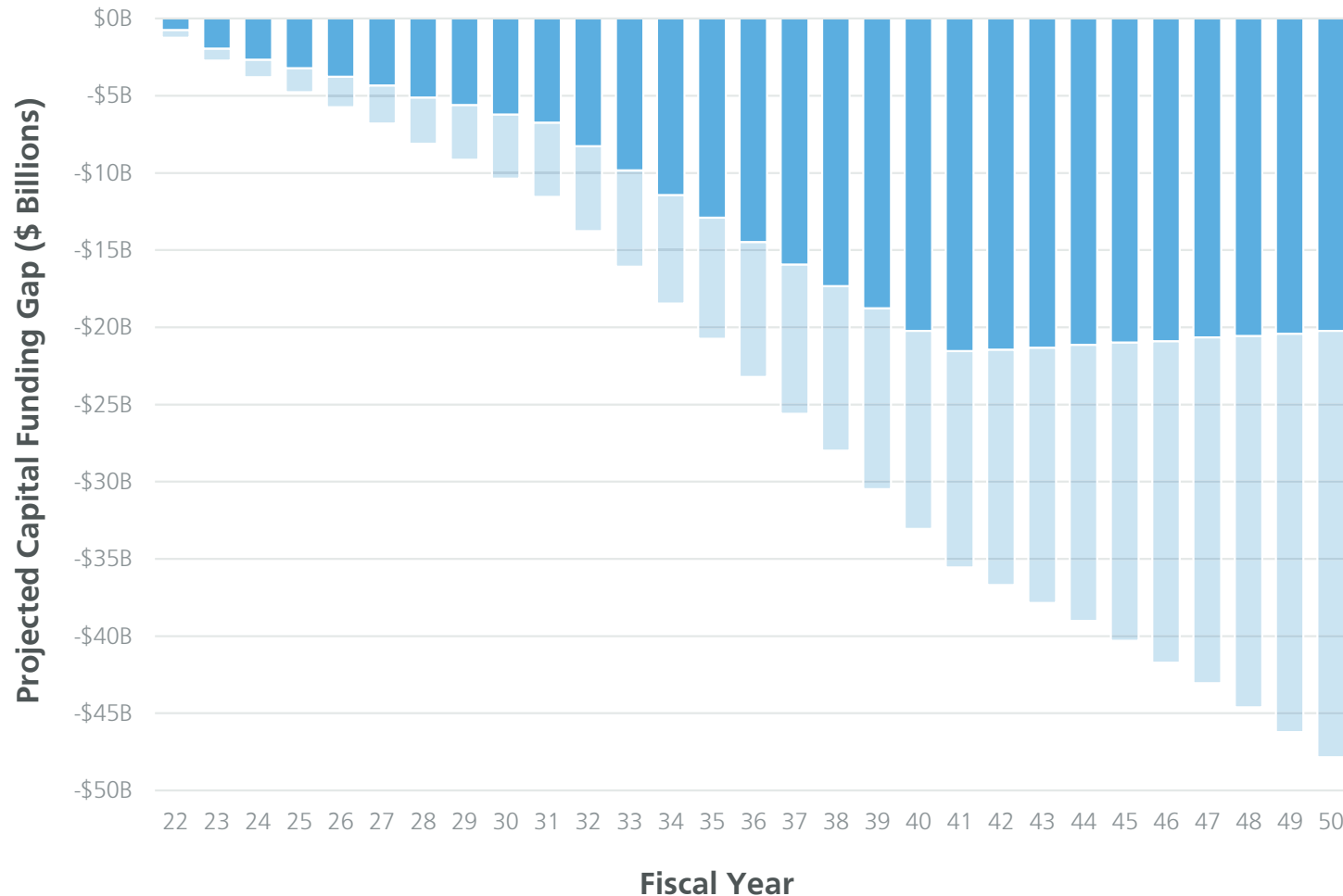
T2050 Funding Gap
Cumulative total over 30-years

43% funding gap

Capital and Operating Gaps are growing over time, we have completed a year-by-year analysis.



Capital Needs grow, but eventually flatten out *if* the infrastructure replacement backlog is closed.



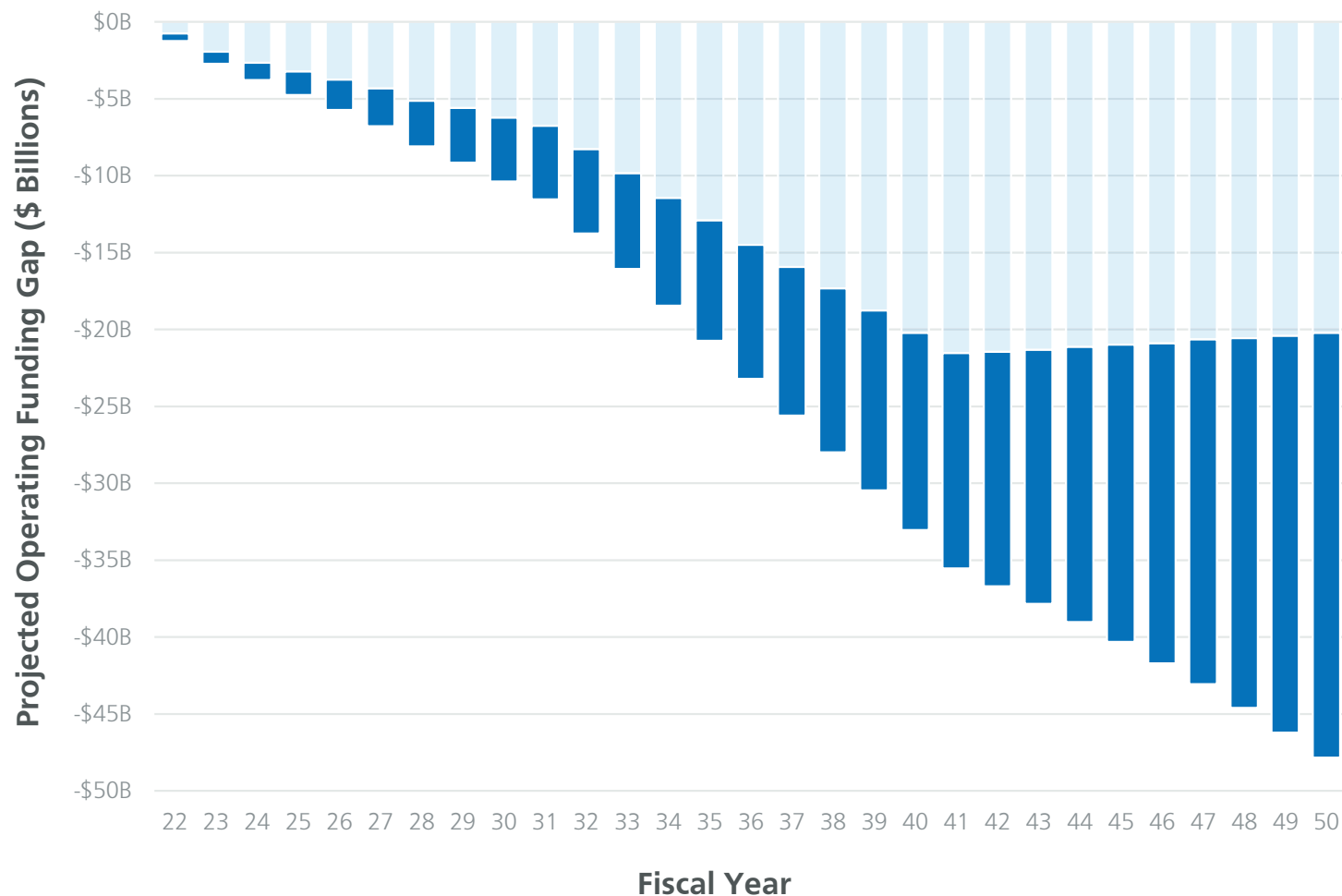
\$674M

Average Annual Capital Funding Gap

To keep the system running smoothly and expand it based on your priorities



Operating needs grow with the cost of living and as infrastructure is expanded.



\$921M

**Average Annual
Operating
Funding Gap**

To run trains and buses in
line with your priorities



When looking at a 30-year window, the gap for capital is \$20 billion.



**INVESTING
EQUITABLY**



**Fast and
Convenient
Transit**



**More Repairs
and
Maintenance**



**Improving
Safety
and Access**

\$35.4B

What the vision will
require us to spend over
30-years

\$15.2B

We will spend over the
next 30-years

43% funded

(\$20.2B)

T2050 Funding Gap
Cumulative total over 30-years
57% funding gap

For 10-years of capital/infrastructure we have refined our estimates to a year-by-year model.



INVESTING EQUITABLY



Fast and
Convenient
Transit



More Repairs
and
Maintenance



Improving
Safety
and Access

\$10.6B

What the vision will
require us to spend over
10-years

\$4.3B

We will spend over the
next 10-years (all sources).

41% funded

(\$6.3B)

T2050 Funding Gap
Cumulative total over 10-years
59% funding gap

A photograph of two people walking across a crosswalk on a city street. The person on the left is carrying a child. The person on the right is wearing a plaid shirt. The background shows a fence and some urban infrastructure. The entire image has a green tint.

2014 Transportation and Road Improvement Bond



Improved Transit

MUNI FORWARD

- **Improving reliability:** Over 60 miles of reliability improvements, including transit-only lanes, bus bulbs and traffic signal priority
- **Creating a Rapid Network:** More Rapid bus lines and expanded frequency serving nearly 70% of all Muni customers

Safer Streets



- Protect people walking with **targeted safety improvements**, includes the 13% of streets where 75% of fatal injuries occur
- **Build bicycle network** upgrades; creating a safer, more well-defined bicycle network to reduce conflict and improve safety for all users

2014 Transportation Bond



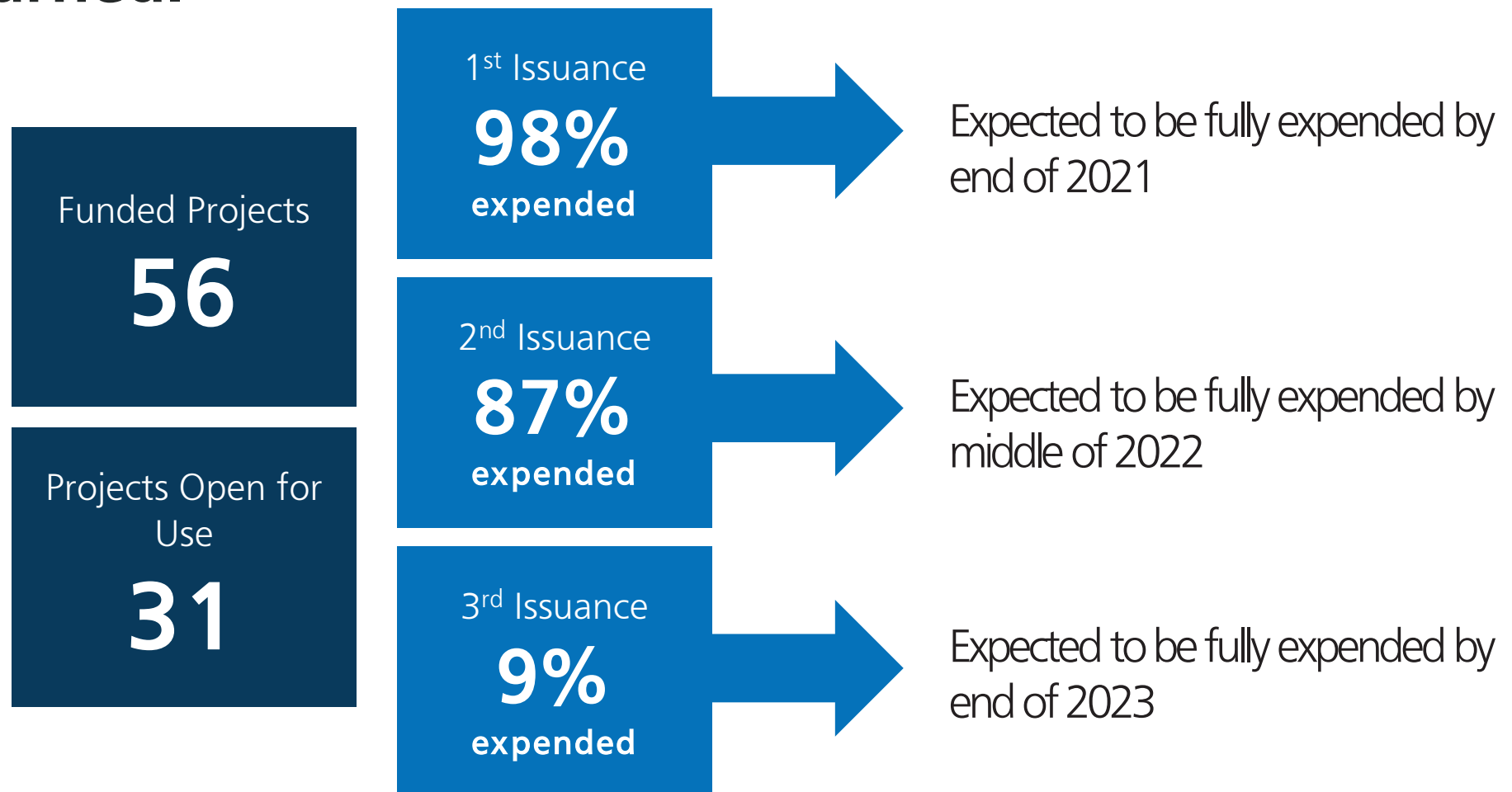
Program Summary

Total Bond
(in millions)

Improved Transit	Faster, More Reliable Transit	\$191
	Accessibility Improvements	\$30
	Muni Facility Upgrades	\$70
	Major Transit Corridor Improvements	\$28
	Caltrain Upgrades	\$39
Safer Streets	Pedestrian Safety Improvements	\$68
	Traffic Signal Improvements	\$22
	Complete Streets Improvements	\$52
Total		\$500



Performance and project delivery have been improving throughout the Bond based on lessons learned.





Significant lessons learned occurred during the implementation of the bond to improve project delivery.

2016

Internal process assessment
Project Delivery Framework

2017

Establishment of a
Project Management Office (PMO)

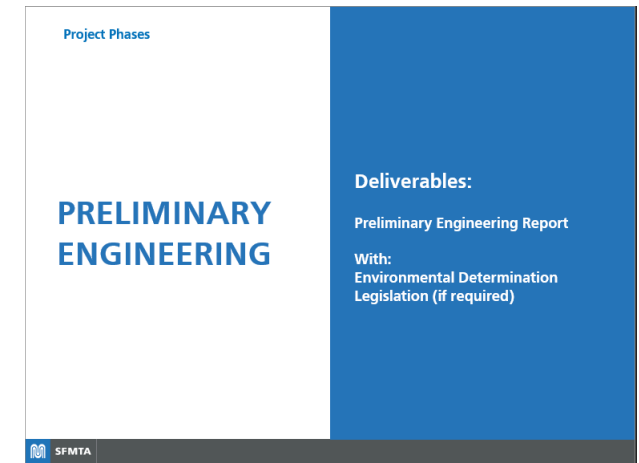
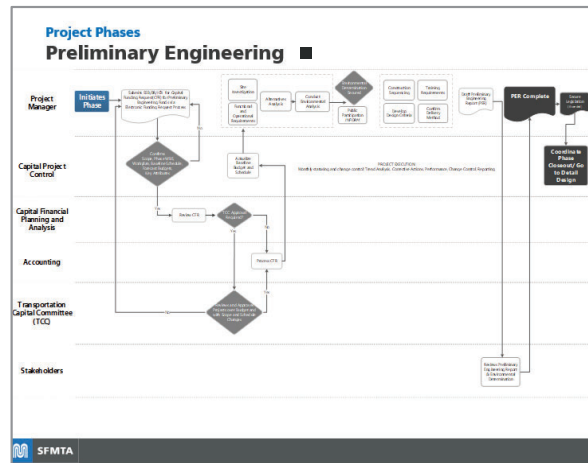
2018

Phasing
Cost Estimating

The result is an organizational mindset that focuses on investing in the workforce and **constant improvement** through lessons learned.



A core recommendation of the Project Delivery Framework was to map out standards for the project delivery process.



This work allows for **constant review, and refinement**, as certain processes need adjustment or additional controls need to be put in place.

■

2014 Transportation Bond



The agency is also focused on managing cost using improved tools.

A review of prior actual costs was completed to develop a new cost estimate template, requiring detailed hard costs, adding a tool for multi-year escalation and including new project cost needs such as bus substitution and construction mitigation (if required).

STANDARD COST ESTIMATE
 Project: Enter Name Here

ITEM #	ITEM	QTY	UNIT	UNIT COST	TOTAL
1			each	\$ -	\$ -
2				\$ -	\$ -
3				\$ -	\$ -
4				\$ -	\$ -
5				\$ -	\$ -
6				\$ -	\$ -
7				\$ -	\$ -
Subtotal:					\$0
CON Escalation %:				5%	
Subtotal (X):					\$0

		ESTIMATED COST
Base Cost & Contingency		
Estimated Contract Costs	X =	\$0
Design Contingency	2% of X =	\$0
Construction Contingency	15% of X =	\$0
Project Contingency	10% of X =	\$0
Project Management	2% of X =	\$0
Subtotal:		\$0
Planning		
Public Outreach	0.05% of X =	\$0
Architecture/Engineering	1% of X =	\$0
Engineering Services	1% of X =	\$0
Project Management	1.25% of X =	\$0
Subtotal:		\$0
Preliminary Engineering		
Architecture/Engineering	20% of X =	\$0
Geotech/Surveys	1% of X =	\$0
Environmental Services	1.25% of X =	\$0
Project Management	3% of X =	\$0
Subtotal:		\$0
Detailed Design		
License, Permit & Plan Check	1.75% of X =	\$0
Commissioning/Energy Modeling	0.50% of X =	\$0
Architecture/Engineering	12.5% of X =	\$0
Project Management	1.25% of X =	\$0
Subtotal:		\$0
Contracting/Construction Management		
Contracting Costs (City Atty, Con	0.05% of X =	\$0
Transit Support (Bus, Field, Insp	10% of X =	\$0
Engineering Support	3% of X =	\$0
CM and Inspection Services	12% of X =	\$0
Construction Mitigation	1% of X =	\$0
Project Management	1.25% of X =	\$0
Subtotal:		\$0
TOTAL PROJECT COST (Z):		\$0



L Taraval

West of Sunset Blvd segment is nearing completion. Sunset Blvd to West Portal will issue Notice to Proceed this summer. Substantial completion scheduled for Fall 2023.

Improvements:

- Rail track overhead line replacement
- Water and sewer line replacement
- Surface repaving
- Curb ramp upgrades
- Concrete boarding islands and pedestrian bulbs
- Traffic signals
- New trees and landscaping



2014 Transportation Bond Successes



22 Fillmore (16th Street)

East of Potrero segment complete,
22 Bus now operating to Mission Bay.
Construction west of Potrero to begin in
early 2022.

Key Highlights:

- Transit Only Lanes
- Accessible Pedestrian Signals and Visible Crosswalks
- New Bus Shelters and Boarding Islands
- Bus Bulbs for Easier/Safer Boarding
- Bus Priority Traffic Signals
- New Trees and Streetscape Improvements





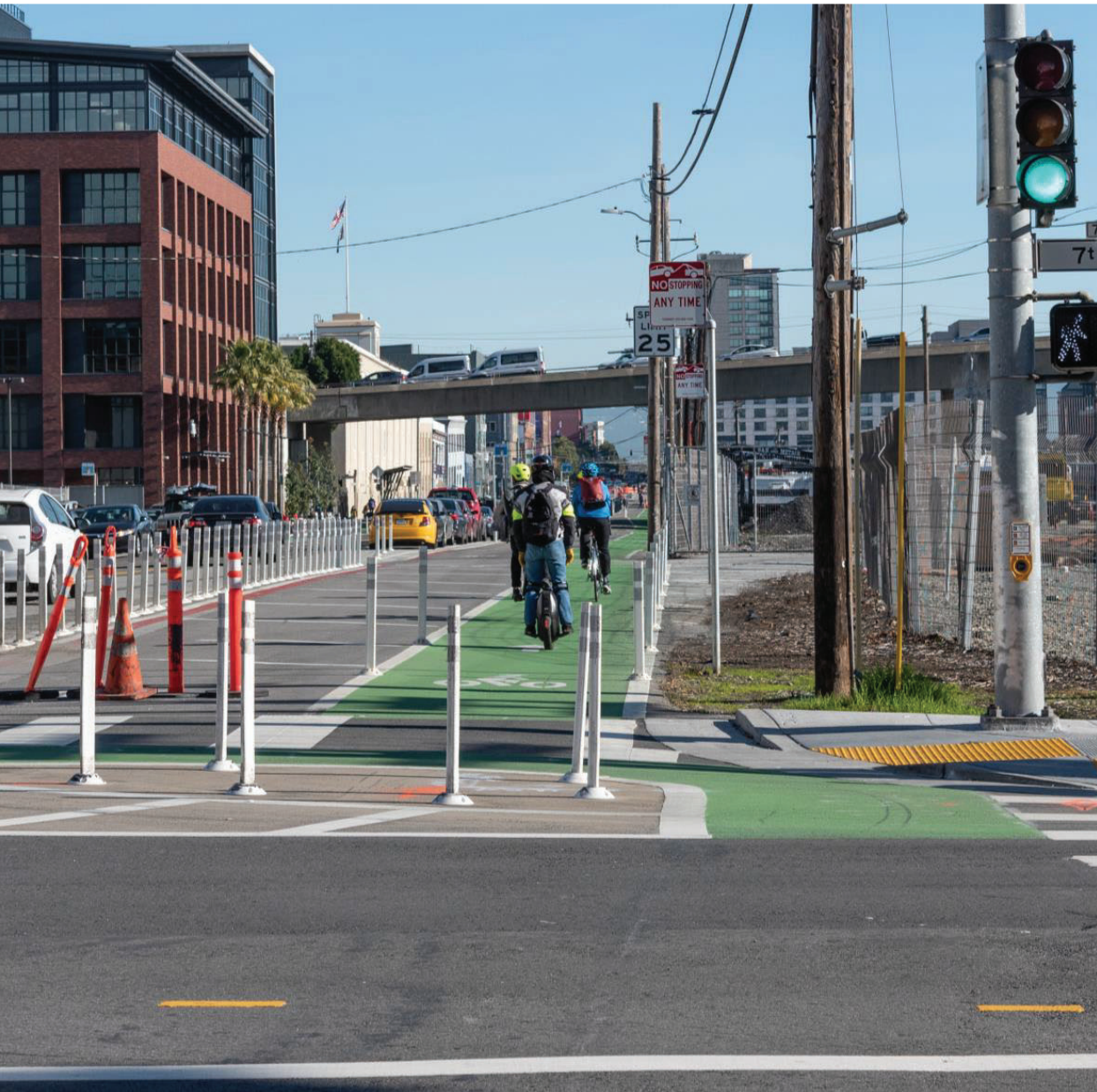
28 19th Avenue

Construction is split into four segments. Currently working on the first segment from Lincoln to Noriega: contractors currently focused on sewer and water utility work. The next segment, from Noriega to Taraval, is estimated to start late summer/early fall.

Key Highlights:

- Transit priority and pedestrian safety improvements
- New transit bulbs at 13 intersections
- New pedestrian bulbs at 19 intersections

2014 Transportation Bond Successes



7th & 8th St South of Folsom Streetscape

Bicycle and pedestrian improvements along 7th and 8th Streets between Harrison Street and Market Street:

- Aligned with the Eastern Neighborhoods Transportation Implementation Planning Study
- Includes a new concrete buffered bike lane, concrete boarding islands, sidewalk bulbs
- New striping and safe hit posts



Safer Streets

Pedestrian Countdown Signals (PCS) added to 15 High Injury Corridors. Installation of audible pedestrian signals at 12 intersections on Potrero Avenue between 17th Street and 25th Street.

- New or improved signals at more than 28 high-injury network intersections
- Curb bulbs at 19 high-injury network intersections
- Construction of Geary Boulevard Pedestrian Improvements
- Additional pedestrian safety improvements coordinated with Muni Forward



Through the 2014 GO Bond, we invested heavily in the reliability and the safety of the transportation system.

Now, we must invest in the core infrastructure to make sure it works, while continuing to make improvements to safety and reliability.

A photograph of two workers in a factory or workshop setting. The worker on the left is a man with a ponytail, wearing a light-colored t-shirt. The worker on the right is a man with short dark hair, wearing a dark jacket with a name tag and a logo. They are both looking down at a large mechanical component on a workbench. The background shows various tools and equipment on shelves.

2022 Muni Reliability and Street Safety Improvement Bond

Improvement



Reliability



Safety



153



What does this GO Bond mean for you?



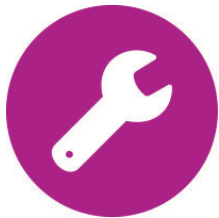
EQUITY

- Affordable travel options
- Improved safety and health in underserved neighborhoods by reducing carbon emissions, slowing vehicle speeds, and dramatically improving bicycle and pedestrian infrastructure
- Increased access to good local jobs with reduced travel times
- Enhanced public transit service in underserved neighborhoods



FAST AND CONVENIENT TRANSIT

- Faster, more convenient public transit connections to destinations across the city and to regional public transit
- Less waiting for the train or bus and fewer delays when you're on board
- A more comfortable public transit ride, with less crowding



MORE REPAIRS AND MAINTENANCE

- Safer intersections with more visible signals for people driving
- Easier street crossings with new curb ramps and pedestrian countdown signals
- More reliable transit service using infrastructure and systems that are in good repair



IMPROVING SAFETY AND ACCESS

- Intersection improvements that increase accessibility for people with disabilities
- Improved loading access for business and residences
- Fewer collisions, fatalities, and injuries on our streets

2022 Muni Reliability and Street Safety Improvement Bond



Make the Transportation System Work Better Repair, upgrade, and maintain aging facilities and equipment

Program Summary

To speed up Muni repairs and maintenance and keep public transit moving, we will repair, renovate, and modernize SFMTA bus yards, facilities, and equipment through the agency's Building Progress program.

Project Prioritization Criteria

Equity

Access

Safety

\$250M

Why is this program important?

Efficient and timely repairs to buses and trains increases Muni's reliability and saves the SFMTA money.

Larger yards provide needed space for a growing Muni fleet.

Improved working conditions for frontline staff give them modern tools and space to efficiently do their jobs in earthquake-ready facilities.

SFMTA is working towards a 100% zero-emission fleet as part of its leadership in confronting climate change. Renovated yards will support the electric vehicle charging infrastructure needed to achieve a zero-emissions fleet.



Make the Transportation System Work Better Muni Network Improvements

Program Summary

Muni Network Improvements consist of smart traffic signals, wider sidewalks and bus bulbs, and dedicated transit lanes to reduce travel times and keep buses and rail moving.

Project Prioritization Criteria

Ridership

Service Frequency

Equity

Network Connectivity

\$32M

Why is this program important?

Improvements will go to routes that carry 80% of Muni riders including passengers who depend most on public transportation.

Improvements will go to routes that have shown crowding during peak hours in winter of 2020.

Transit priority improvements have demonstrated 10-25% travel time savings in past projects. Collectively, these improvements support a more reliable bus and rail network.

Freeing buses from traffic allows Muni to serve more people with less resources. These savings can be reinvested in the system.

2022 Muni Reliability and Street Safety Improvement Bond



Make the Transportation System Work Better
Muni Rail Modernization, primarily upgrading the train control system.

Program Summary

Modernize systems that are key for operating the transit system. Replacing the aging train control system, wayside signals, switch machines, and supporting guideway infrastructure.

Project Prioritization Criteria

Ridership

Service Frequency

Equity

Network Connectivity

\$32M

Why is this program important?

Modernized train management leads to more efficient operations and reduces bunches and gaps between trains.

New train communications systems allows for longer trains, reduced crowding, and capacity for future growth.

The current aging train control system is frequently responsible for slowdowns in the Market Street Subway, upgrading this system would make the schedule more dependable and travel times more consistent.

The new train control system will complement Muni's new light rail fleet to optimize the riding experience for Muni patrons.



Improve Street Safety and Traffic Flow Traffic Signal and Street Crossing Improvements in Equity Neighborhoods

Program Summary

Traffic signal upgrades improve safety and visibility at intersections and other places where people may be crossing the street.

Project Prioritization Criteria

Equity

Collision History

Traffic Volumes

Multiple Mode Benefits

\$32M

Why is this program important?

Signal upgrades make intersections work for everyone, especially people with disabilities and other vulnerable road users.

Improvements will be made on the High Injury Network where a preponderance of traffic deaths and severe injuries are concentrated. Streets in historically disadvantaged communities are almost twice as likely to be on the High Injury Network.

2022 Muni Reliability and Street Safety Improvement Bond



Improve Street Safety and Traffic Flow On-Street Improvements

Program Summary

Redesigning major corridors of the public right of way enhances the quality and use of public spaces, improves safety for all street users, improves Muni access and service, and fixes critical aging transportation infrastructure.

Project Prioritization Criteria

Collision History

Equity Neighborhoods

Nearby Destinations

Community Requests

\$32M

Why is this program important?

This program will focus on quality-of-life improvements along key corridors by providing a better experience for residents, visitors, and workers who bike, walk, and take transit.

The program builds on near-term improvements designed to address collision and fatality trends to transform corridor street design and make safety improvement more permanent.

Multimodal enhancements will support increased housing density, affordability, and mobility.

Corridor improvements to support existing and new investment in commercial corridors.



Improve Street Safety and Traffic Flow Speed Management Program

Program Summary

Implement proven interventions to slow motor vehicle speeds and improve safety, such as application-based residential traffic calming, lowered speed limits along neighborhood corridors, and speed radar signs to improve driver awareness.

Project Prioritization Criteria

Collision History

Equity Neighborhoods

Nearby Destinations

Community Requests

\$22M

Why is this program important?

Every year in San Francisco, about 30 people lose their lives and over 500 more are seriously injured while traveling on city streets.

The higher the speed of a crash, the higher the chances are that someone will be killed or seriously injured.

This program invests in street design that supports slower speeds to protect lives.

2022 Muni Reliability and Street Safety Improvement Bond



BOND COMPONENT	BUDGET
Make the Transportation System Work Better	
Speed up Muni repairs and keep public transit moving by repairing, upgrading, and maintaining aging facilities and equipment	\$250 million
Enable faster, more reliable, and more frequent Muni service by improving public transit infrastructure	\$32 million
Increase subway capacity, reduce delays, and deliver dependable, high-frequency transit by modernizing the Muni train control system	\$32 million
Improve Street Safety and Traffic Flow	
Improve safety and visibility at intersections by upgrading traffic signals, signage, and crossings	\$32 million
Strengthen walking, bicycling, and Muni connections along major corridors by redesigning streets and sidewalks	\$32 million
Slow speeds and reduce crashes by implementing proven traffic calming and speed reduction tools	\$22 million
TOTAL	\$400 million



Source	Benefits	Short Term \$/yr	Long Term \$/yr
Transportation Special Tax	Dedicated tax for transportation, providing a predictable stable source for transit service and maintenance. May be bonded against for near-term capital infrastructure investment, reducing long term maintenance.	\$50 m/yr	\$60-70 m/yr
Parking Tax	Increase existing San Francisco Parking Tax with opportunities to reform or modify for transportation infrastructure, transit service and maintenance.	\$20 m/yr	Declining
CCSF General Obligation Bond Program	The SFMTA as part of the City GO Bond Program has allowed for critical infrastructure investment, safety improvements and transit reliability investments – reducing the cost of operations and long-term maintenance.	\$40 m/yr	\$50 m/yr
Federal Grants	The current proposed bi-partisan Infrastructure Bill provides opportunities for increased Federal support for up to 5-years for transportation infrastructure and maintenance campaigns.	\$35 m/yr	\$40 m/yr
State Grants	The current State budget designates significant additional dollars to transportation available through grants for transportation infrastructure.	\$7 m/yr	Unknown
Development Revenue	Development of SFMTA properties provide significant long-term opportunities to produce revenues that can go directly toward transportation infrastructure, transit service and maintenance.	\$5 m/yr	\$25-35 m/yr

Next Steps



Transportation 2050 will require numerous funding initiatives over time.

June 2022

Muni Reliability and Street Safety Improvement General Obligation Bond

\$400 million

June 2022

San Francisco Transportation Sales-Tax Reauthorization
(led by SFCTA)

\$2.38 billion
(over 30-years)

Future

Transportation Special Tax for Operations and Maintenance

\$50 – 100 million
(annual amount)

We will also.

Aggressively pursue federal and state grants and funding sources

Work to raise operating revenues through proactive development and policy initiatives



Thank You.

San Francisco

TRANSPORTATION 2050



Agenda Item 8.

Public Comment



San Francisco
County Transportation
Authority

November 4, 2021

Public Comment

Please raise your hand:

Computer: press REACTIONS, and
choose Raise Hand

Phone: dial *9

Once called on, unmute yourself:

Computer: choose UNMUTE

Phone: dial *6



San Francisco
County Transportation
Authority

Agenda Item 9.

Adjournment



San Francisco
County Transportation
Authority

November 4, 2021