



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, November 16, 2021; 10:00 a.m.

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2492 300 8482 # #

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

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

Clerk: Britney Milton

Remote Access to Information and Participation:

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

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

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|--|-------------|
| 1. Roll Call | |
| 2. [Final Approval on First Appearance] Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) - ACTION* | 5 |



3. Chair's Report - **INFORMATION**
4. Executive Director's Report - **INFORMATION***
5. Approve the Minutes of the October 26, 2021 Meeting - **ACTION*** 9
- Consent Agenda**
6. **[Final Approval]** Execute Contract Renewals and Options for Various Annual Professional Services in an Amount Not to Exceed \$725,000 Contracts - **ACTION*** 13
 Contracts: On-call Legal Counsel Services: Meyers Nave; Nossaman LLP; and Wendel Rosen LLP (\$325,000). Computer Network and Maintenance Services: SPTJ Consulting, Inc. (\$300,000). On-call Strategic Communications, Media, and Community Relations Professional Services: Civic Edge Consulting and Convey, Inc. (\$100,000)
- End of Consent Agenda**
7. State and Federal Legislation Update - **INFORMATION*** 23
8. Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs - **ACTION*** 35
9. Allocate \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$320,000 in Prop K funds for Four Requests - **ACTION*** 81
 Projects: Prop K - SFMTA: Bus Transit Signal Priority (\$1,350,883), Mission/Geneva Safety (\$1,391,000). SFPW: Mission and Geneva Pavement Reconstruction (\$1,093,827). SFCTA: Ocean Avenue Action Plan [NTIP Planning] (\$275,000). Prop AA - SFPW: Mission and Geneva Pavement Reconstruction (\$4,794,258).
10. Amend the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds - **ACTION*** 91
11. San Francisco Municipal Transportation Agency Transit Recovery Update - **INFORMATION*** 111
- Other Items**
12. Introduction of New Items - **INFORMATION**
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
13. Public Comment
14. Adjournment

*Additional Materials

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



**San Francisco
County Transportation
Authority**

Board Meeting Agenda

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26. Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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

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

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

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

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

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

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

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



including physical distancing and other social distancing measures; and

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

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

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

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



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

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

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DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, October 26, 2021

1. Roll Call

Chair Mandelman called the meeting to order at 10:02 a.m.

Present at Roll Call: Commissioners Chan, Haney, Mar, Mandelman, Melgar, Preston, Peskin, Ronen, Safai, Stefani, and Walton (11)

Absent at Roll Call: Commissioner (0)

2. Chair's Report - INFORMATION*

Chair Mandelman reported that in the month of October, they celebrated the completion of two great projects with city agencies and community members in Japantown and the Fisherman's Wharf area. He continued by congratulating the San Francisco Municipal Transportation Agency (SFMTA) for delivering the first phase of Geary bus rapid transit project via the Geary Rapid Project. He said the Geary Rapid Project made transit faster and more reliable by adding dedicated red side bus lanes, signal priority and a dozen bus bulbs on one of San Francisco's busiest transit corridors. Chair Mandelman added that the project also brought much-needed safety improvements along this high-injury corridor, including new crosswalks at Buchanan and Webster Streets, reconnecting Japantown with the Fillmore and Western Addition, which were historically divided by the construction of the Geary Expressway in the late 60's. He said that the Transportation Authority led environmental planning for the project and provided over \$13 million to fund the project and he was very pleased that the SFMTA delivered the project on-time and on-budget, and he hoped that trend would continue as the project progressed westward to the Richmond, in phase 2.

Chair Mandelman also congratulated San Francisco Public Works on their opening of Jefferson Street Phase 2. He shared that the project included three blocks of streetscape improvements between Powell and Jones Streets, completing the design developed from the 2010 Fisherman's Wharf Public Realm Plan. He added that it featured widened sidewalks, pedestrian-scale lighting, new landscaping, and public seating, and the project would improve pedestrian safety along a street that sees more than 60,000 pedestrians per day on a typical summer weekend. With Vice Chair Peskin's support, he said, the Transportation Authority was a significant contributor to the project, providing \$8 million or approximately half of the funding to complete the work, with sales tax and state gas tax funds that the agency programs.

With respect to Plan Bay Area (PBA) 2050, Chair Mandelman shared that the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) adopted PBA 2050 as the region's long-range transportation and land-use plan the week prior. He acknowledged that it was not an easy process, and thanked representatives on both bodies including Commissioners Ronen and Mar,



and the Transportation Authority staff for helping to ensure all of their priorities were included in the plan. He added that as they wrote in a joint letter with Mayor Breed, they looked forward to working with both agencies and colleagues around the Bay Area to advance regional rail, fund transit core capacity needs at Muni, BART and Caltrain, and improve equitable housing and transportation policies in the region. Chair Mandelman continued saying that as part of the next focus on implementation, they appreciated MTC staff's recommendation to allocate \$30 million in federal transit covid relief funds to SFMTA to support restoration of Muni service. He thanked Commissioner Ronen for advocating for this important investment in equitable access at the MTC.

Lastly, Chair Mandelman, took a moment to remember Becky Hogue, a long time Treasure Island resident and former Transportation Authority Community Advisory Committee member representing District 6 who had recently passed away. He shared that Becky was always highly involved in her community, working on accessibility issues citywide, serving on the Pedestrian Safety Advisory Committee including as its Chair, and later focused on Treasure Island, where she lived for many years and served on the Treasure Island Development Authority (TIDA)'s Community Advisory Board. He closed by saying that they would remember Becky fondly for her legacy of community service.

There was no public comment.

3. Executive Director's Report - INFORMATION*

Tilly Chang, Executive Director, presented the item.

There was no public comment.

4. Approve the Minutes of the October 19, 2021 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioner (0)

Consent Agenda

5. [Final Approval] Allocate \$985,700 in Prop K Funds and \$220,000 in Prop AA Funds, with Conditions, and Appropriate \$100,000 in Prop K funds for Four Requests - ACTION

6. [Final Approval] Approve San Francisco's Program of Projects for the 2022 Regional Transportation Improvement Program - ACTION

7. [Final Approval] Approve the 2022 Prop AA Vehicle Registration Fee Strategic Plan Policies and Screening and Prioritization Criteria and Amend the 2017 Prop AA Strategic Plan - ACTION

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



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

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

Absent: Commissioner (0)

End of Consent Agenda

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

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

There was no public comment.

Commissioner Melgar moved to approve the item, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioner (0)

9. Progress Update on the Caltrain 22nd Street Station Access Study and the San Francisco Planning Department Southeast Rail Station Study - INFORMATION

Jesse Koehler, Rail Program Manager, introduced the item and presenters. Anthony Simmons, Director of Systemwide Planning with Caltrain, and Anna Harvey, Rail Program Manager with San Francisco Planning Department presented the item.

Commissioner Walton thanked the Transportation Authority staff for conducting the 22nd Street Station Access Study. He said he understands that it will be a very expensive endeavor, but the station has been operating too long without being Americans with Disabilities Act (ADA) accessible.

Commissioner Walton also thanked the Planning Department staff for their work on additional Caltrain stations in the southeast sector of San Francisco, and said is looking forward to advancing the recommendations and getting this work done.

During public comment, with respect to the Southeast Rail Station Study Roland Lebrun suggested that it wasn't a question of either Cesar Chavez or a Mariposa station but should be both. However, he continued to say that the Mariposa station should be relocated to 7th street between 16th and Townsend, at which point the Transbay Joint Powers Authority's proposal for a 4th and Townsend station becomes redundant. With respect to phasing, Mr. Lebrun said that the 22nd street station will continue to have service as long as Caltrain provides service to the 4th and King station.

10. 101 Mobility Action Plan Update - INFORMATION

Aliza Paz, Senior Transportation Planner, presented the item.

There was no public comment.



Other Items

11. Introduction of New Items - INFORMATION

There were no new items introduced.

12. Public Comment

During public comment Roland Lebrun thanked the Transportation Authority and MTC for allowing public participation at the Downtown Extension Executive Steering Committee meeting. He however shared his frustration stating that TJPA does not share or post the recordings from the meetings and suggested that Transportation Authority or MTC staff take over hosting their future meetings.

13. Adjournment

The meeting was adjourned at 10:57 a.m.



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

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

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

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

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

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

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



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

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

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

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

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

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

WHEREAS, The Transportation Authority forecast continuous need for



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

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

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

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

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

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

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

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



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

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

Attachment:

- Attachment 1 - Proposed Professional Services Expenditures

**Attachment 1:
Proposed Professional Services Expenditures**

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



Memorandum

AGENDA ITEM 6

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

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

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



DISCUSSION

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

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



FINANCIAL IMPACT

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

CAC POSITION

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

SUPPLEMENTAL MATERIALS

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

Attachment 2

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

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

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

Attachment 2

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

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

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



Memorandum

AGENDA ITEM 7

DATE: November 10, 2021
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 11/16/2021 Board Meeting: State and Federal Legislation Update

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

There has been significant state and federal legislative activity since the last Transportation Authority staff update, including the passage of the approximately \$1 trillion federal Infrastructure Investment and Jobs Act (IIJA), which is currently awaiting signature by President Biden pending the resolution of discussion over the federal reconciliation package (Build Back Better). This historic investment will provide \$632 million over five years, including a significant increase in transit formula funds for the Bay Area and over \$100 billion in new competitive grant programs for transit, bridges, active transportation, and electrification infrastructure. At the state level, negotiations between the Legislature and Governor Newsom about the use of state budget surplus funds for transportation projects throughout the state. We are working with the Metropolitan Transportation Commission (MTC) to advance Bay Area transportation priorities for any available new funding. MTC's summary of the IIJA bill can be found in Attachment 1 and their summary of the ongoing state budget discussions can be found in Attachment 2. Attachment 3 includes a draft letter from MTC to Governor Newsom outlining Bay Area priorities for surplus funds. At the meeting, staff will highlight the potential impact of these legislative efforts for San Francisco and seek feedback from Commissioners.

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

BACKGROUND

San Francisco's transportation system relies on state and federal funding to delivery critical transit and roadway projects, including both expansion and state of good repair projects.



These sources are also key to advancing the region's Sustainable Communities Strategy, known as Plan Bay Area 2050, which the MTC and Association of Bay Area Governments approved in October. The IIJA bill, Build Back Better, and the potential state general fund revenues represent unique opportunities to leverage Proposition K sales tax revenues and other sources to deliver San Francisco's transportation priorities. The passage of the IIJA bill is incredibly significant as it will boost the total amount of federal transportation funding and will guide federal investment policies for at least the next five years.

DISCUSSION

Federal IIJA and Reconciliation Package. On November 5, the House passed the IIJA, teeing it up to go to the President's desk for signature. The IIJA bill would invest nearly \$1 trillion in transportation, water, broadband, and power infrastructure as well as resilience investments. Transportation infrastructure is by far the largest component of the bill, which combines a roughly \$475 billion five-year surface transportation reauthorization (a 56 percent increase above Congress's last five-year transportation bill) with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen federal grant programs over five years. Attachment 1 provides a high-level summary of the IIJA that was prepared by MTC staff.

The deal to advance this historic bill is politically tied to the nearly \$2 trillion Build Back Better and was accompanied by a commitment from House Democrats (progressives and moderates) to advance the Build Back Better bill out of the House by no later than November 15th. While the Build Back Better bill primarily contains spending for social programs, it also includes about \$20 billion for transit programs and additional investments in clean energy and programs to combat climate change and increase infrastructure resiliency.

State Budget Surplus. California's Fiscal Year (FY) 2021/22 State Budget was enacted in July and included \$3.4 billion from the General Fund surplus for public transit, active transportation, grade crossings and climate adaptation, with the caveat that the funding would be subject to agreement between the Legislature and the Governor primarily with regard to spending for the California High Speed Rail project. No agreement was reached by the October 9 deadline, so the \$3.4 billion reverted to the General Fund. However, there is continued interest from leadership in the Legislature in including General Fund support for local transit capital projects in particular, potentially through an early-action FY 2022/2023 budget action in the Spring. MTC staff's summary of latest developments, presented at its November 12 Legislation Committee meeting, is included as Attachment 2.

The MTC memo also discusses recent regional efforts to advance Bay Area interests in any future state transportation spending bill. We are supportive of this coordinated regional advocacy, which is key for the Bay Area to compete well for funding that is needed to advance implementation of Plan Bay Area 2050. We have been in ongoing discussions with MTC through the Bay Area County Transportation Agencies (BACTA) group, where we have advocated for the near-term funding needed to deliver San Francisco projects such as SFMTA Core Capacity, the Yerba Buena Island West Side Bridge Seismic Retrofit, elements of the Caltrain Downtown Extension projects. At its Legislation Committee meeting on November



12, MTC staff circulated a draft letter (see Attachment 3) to the Governor that was developed through conversations with the BACTA group, transit operator General Managers, and others, as well as in consultation with members of Bay Area legislative delegation and its own Commission leadership. We are working with staff to try to include specific project examples (from San Francisco and across the region) to the letter and are currently considering requesting additional COVID relief funding for transit operations to help further delay the financial cliff many are still facing once federal relief funding is fully expended.

At the Board meeting, staff will provide a more detailed overview of the elements of these programs that could most impact transportation funding for San Francisco and seek feedback to inform future advocacy efforts.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - MTC Summary of the Federal IIJA (distributed to the Bay Area Partnership Legislation Committee on November 8)
- Attachment 2 - MTC Update on State Budget Activity
- Attachment 3 - Draft Letter from MTC to Governor Newsom Regarding State Surplus Funding

Infrastructure Investment and Jobs Act Summary October 28, 2021

As early as this week, Congress is expected to pass the *Infrastructure Investment and Jobs Act*, or IJJA ([H.R. 3684](#)), a roughly \$1 trillion transportation, water, broadband and electric grid infrastructure bill that’s intended to deliver on a portion of President Biden’s jobs, climate and equity agenda. It is widely expected that the IJJA will be supplemented by a “Build Back Better” spending package expected to be slightly below \$2 trillion. A summary of the infrastructure bill follows.

The IJJA would invest nearly \$1 trillion in transportation, water, broadband, and power infrastructure as well as resilience investments. Of this amount, approximately \$550 billion would be *new* spending (the nearly \$1 trillion dollar amount reflects the cost to also maintain existing spending levels for certain infrastructure, including surface transportation and water). Total spending amounts by infrastructure category are detailed in the chart below.

Infrastructure Investment and Jobs Act Spending Categories (\$ in Billions)

Infrastructure Category	Funding Amount
Surface Transportation	\$639
<i>FAST Act Reauthorization</i>	<i>\$477</i>
<i>IJJ Act Stimulus (supplemental spending)</i>	<i>\$157</i>
<i>Electric & Low Emission School Buses</i>	<i>\$5</i>
Airports	\$25
Ports and Waterways	\$17
Water Infrastructure	\$91
Broadband	\$65
Power Infrastructure	\$65
Resilience, Western Water Storage and Environmental Remediation	\$71
Transportation Total	\$681
Other Infrastructure Total	\$292
Total	\$973

Source: MTC analysis of [H.R. 3684](#), Eno Transportation Weekly and White House Fact Sheet

Transportation - \$681 billion

Transportation infrastructure is by far the largest component of the infrastructure bill. Regarding surface transportation, the bill combines a roughly \$475 billion five-year surface transportation reauthorization—a 56 percent increase above Congress’s last five-year transportation bill, the Fixing America’s Surface Transportation (FAST) Act—with approximately \$157 billion in supplemental one-time stimulus funding to be distributed to more than two dozen grant programs over five years. We estimate that the bill would provide about \$4.5 billion in “guaranteed” funding for the Bay Area via the highway and transit formula funds that MTC distributes. We

also expect Bay Area projects to receive a share of the state’s \$4.25 billion in bridge repair funds and dedicated resources for zero emission vehicle charging and resilience projects. Attachment A provides a more detailed overview of the surface transportation provisions of the bill.

The most unprecedented element of the deal is in the scale of new discretionary grants that would be administered by the U.S. Department of Transportation (USDOT); the bill would authorize approximately \$140 billion in competitive grant funding that could help fund Bay Area surface transportation priorities). See page 3 of Attachment A for additional details on the discretionary grants.

The bill would also provide funding for airports, ports and waterways, as shown in the chart on Page 1.

Water Infrastructure

Water infrastructure would be funded at approximately \$91 billion and—similar to surface transportation—includes a reauthorization of drinking and wastewater funding (\$36 billion) and provides supplemental one-time stimulus funding to targeted programs. Nearly \$53 billion would be distributed through the existing drinking water and clean water state revolving loan funds (\$26.4 billion each) which provide grants to states for loans supporting water infrastructure and water quality improvement projects. An additional \$15 billion would be available for lead pipe replacement (to be administered through drinking water state revolving loan funds) and \$10 billion to address emerging pollutants. The remaining funding would be distributed through various other programs.

Broadband/High-Speed Internet

The IJA provides \$65 billion to help build out broadband infrastructure, assist states with developing and implementing digital equity plans, and to subsidize the cost of Internet service for low-income households. Of the funding, \$42.5 billion would be reserved for a U.S. Department of Commerce broadband buildout grant program for states. Each state would receive a minimum of \$100 million; remaining grant funding would be determined via a formula based on each state’s proportionate number of underserved and high-cost locations. Another significant component of the broadband proposal is a \$30/month voucher low-income families may use for Internet service (\$14.2 billion cost). This subsidy builds on the existing Emergency Broadband Benefit established during the pandemic, removing any sunset date for the benefit and expanding eligibility to more low-income households. An estimated 10.6 million Californians would be eligible for the benefit, according to a [White House fact sheet](#).

Power Infrastructure and Clean Energy

The IJA includes \$65 billion to upgrade power infrastructure and increase energy efficiency, creates a new Grid Deployment Authority, and invests in clean energy research and technology. Investments of interest include: \$5 billion in grants to states, grid operators, and other entities to harden the electric grid against extreme weather events, \$5 billion for demonstration projects aimed at hardening and enhancing grid resilience, \$3 billion for the [Smart Grid Investment Matching Grant Program](#) with expanded eligibilities to include improvements that increase flexibility in responding to natural disasters and fluctuating demand, \$8 billion to establish at least four regional clean hydrogen hubs, \$550 million for the Energy [Efficiency and](#)

Conservation Block Grant Program to support state and local governments in investing in energy efficiency and conservation projects and \$225 million for a Department of Energy competitive grant program for states or regional partnerships to update their building energy codes.

Resilience, Western Water Storage, Environmental Remediation

The bill would provide about \$71 billion for resilience, western water storage and remediation, including funding for wildfire resilience, flood mitigation, and ecosystem restoration. Regarding wildfires, the bill includes \$3.3 billion for wildfire risk reduction efforts, including controlled burns, community wildfire defense grants, and funds to boost federal firefighter salaries. The bill would additionally provide \$2 billion for federal ecological restoration projects to support fuel reduction. Other investments of interest:

- \$3.5 billion to supplement the Weatherization Assistance Program that reduces energy costs for low-income households¹
- \$1 billion is provided for the Federal Emergency Management Administration (FEMA)'s Building Resilient Infrastructure and Communities (BRIC) grants
- \$1 billion for a new grant program for states and local governments to develop and implement cybersecurity plans
- \$24 million for San Francisco Bay restoration (funds will go to EPA) and \$132 million for the National Estuary Program, of which **an estimated \$4.5 million would come directly to the San Francisco Estuary Partnership** over five years (\$900,000/year). This would more than double the Partnership's current annual federal funding of approximately \$700,000.
- \$17 billion for Army Corps of Engineers flood mitigation and waterways management planning and projects, including \$11.6 billion for construction (intended to support both unfunded projects in the Army Corps pipeline and new construction).²
- More than \$8 billion for water storage, recycling, and ecosystem restoration intended to help make California and other western states more resilient to drought
- \$1.2 billion over five years for brownfield remediation
- \$3.5 billion for superfund remediation

¹ Weatherization funding could also be categorized under "power infrastructure and clean energy" funding.

² Based on external infrastructure bill analyses, staff attributed Army Corps funding to the "resilience" category, though a portion of the \$17 billion most likely accounts for a significant amount of the "ports and waterways" funding listed in the chart on Page 1.

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

November 12, 2021

Agenda Item 4b

Bay Area Strategy for State Funding Opportunities

Subject:

Update on the latest developments related to transportation receiving additional funding from the state's General Fund surplus and efforts to develop a coordinated Bay Area transportation funding advocacy strategy.

Summary:

Background The FY 2021-22 State Budget enacted in July included \$3.4 billion for public transit, active transportation, grade crossings and climate adaptation, however the appropriation was reversed in October and the funds reverted to the General Fund. This occurred because the appropriation included a provision requiring enactment of subsequent legislation by October 9. No legislation was approved to satisfy this requirement. These funds were part of the Newsom Administration's overall transportation package that included a request for funding for high-speed rail. Once it became clear no such agreement would be reached, there was no path to finalize the trailer bill legislation for the other General Fund appropriations for transportation.

What's Ahead Assembly Speaker Anthony Rendon and Assembly Transportation Committee Chair Laura Friedman have indicated their continued interest in including General Fund support for local public transit in an early action budget item in the context of further discussions over high-speed rail funding. MTC has an important role to play in developing a unified Bay Area advocacy strategy for this unique funding opportunity.

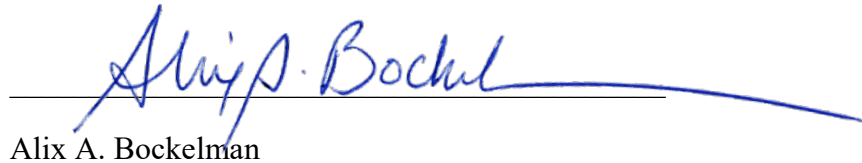
There are a number of key factors that will influence how much funding is ultimately appropriated to local transportation programs from the General Fund and the purposes and structure of the programs, including the following:

- **Size of the budget surplus:** The latest information from the Legislative Analyst's Office suggests the surplus could be in the range of \$12 billion - \$30 billion, with approximately 40% of that as net surplus after funding for education and rainy day funds.

- **Leadership Support:** Legislative leadership appears to continue to support including public transit, active transportation, climate adaptation and grade crossings in a General Fund augmentation (i.e., the programs that were initially funded in the FY 2021-22 State Budget). The amount of funding to be provided to the various categories, the policy provisions of those programs, and the categories to receive funding will depend on both the size of the budget surplus and the extent of support by key budget negotiators, including legislative leadership, budget committee chairs, and the Administration.
- **Organized Advocacy:** The Bay Area will be most successful if we can speak with one voice. Staff have been collecting information from our local transportation partners, including the large transit operators and county transportation agencies to demonstrate the scale of the need in the region and to help inform potential program changes that could be attached to the appropriation to ensure that our top priorities are well positioned to receive funding from competitive programs. While it will be helpful to have some degree of specificity in any Bay Area regional request, we will need to be nimble and structure it in a way that we can quickly respond to changing circumstances as budget negotiations evolve.

Next Steps:

Staff will present a Bay Area budget strategy to unify the region's transportation agencies and key stakeholders around a joint advocacy message at your meeting. We look forward to hearing the Committee's feedback and answering any questions you may have.



Alix A. Bockelman

Draft Sign on Letter for MTC & Other Bay Area Transportation Stakeholders

November 17, 2021

Dear Governor Newsom,

As you prepare your proposed State Budget for FY 2022-23, the undersigned San Francisco Bay Area organizations urge you to maintain your strong commitment to public transit, active transportation and climate adaptation for transportation infrastructure. As negotiations on high-speed rail funding and an accompanying transportation funding package resume from the last session when those monies reverted to the General Fund, we call upon you to champion these programs even more prominently and stand ready to assist with a unified Bay Area transportation advocacy agenda built on three key points:

- Support High Speed Rail
- Direct General Fund surplus revenues to transportation commensurate with its extraordinary needs
- Prioritize public transit, active transportation and climate adaptation and use proven approaches to ensure geographic balance and consideration of regional priorities.

We Support High Speed Rail

We support an appropriation of Proposition 1A funds to continue construction of the High-Speed Rail segment from Bakersfield to Merced, vital to the statewide system that will ultimately connect to the Bay Area. Critically, many of our region's major transit expansion projects that have been supported by the voters as well as prior state and federal funds, including Diridon Station, the Caltrain Downtown Rail Extension, and Caltrain Electrification are integrally linked to High Speed Rail. Some still require significant additional investment and will only realize their full potential when high-speed rail connects to the Bay Area. Additionally, the state's unwavering commitment to high-speed rail is essential to compete for \$46 billion in new competitive grants in the recently-passed federal Infrastructure Investment and Jobs Act (IIJA).

Transportation Needs Warrant Significant GF Surplus Investment

Assuming a budget surplus in the \$30 billion-\$40 billion range, we support a \$10 billion General Fund commitment to transportation that provides at least \$5 billion for public transit, at least \$1.5 billion for active transportation, and at least \$500 million for transportation-related climate adaptation—all investments advanced in last year’s budget negotiations. For the remainder, other important underfunded needs include local road and bridge preservation, green goods movement projects, railroad grade crossings, and highway mobility improvements to help buses and carpools offer a more reliable trip than driving alone.

Why such a large investment in transportation now? Despite passage of the IIIJA, our state’s transportation needs still greatly exceed available resources at the local/regional, state and federal levels and infrastructure is a wise investment of one-time funds. For a sense of the magnitude statewide, in the nine-county Bay Area alone, our six largest transit operators have identified \$10 billion in capital funding shortfalls (net of secured funds) over the next four years and \$17 billion over the next 5-10 years. This includes, for example, transit fleet replacement and expansion for AC Transit, BART, SFMTA and VTA to achieve the state’s ambitious zero emission transit rules and meet future ridership demand and transformational transit projects that can commence or complete construction with a final infusion of funding, like BART to San Jose, BART Core Capacity, and Caltrain Electrification.

Likewise, active transportation and investing in strengthening the resilience of our infrastructure pay dividends beyond “mobility.” Equity is lifted up particularly as our poorest, most vulnerable communities suffer disproportionate gaps in bike and pedestrian safety and bear the brunt of climate change-driven impacts on the economy writ large, and on their communities in particular.

Steer Transit Funding Where It’s Most Needed and Ensure Geographic Equity

To build support for an augmentation of funds at this scale, it is essential to ensure that regions across the state will benefit and have some certainty about how much funding (at a minimum) they will receive. Specifically for transit, we recommend use of the well-established State Transit Assistance (STA) formula, with 75 percent of any General Fund transit augmentation allocated

to regional transportation planning agencies, such as MTC, for programming according to their region's priority transit needs (consistent with their state-mandated sustainable communities strategies (SCS) to reduce climate impacts associated with transportation) and 25 percent to the California State Transportation Agency (CalSTA) to augment the statewide competitive Transit and Intercity Rail Capital Program (TIRCP) program, which is heavily oversubscribed. Funding partnerships like this between the state, regional and local transit agencies can accelerate project delivery by streamlining the grant award process and are key to delivering benefits consistent with your office's vision and those of regions, such as Plan Bay Area 2050, the region's recently updated SCS.

Conclusion

On the heels of the COP 26 United Nations Climate Change Conference, California has an opportunity to invest our budget surplus to greatly accelerate implementation of your Climate Action Plan for Transportation Infrastructure, which recognizes the need for significant mode shift away from single-occupant vehicle travel to sustainable modes like transit, active transportation and carpooling. The faster we secure the funding to build this sustainable future, the closer we'll reach our urgent climate goals and provide a more affordable and equitable transportation system for Bay Area residents and those of all regions statewide.

Sincerely,

Alfredo Pedroza, MTC Chair

[Signatures of transit general managers, Executive Directors of partner organizations to follow...]

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RESOLUTION ADOPTING THE 2021 PROP K STRATEGIC PLAN AND AMENDING 11 5-YEAR
PRIORITIZATION PROGRAMS

WHEREAS, In November 2003, the voters of the City and County of San Francisco approved an extension to the half-cent sales tax for transportation and a new 30-year Expenditure Plan specifying the use of those funds; and

WHEREAS, The Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects and programmatic categories, establishes limits on sales tax funding by Expenditure Plan line item, and sets expectation for leveraging of sales tax funds to fully fund the Expenditure Plan programs and projects; and

WHEREAS, The Expenditure Plan establishes a number of requirements including development of a Strategic Plan, the financial tool that guides the timing of allocation of Prop K revenues, establishes policies for administration of the program, provides guidance for long-term debt needs, and gives project sponsors a sense of certainty about when they can expect Prop K revenues to be available for their projects; and

WHEREAS, The Transportation Authority Board adopted the first Prop K Strategic Plan and 5-Year Prioritization Program (5YPP) for each of the Prop K programmatic categories in 2005 and updates to these documents in 2009, 2014, and 2019; and

WHEREAS, The Transportation Authority typically updates the Prop K Strategic Plan every 5 years, but has undertaken a mid-cycle update because of the negative impacts that the COVID-19 pandemic has had on San Francisco's sales tax revenues with the intent of ensuring that the Transportation Authority can meet its existing financial obligations and support new sales tax allocations going forward; and

WHEREAS, Transportation Authority staff developed a revised 30-year Prop K sales tax revenue projection totaling \$3.170 billion which is 3.9% or \$129 million less than the revenue projection approved in the 2019 Strategic Plan; and

WHEREAS, Staff updated actual revenues and expenditures, including interest earned and financing costs, and released annual capital reserves for the several years elapsed since the 2019 Strategic Plan was adopted, which helped to mitigate lower revenue projections; and



WHEREAS, To further reduce the impact of lower revenue projections, staff worked closely with project sponsors to update cash reimbursement schedules based on current project delivery schedules for existing grants and for projects with programmed but unallocated funds; and

WHEREAS, As a result of the aforementioned changes, the net impact on funds available for projects was only \$20 million compared to the \$129 million reduction in revenues over the 30-year plan period; and

WHEREAS, The 2021 Strategic Plan includes \$2.519 billion in total funds available for projects over the 30-year Expenditure Plan period, and the plan conservatively estimates a total long-term debt need of \$620 million, resulting in a 2% reduction in financing costs as a percentage of total funds available compared to the 2019 Strategic Plan (down from \$322 million to \$274 million) (Attachment 1, slide 9); and

WHEREAS, Transportation Authority staff has not recommended any revisions to the 2019 Strategic Plan policies; and

WHEREAS, For this mid-cycle Strategic Plan update, staff worked with project sponsors to propose a minor, targeted programming update to reflect current project priorities and to position projects for discretionary funding; and

WHEREAS, The proposed programming changes required amendments to 11 5-Year Prioritization Programs (5YPPS), including Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network; BART Station Access, Safety and Capacity; Other Transit Enhancements; Vehicles-Muni; Facilities-Muni; Guideways-BART; Guideways-Muni; Visitacion Valley Watershed; New Signals & Signs; Signals & Signs; and Street Resurfacing; and

WHEREAS, Attachment 2 summarizes the proposed 2021 Strategic Plan changes by Expenditure Plan line item and Enclosure 1 details the proposed 5YPP amendments along with project information sheets with high level scope, schedule, cost and funding plan for new or revised projects; and

WHEREAS, The proposed 2021 Strategic Plan programming and cash flow information for each of the Expenditure Plan line items is shown in Attachments 3 and 4, respectively; and



WHEREAS, At its October 27, 2021 meeting, the Community Advisory Committee reviewed and unanimously adopted a motion of support for the adoption of the 2021 Strategic Plan and 11 5YPPs as recommended by staff; now, therefore be it

RESOLVED, That the Transportation Authority hereby adopts the 2021 Prop K Strategic Plan and amends 11 5YPPs as shown in Enclosure 1; and be it further

RESOLVED, That the Executive Director shall publish the 2021 Prop K Strategic Plan and the 11 amended 5YPPs and make them available on the agency's website.

Attachments:

1. 2021 Prop K Strategic Plan Presentation
2. 2021 Prop K Strategic Plan: Summary of Changes by Expenditure Plan Line item
3. 2021 Prop K Strategic Plan: Programming and Financing Costs by Expenditure Plan Line Item (YOE \$s)
4. 2021 Prop K Strategic Plan: Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)

Enclosure 1: Proposed 5YPP Amendments and Project Information Forms (11 5YPPs)

Adopt 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs



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Agenda Item 8

November 16, 2021

Prop K Expenditure Plan

What does it do?

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

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



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Prop K Expenditure Plan

Other administration requirements include:

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



Prop K Strategic Plan

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

Specifically, the Strategic Plan

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

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



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2021 Strategic Plan Mid-Cycle Update

Why Now?

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



2021 Strategic Plan Update

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

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



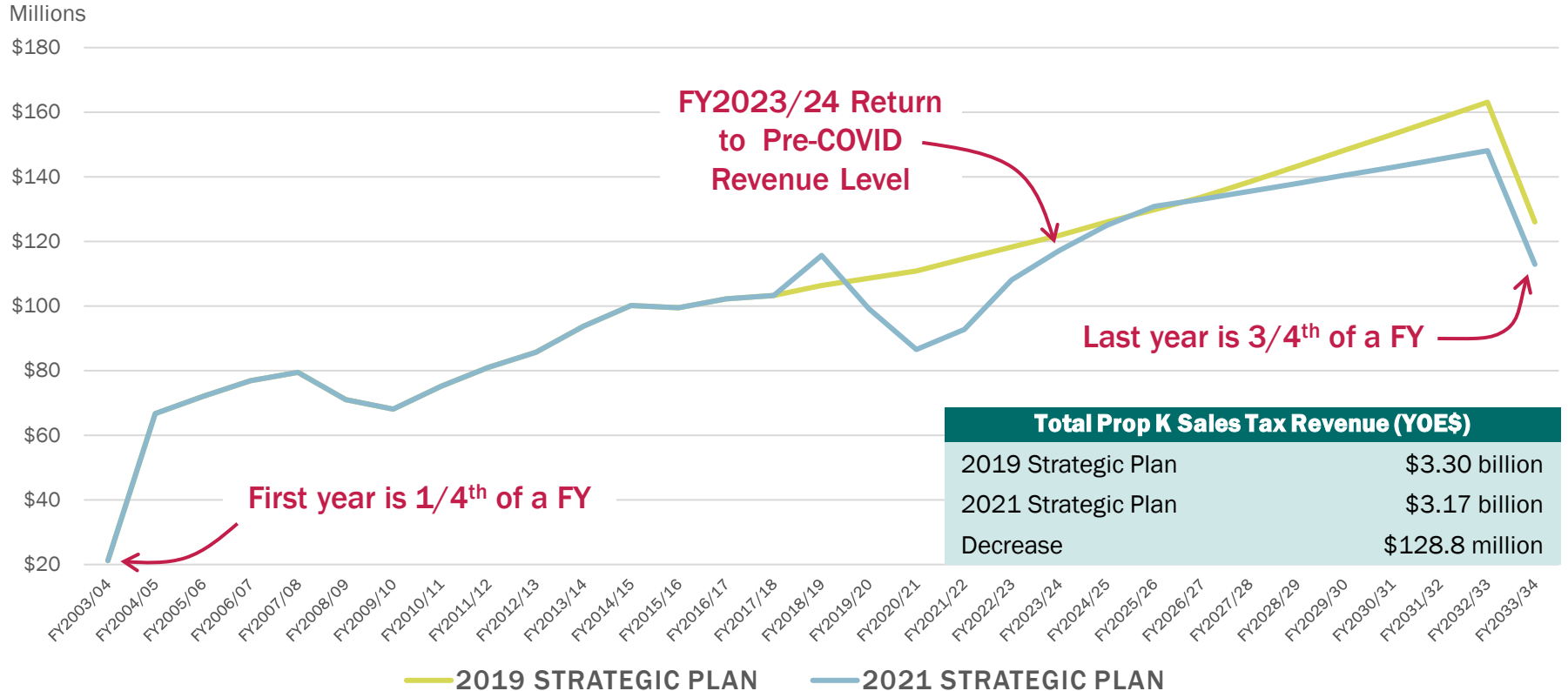
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44 30-Year Revenue Projections (YOEs)



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

30-Year Revenue Projections (YOEs\$)



46 30-Year Revenues and Expenditures Comparison



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REVENUES (IN MILLIONS YOES\$)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Sales Tax Revenue	3,169.9	3,298.7	(128.8)
Investment Income	54.0	45.7	8.3
Exchanges & Loans	184.1	19.6	164.5
Long Term Bond Proceeds	618.4	718.6	(100.2)
TOTAL	4,026.3	4,082.5	(56.2)

EXPENDITURES (IN MILLIONS YOES\$)	2021 STRATEGIC PLAN	2019 STRATEGIC PLAN	CHANGE
Planning, Programming, Project Delivery Oversight, & Admin	188.2	194.4	(6.2)
Exchanges & Loans	183.5	19.0	164.5
Funds Available for Projects	2,520.0	2,540.3	(20.3)
Financing Costs	273.9	322.2	(48.3)
Capital Reserve	242.3	288.0	(45.6)
Long Term Bond Debt Service	618.4	718.6	(100.2)
TOTAL	4,026.3	4,082.5	(56.2)

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

Increased Funding for Projects



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County Transportation
Authority

- Paratransit Operations
 - Increase from \$10.1M to \$13.3M annually for next 3 fiscal years, bridging to reauthorization
- Muni Vehicle Mid-life Overhauls
 - Increase from ~\$2M to \$14.3M to support Muni reliability
- Traffic Signal Upgrades Contract 35
 - \$5.35M to fully fund construction phase
- Muni Metro East Expansion
 - \$4.2M to fund construction of interim facility

Increased Funding for Projects

- Application-Based Traffic Calming Program
 - \$900K to support increased demands on the program
- BART Priorities
 - Funding for increased scope, including \$500,000 for Elevator Renovation, \$400,000 for Accessibility Programs, \$1.27M for Tunnel Waterproofing
- Sunset Boulevard Pavement Renovation
 - \$100K to fully fund construction phase



Advanced Funding for Projects



San Francisco
County Transportation
Authority

- Downtown Rail Extension
 - \$19.5M for time sensitive project development activities

- New Signals Contract 66
 - \$3.45M to fully fund construction phase
 - Fills funding gap due to lower than anticipated TNC tax revenues

*Also advanced funds for paratransit. See Increased Funding for Projects slide.



Added New Projects

- Muni Communications Based Train Control
 - \$18.85M to support a ~\$300M effort systemwide to improve transit reliability; complements state funds recently approved by the Board
- Muni Forward projects
 - \$17M for 5 Fulton, 30 Stockton, 14 Downtown Mission
 - \$3.18M for Muni Forward projects; allocation conditioned upon SFMTA providing update on next set of projects
- West Side Rail
 - \$3.5M for SFMTA and TA development of a Geary-19th Avenue corridor rail strategy



Added New Projects



- Candlestick Active Mobility & Transit Crossing
 - \$1.26M for environmental phase of eastern segment of Geneva Harney Bus Rapid Transit
- Transit Enhancements
 - \$2.75M for to-be-identified projects; SFMTA, BART, and Caltrain are eligible for these funds
- Mission Geneva Pavement Renovation
 - \$1.1M to complement Prop AA funds to fully fund construction phase
- Junipero Serra Pavement Renovation
 - \$4.4M to fully fund construction phase



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County Transportation
Authority

Thank you



**San Francisco
County Transportation
Authority**

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
1	Bus Rapid Transit/Muni Metro Network	<p>5YPP Amendment to reprogram \$20.1M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) and \$93,049 in deobligated funds from projects completed under budget, to four MuniForward projects in FY2021/22: 5-Fulton Transit Improvements, 14-Downtown Mission Transit Improvements, 30-Stockton Transit Improvements, and a MuniForward Placeholder.</p> <p>The proposed amendment would leave \$10M in Prop K funds programmed for the Geary Boulevard Improvement Project. The SFMTA is requesting to update the scope of the project to a side-running alignment, which has a lower cost than the center-running BRT alignment. The reduction in Prop K funds is commensurate with the reduced project cost.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2022/23
2	Third Street Light Rail (Phase 1)		FY2023/24	FY2023/24
3	Central Subway (Third Street Light Rail Phase 2)		FY2018/19	FY2018/19
4	Geary Light Rail		Priority 3 Funds Only	Priority 3 Funds Only
5	Downtown Extension to a Rebuilt Transbay Terminal	<p>Advancing funds from the outyears to FY2021/22 - 2023/24 to make \$19.5M available to support time sensitive project development activities. Includes \$16.7M for Downtown Extension while the project seeks entry into the FTA Capital Investment Grant program, \$500,000 for 4th/King Street Station Railyards planning and oversight, and \$2.5M in planning funds for Pennsylvania Avenue Extension.</p>	2033/34	FY2023/24
6	Electrification		FY2016/17	FY2016/17
7	Capital Improvement Program		FY2020/21	FY2021/22
8	BART Station Access, Safety and Capacity	<p>5YPP Amendment to reprogram \$400,000 from BART Station Wayfinding to the construction phase of the BART Accessibility Improvement Program in FY2021/22, increasing Prop K funds to \$1.1M for construction and allowing BART to increase the scope of the project. See enclosed Project Information Form for details.</p> <p>BART Station Wayfinding work in San Francisco includes wayfinding signage at the Glen Park station, which was listed on the National Register of Historic Places in 2019. BART anticipates additional time will be needed to implement wayfinding work at the station to comply with potential National Register requirements.</p>	FY2028/29	FY2027/28
9	Ferry		FY2027/28	FY2023/24

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
10	Extension of Honeybus Lines/Motor Coach Conversion		FY2032/33	FY2031/32
11	F-Line Extension to Fort Mason		FY2032/33	FY2031/32
12	Purchase/Rehab Historic Street Cars		FY2031/32	FY2029/30
13	Balboa Park BART/MUNI Station Access		FY2030/31	FY2029/30
14	Relocation of Paul St to Oakdale-Caltrain Station		FY2032/33	FY2031/32
15	Purchase Additional Light Rail Vehicles		FY2019/20	FY2019/20
16	Other Transit Enhancements	<p>5YPP Amendment to reprogram a total of \$3,527,710, including \$1,749,358 in deobligated funds from Geneva Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, and \$1,778,352 from Muni Subway Expansion (19th Ave M-line) programming, to Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) in Fiscal Years 2021/22 and 2022/23.</p> <p>5YPP Amendment to reprogram \$2.75M from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to Transit Enhancements Placeholder in FY2022/23.</p> <p>5YPP Amendment to reprogram \$500,000 from the Market St. / Balboa Park New Elevator Master Plan to the Elevator Renovation Program in FY2021/22, increasing Prop K funds to \$1.29M total for construction (including funds programmed in the BART Facility category) and allowing BART to increase the scope of the project.</p> <p>The Market St. /Balboa Park New Elevator Master Plan is going to be a joint study of SFMTA and BART. SFMTA is not able to advance the study at this time due to agency financial constraints, and BART is requesting to reprogram the Prop K funds to shovel-ready elevator renovations.</p> <p>See enclosed Project Information Forms for details.</p>	FY2021/22	FY2021/22
17B	New and Renovated Vehicles BART		FY2032/33	FY2031/32
17M	New and Renovated Vehicles MUNI	<p>5YPP Amendment to reprogram \$12,309,576 in funds deobligated from projects completed under budget to the Mid-Life Overhauls Placeholder, increasing placeholder funds from \$2,035,607 to \$14,345,183 in FY2021/22. See enclosed Project Information Form for details.</p>	FY2020/21	FY2022/23

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
17P	New and Renovated Vehicles Caltrain		FY2020/21	FY2021/22
17U	New and Renovated Vehicles Discretionary		FY2019/20	FY2019/20
18	Trolleybus wheelchair-lift O&M		Completed	Completed
19	F-Line O&M		Completed	Completed
20B	Rehab/Upgrades Existing facilities-BART		FY2032/33	FY2030/31
20M	Rehab/Upgrades Existing facilities-MUNI	5YPP Amendment to reprogram \$4,240,948 in funds deobligated from projects completed under budget to the Muni Metro East Expansion project, increasing the Prop K funds from from \$2,800,000 to \$7,040,948 in FYs 2021/22 and 2022/23. See enclosed Project Information Form for details.	FY2022/23	FY2022/23
20P	Rehab/Upgrades Existing facilities-Caltrain		FY2020/21	FY2021/22
20U	Rehab/Upgrades Existing facilities-Discretionary		FY2032/33	FY2031/32
21	Muni MMX O&M		Completed	Completed
22B	Guideways-BART	5YPP Amendment to reprogram a total of \$1,269,471, including \$1.2M in funds from Traction Power Substation Replacement construction and \$69,471 in funds deobligated from projects completed under budget, to the Tunnel Waterproofing M Line project in FY2021/22. See enclosed Project Information Form for details. The Traction Power Substation Replacement project would retain \$1.5M in Prop K funds for design in FY2021/22. The construction phase will be funded by non-Prop K sources.	FY2032/33	FY2031/32
22M	Guideways-MUNI	5YPP Amendment to reprogram a total of \$18,850,785, including \$6,452,901 in deobligated funds from projects completed under budget and \$12,397,884 from multiple project placeholders to the planning phase of Communications Based Train Control in FY2021/22. See enclosed Project Information Form for details. Some of the projects for which these placeholder funds were intended were done in-house with non-Prop K funds. Also, priority was reduced for several traction power projects, and SFMTA has not identified new cable car infrastructure projects to advance with these funds.	FY2031/32	FY2030/31

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
22P	Guideways-Caltrain		FY2021/22	FY2021/22
22U	Guideways-Discretionary		FY2031/32	FY2030/31
23	Paratransit	Reprogram \$6,372,336 in deobligated funds and advance \$2,948,634 from outyears to FYs 2022/23 - 2024/25 to increase programming from \$10.1M to \$13.3M for the next three fiscal years to provide near-term funding stability for the paratransit program.	FY2025/26	FY2024/25
24	Golden Gate Bridge South Access (Doyle Drive)		FY2017/18	FY2017/18
25	Bernal Heights Street System Upgrading		Completed	Completed
26	Great Highway Erosion Repair	Reprogram \$1,339,769 from projects completed under budget to the Great Highway Roadway Improvements placeholder in FY2025/26. See enclosed Project Information Form for details.	FY2019/20	FY2025/26
27	Visitacion Valley Watershed	5YPP Amendment to reprogram \$1,260,728 in deobligated funds from the Geneva-Harney BRT environmental phase, which is not advancing as originally approved and instead advancing in a phased approach, to the Candlestick Active Mobility & Transit Crossing project. See enclosed Project Information Form for details.	FY2032/33	FY2031/32
28	Illinois Street Bridge		Completed	Completed
29	Golden Gate Park/SR1 Traffic Study		Completed	Completed
30	Other Upgrades to Major Arterials		FY2020/21	FY2021/22
31	New Signals and Signs	Advancing funds to FY2022/23 to make an additional \$3.45M available to fully fund New Signal Contract 66 construction. This would increase programming to \$6.75M and fill a gap in the funding plan due to lower than anticipated TNC Tax revenues. See enclosed Project Information Form for details.	FY2032/33	FY2028/29
32	Advanced Technology and Information Systems (SFgo)		FY2032/33	FY2031/32

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
33	Signals and Signs	<p>5YPP Amendment to reprogram a total of \$5,345,910, including \$997,819 in funds deobligated from projects completed under budget and reprogram a total of \$4,348,09 from multiple project placeholders (see below) to the Traffic Signal Upgrade Contract 35, increasing the Prop K funds from \$1,758,000 to \$7,103,910. See enclosed Project Information Form for details.</p> <p>The funds will be reprogrammed from the following project placeholders: Traffic Signal Conduits (City Coordination Opportunities) in FYs 2020/21 and 2021/22 which did not advance as anticipated due to limited coordination opportunities with repaving projects; Traffic Sign Replacement in FYs 2020/21 and 2021/22 which are delayed due to the COVID-19 pandemic; and 3rd Street Traffic Detection Phase 3 and a portion of the Contract 36 construction funds, both of which will be funded by non-Prop K sources.</p>	FY2032/33	FY2031/32
34	Street Resurfacing, Rehabilitation, and Maintenance	<p>5YPP amendment as follows:</p> <ul style="list-style-type: none"> -add Junipero Serra Blvd Pavement Renovation with \$4,397,129 for construction in FY2021/22. Funding available from \$1,397,129 in funds reprogrammed from 23rd St, Dolores St, York St, and Hampshire St Pavement Renovation which cost less than anticipated, \$2,927,331 reprogrammed from Claremont, Juanita, and Yerba Buena Pavement Renovation which will proceed in Spring 2022 with non-Prop K sources (e.g. gas tax or general obligation bond funds), and \$72,669 from McAllister St, 20th St, and 24th St Pavement (see below) -add Mission St and Geneva Ave Improvement Project and reprogram \$1,093,827 in funds deobligated from projects completed under budget to the project's construction phase in FY2021/22 -delay Sunset Blvd Pavement Renovation from FY2021/22 to FY2022/23 and slightly increase funding from \$3M to \$3.1M with \$100,000 reprogrammed from McAllister, 20th St, and 24th St Pavement Renovation -delay McAllister St, 20th St, and 24th St Pavement Renovation from FY 2022/23 to 2023/24 and slightly reduce funding to \$2,927,331 (a decrease of \$172,669). Project remains fully funded. <p>See enclosed Project Information Forms for details.</p>	FY2029/30	FY2028/29
35	Street Repair and Cleaning Equipment		FY2032/33	FY2031/32
36	Embarcadero Roadway Incremental O&M		Completed	Completed
37	Pedestrian and Bicycle Facility Maintenance		FY2032/33	FY2030/31

2021 Prop K Strategic Plan Update - Summary of Changes

EP No.	EP Line Item	Description of Changes	Last Year of Funding in 2019 SP	Last Year of Funding in 2021 SP
38	Traffic Calming	5YPP Amendment to reprogram \$898,360 in funds deobligated from projects completed under budget to the Application Based Traffic Calming Program, increasing the Prop K funds from from \$1,200,000 to \$2,098,360 in FY2022/23 to meet increased demands on the program. See enclosed Project Information Form for details.	FY2025/26	<i>FY2023/24</i>
39	Bicycle Circulation and Safety		FY2025/26	<i>FY2023/24</i>
40	Pedestrian Circulation and Safety		FY2027/28	<i>FY2026/27</i>
41	Curb Ramps		FY2032/33	<i>FY2031/32</i>
42	Tree Planting and Maintenance		FY2032/33	<i>FY2031/32</i>
43	Transportation Demand Management / Parking Management		FY2028/29	<i>FY2027/28</i>
44	Transportation/Land Use Coordination		FY2027/28	<i>FY2025/26</i>

¹ Updates to programming and cash flow schedules resulting in slower reimbursement are not reflected here.

² 2021 Strategic Plan Update has resulted in eliminating the last year(s) of funding for certain categories due to the impacts of lower revenues over the 30-year plan period.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Finance Costs, and fiscal years from FY2003/04 to FY2018/19. Rows include categories like Guideways-BART, Guideways-MUNI, Guideways-Caltrain, Guideways-Discretionary, TOTAL TRANSIT, PARATRANSIT, and STREETS AND TRAFFIC SAFETY.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns: EP No., EP Line Item, Total Available Funds, Percent of Available Funds Spent on Financing, Total Programming & Finance Costs, and fiscal years from FY2003/04 to FY2018/19. Rows include various categories like Signals and Signs, Street Resurfacing, Street Repair, etc., and summary rows for TOTAL STREETS AND TRAFFIC SAFETY, TRANSPORTATION SYSTEMS MANAGEMENT/STRATEGIC INITIATIVES, and TOTAL STRATEGIC PLAN.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with 17 columns: EP No., EP Line Item, and fiscal years FY2019/20 through FY2033/34. It lists costs for various categories including Vehicles (17B, 17M, 17P, 17U) and Facilities (20B, 20M, 20P, 20U) across different agencies like BART, MUNI, and Caltrain.

2021 Prop K Strategic Plan
Attachment 3. Programming and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns: EP No., EP Line Item, FY2019/20, FY2020/21, FY2021/22, FY2022/23, FY2023/24, FY2024/25, FY2025/26, FY2026/27, FY2027/28, FY2028/29, FY2029/30, FY2030/31, FY2031/32, FY2032/33, FY2033/34. Rows include Guideways-BART, Guideways-MUNI, Guideways-Caltrain, Guideways-Discretionary, Total Guideways, Total System Maintenance and Renovation (Vehicles, Facilities, and Guideways), TOTAL TRANSIT, PARATRANSIT, and STREETS AND TRAFFIC SAFETY items like Golden Gate Bridge South Access, Bernal Heights Street System Upgrading, Great Highway Erosion Repair, Visitacion Valley Watershed, Illinois Street Bridge, Golden Gate Park/SR1 Traffic Study, Other Upgrades to Major Arterials, New Signals and Signs, and Advanced Technology and Information Systems (SFgo).

2021 Prop K Strategic Plan
Attachment 4. Cash Flow and Finance Costs By Expenditure Plan Line Item (YOE \$'s)

Table with columns: EP No., EP Line Item, FY2019/20, FY2020/21, FY2021/22, FY2022/23, FY2023/24, FY2024/25, FY2025/26, FY2026/27, FY2027/28, FY2028/29, FY2029/30, FY2030/31, FY2031/32, FY2032/33, FY2033/34. Rows include categories like Signals and Signs, Street Resurfacing, Street Repair and Cleaning Equipment, Pedestrian and Bicycle Facility Maintenance, Traffic Calming, Bicycle Circulation and Safety, Pedestrian Circulation and Safety, Curb Ramps, Tree Planting and Maintenance, and TOTAL STRATEGIC PLAN.



Memorandum

AGENDA ITEM 8

DATE: October 28, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/16/2021 Board Meeting: Adopt the 2021 Prop K Strategic Plan and Amend 11 5-Year Prioritization Programs

RECOMMENDATION Information Action

- Adopt the 2021 Prop K Strategic Plan
- Amend 11 5-Year Prioritization Programs (5YPPs)

SUMMARY

The Prop K Strategic Plan is the 30-year financial plan for the sales tax. We typically update the plan every 5 years along with updates to the 5YPPs that establish the next 5 years of projects to be funded. We are in the middle of the 2019 5YPP period covering Fiscal Years (FYs) 2019/20-2023/24. This mid-cycle 2021 Strategic Plan update was triggered by the COVID-19 pandemic that has hit San Francisco's sales tax revenues particularly hard. It helps ensure that we can meet our existing financial obligations and support new allocations as we lower revenues by 3.9% or \$129 million through the end of the plan period (FY 2033/34), with revenues down the most in the near term. We are pleased that despite lower revenues we can maintain current programming levels across all categories through FY 2024/25. We worked with project sponsors to revise reimbursement schedules to reflect current project delivery schedules, resulting in less debt and lower financing costs. We are also releasing the capital reserve from the past 3 years. The net impact is a reduction of only \$20 million for projects over the plan period. We are not proposing updates to Strategic Plan Policies, nor did we conduct a wholesale call for projects as we would for a full 5YPP update. We are, however, recommending a targeted set of programming updates to fund several new projects, increase funds for several existing projects, and advance funds for paratransit, Downtown Rail Extension, and new traffic signals. Related 5YPP amendments are summarized in Attachment 2 and detailed in Enclosure 2.

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



BACKGROUND

In November 2003, nearly 75% of San Francisco voters approved Prop K, extending the existing half-cent local transportation sales tax and adopting a new 30-year Expenditure Plan. The Prop K Expenditure Plan describes the types of projects that are eligible for funds, including both specific projects (e.g. Central Subway) and programmatic (i.e., non-project specific) categories. It also establishes limits on sales tax funding by Expenditure Plan line item and sets expectations for leveraging of sales tax funds with other federal, state and local dollars to fully fund the Expenditure Plan programs and projects. The Expenditure Plan estimates that \$2.35 billion (in 2003 \$'s) in local transportation sales tax revenue will be made available to projects over the 30-year program; however, it does not specify how much sales tax funds any given project would receive by year. The Expenditure Plan requires that the Transportation Authority develop and adopt periodic updates to the Strategic Plan and 5YPPs to guide the implementation of the program while supporting transparency and accountability.

The Prop K Strategic Plan sets policy for administration of the program to ensure prudent stewardship of taxpayer funds. It also reconciles the timing of expected sales tax revenues with the schedule for when project sponsors need those revenues and provides a solid financial basis for the issuance of debt needed to accelerate the delivery of projects and their associated benefits to the public. The 5YPPs identify the specific projects that will be funded with Prop K.

We last updated the Prop K Strategic Plan in fall 2018. Since that time, the COVID-19 pandemic has significantly impacted San Francisco's sales tax receipts. In FY 2018/19 (the last full year before the pandemic), Prop K sales tax receipts totaled approximately \$115.7 million. Sales tax revenues for FY 2019/20 (stay at home orders issued in March 2020) and FY 2020/21 (first full FY of the pandemic) dropped to \$99.3 million and \$86.5 million respectively, about a 25% drop since FY 2018/19.

DISCUSSION

Given reductions in Prop K sales tax revenues due to the global health pandemic, we initiated a mid-cycle update to the Prop K Strategic Plan to ensure there are sufficient funds to cover existing debt and grant obligations and to be confident that we can support future allocations. This update also allows us to ensure we have a bridge in funding for programmatic categories that are running out of funds in the next few years such as Paratransit and Traffic Calming, as we seek to reauthorize the sales tax in 2022. Reauthorization would continue the existing local sales tax for transportation for another 30 years and replenish funds available for ongoing programs, as well as add new types of projects that could be funded with the sales tax.

The 2021 Strategic Plan includes a true-up of actual revenues, expenditures, and financing costs for FYs 2018/19 - 2020/21 since the 2019 Strategic Plan was completed. The update also incorporates revised cash flow reimbursement schedules for many existing allocations and programmed, but unallocated funds to reflect delayed project delivery and/or



reimbursement schedules, which cumulatively push out or delay Strategic Plan expenditures. The update also includes the addition of loans to cover cash flows for the Yerba Buena Island Southgate Road Realignment and West Side Bridges Seismic Retrofit projects totaling \$164.5 million while we await reimbursements from federal and state grants and the Treasure Island Development Authority (TIDA), on whose behalf we are leading these projects. We will recoup the full cost of the loans from TIDA including associated financing costs and interest earnings to keep the Prop K program whole.

We are pleased to be able to announce that despite lower projected revenues, the total funds available to projects is very similar to the amount in the 2019 Strategic Plan (\$2.52 billion vs. \$2.54 billion or about \$20 million less). This is mainly the result of lower finance costs and releasing the capital reserve for FYs 2018/19 through 2020/21. This allowed us to maintain current programming levels across all categories through FY 2024/25 ensuring bridge funding for ongoing programs. While we are targeting the June 2022 election for sales tax reauthorization, we wanted to ensure bridge funding through 2024 in case the ballot measure is delayed or doesn't achieve the required 2/3 voter approval the first time.

As part of the proposed 2021 Strategic Plan, we are also recommending a targeted set of programming updates to reflect updated priorities, and to position projects for discretionary funding.

Below are additional highlights of what is included in the proposed 2021 Strategic Plan.

Lower Sales Tax Revenue Projections. To assist with development of our revenue forecasts, we contracted with Muni Services, economic consultants with expertise in sales taxes. The revised sales tax projections shown take into consideration several factors including but not limited to employment, disposable income, tourism and visitor expenditures, and inflation. As shown in the 30-Year Revenue Projections (Year of Expenditures or YOEs) chart in Attachment 1 (slide 8), we estimate sales tax revenue to be about 3.9% or \$128.8 million lower over the 30-year Expenditure Plan period, for a total of \$3.17 billion versus the \$3.30 billion in the 2019 Strategic Plan. The revised revenue projections reflect a return to pre-pandemic annual revenues of \$115 million in FY 2023/24.

Delayed Project Reimbursement Schedules. When the Board allocates sales tax funds to a project, the approval action includes a cash flow reimbursement schedule for the project based on the proposed project schedule. This is one of the key tools we have for minimizing financing costs and maximizing funds available for projects. As part of the 2021 Strategic Plan development, we have worked closely with project sponsors to update cash reimbursement schedules based on updated project delivery schedules for both existing grants and for projects with programmed but unallocated funds. This has resulted in lower anticipated debt needs and associated finance costs for the overall Prop K program which helps mitigate the impacts of lower sales tax revenues on projects.

Less Debt and Lower Financing Costs. The Strategic Plan provides the first cut at what the program's debt needs could be if project sponsors requested allocation of funds, and delivered projects and requested reimbursement at the schedules anticipated in the Strategic Plan and 5YPPs. In general, sponsors are more optimistic or aggressive in the cash need assumptions than we see in reality (see Attachment 1, slides 10-11). In the 2021 Strategic Plan, we estimate



a total long-term debt need of \$618 million, including the \$248 million revenue bond issued in 2017. This compares to the \$719 million in debt anticipated in the 2019 Strategic Plan. Similarly, estimated financing costs are down to \$274 million, which is \$48 million less than the \$322 million anticipated in the 2019 Strategic Plan. This reduction is primarily the result of project sponsors being slower to request allocations and reimbursements, and proactive cash and debt management by Transportation Authority staff.

It is important to note that the Strategic Plan uses conservative assumptions for financing cost to ensure we have sufficient funds to cover project needs and debt service costs. Based on 30-years of experience administering the sales tax, we expect actual financing costs to be significantly lower than what's shown in the 2021 update.

5YPP Amendments. As summarized in Attachment 2 and detailed in Enclosure 2, the 2021 Strategic Plan and associated amendments to 11 5YPPs include updates to the programming and reimbursement schedules for existing projects in the current 5YPP period (FYs 2019/20 - 2023/24). We have also proposed a minor, targeted programming refresh to reflect current project priorities and to position projects for discretionary funding, as follows:

- **Added New Projects.** We are recommending 5YPP amendments to add several new projects with funds deobligated from projects completed under budget, or funds reprogrammed from other projects. New projects include Muni Communication Based Train Control (\$18,850,785), Mission Geneva Pavement Renovation (\$1,093,827), Junipero Serra Blvd Pavement Renovation (\$4,397,129), BART Tunnel Waterproofing M-Line Project (\$1,269,471), Candlestick Active Mobility & Transit Crossing (\$1,260,728), and Geary-19th Avenue Corridor Rail Strategy and Planning (West Side Rail) (\$3,527,710).

In addition, we are recommending reprogramming about \$23 million from the Geary Boulevard Improvement Project (Geary BRT Phase 2) to 5 Fulton Transit Improvements (\$1,950,000), 14 Downtown Mission Transit Improvements (\$12,554,233), 30 Stockton Transit Improvements (\$2,495,767), and Muni Forward (\$3,184,360) and transit enhancements (\$2.75 million) placeholders. The proposed amendment would leave \$10 million in Prop K funds programmed for the Geary Boulevard Improvement Project for a side-running alignment, which has a significantly lower cost than the center-running project alignment (see separate agenda item).

For more detail on scope, schedule, budget, cost and funding for new projects, see project information forms in Enclosure 1.

- **Increased Funding for Existing Projects.** Our recommendation includes increasing the amount of Prop K funds on the following projects in the amounts shown: Application-Based Traffic Calming Program (\$898,360), Muni Metro East Expansion (\$4,240,948), Muni Vehicle Mid-Life Overhauls (\$12,309,576) - bringing sales tax funding up to \$14.3 million to support Muni reliability, Paratransit (\$9,320,970) - increasing from \$10.1 million to \$13.3 million annually for next 3 fiscal years, bridging to sales tax reauthorization, BART Accessibility Improvement Program (\$400,000), BART Elevator Renovation Program (\$500,000), Sunset Boulevard Pavement Renovation (\$100,000), and Traffic Signal Upgrade Contract 35 (\$5,345,910).



- **Advanced Funds to Meet Time Sensitive Funding Needs.** There are three projects for which we recommend advancing funds from the outyears of the Prop K program to the near term. These include:
 - **Paratransit operations** to advance funds to FYs 2022/23 - 2024/25 to increase programming (along with reprogramming de-obligated funds from prior year grants) from \$10.1 million to \$13.3 million during these years to provide near-term funding stability for the program;
 - **Downtown Rail Extension** to advance funds to FYs 2021/22 - 2023/24 to make \$19.5M available to support time sensitive project development activities while the project seeks entry into the Federal Transit Administration's Capital Investment Grant program; and
 - **New Signals Contract 66** to advance funds to FY 2022/23 to make \$3.45 million available to fully fund the construction phase of the project which was relying on Transportation Network Company (TNC) tax revenues which have been also hit hard by the pandemic and are unlikely to be available for this project when needed.

FINANCIAL IMPACT

The Prop K Strategic Plan is an important long-range financial planning tool for the Transportation Authority as it forecasts sales tax revenues and expenditures, and estimates financing needs to ensure that sufficient funds are available when needed to deliver projects. Adoption of the 2021 Strategic Plan and associated 5YPP amendments will program funds to specific projects by fiscal year. There is no impact of the recommended action on the agency's adopted FY 2021/22 budget since actual allocation of funds is subject to separate approval action by the Board.

CAC POSITION

The CAC considered this item at its October 27, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - 2021 Strategic Plan Presentation
- Attachment 2 - Summary of Changes by Expenditure Plan Line item
- Attachment 3 - Planned Allocations and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Attachment 4 - Planned Cash Flow and Financing Costs by Expenditure Plan Line Item (YOE \$s)
- Enclosure 1 - Proposed 5YPP Amendments and Project Information Forms
- Enclosure 2 - Strategic Plan Policies

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RESOLUTION ALLOCATING \$3,835,710 IN PROP K FUNDS AND \$4,794,258 IN PROP AA FUNDS, WITH CONDITIONS, AND APPROPRIATING \$275,000 IN PROP K FUNDS FOR FOUR REQUESTS

WHEREAS, The Transportation Authority received four requests for a total of \$4,110,710 in Prop K local transportation sales tax funds and \$2,210,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2 and detailed in the enclosed allocation request forms; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Advanced Technology and Information Systems (SFgo); Street Resurfacing; Pedestrian Circulation/ Safety and Transportation/ Land Use Coordination; and from the Street Repair and Reconstruction category of the Prop AA Expenditure Plan; and

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

WHEREAS, Three of the four requests are consistent with the Prop K Strategic Plan and the 5YPPs for their respective categories as updated in the preceding item, and the Prop AA request is consistent with the Prop AA Strategic Plan; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with conditions, and appropriating \$275,000 in Prop K funds for the four requests, as described in Attachment 3 and detailed in the enclosed allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

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

WHEREAS, At its October 27, 2022 meeting, the Community Advisory Committee was briefed on the subject requests and unanimously adopted a motion of support for the four subject requests as recommended by staff; now, therefore, be it



RESOLVED, That the Transportation Authority hereby allocates \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with conditions, and appropriates \$275,000 in Prop K funds for four requests, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further

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

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

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

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

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

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

Attachments:

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

Enclosure: Prop K/Prop AA Allocation Request Forms (4)

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883		\$ 1,350,883	80%	0%	Construction	Citywide
Prop K, Prop AA	34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	\$ 7,876,802	79%	86%	Construction	11
Prop K	40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000		\$ 17,466,789	25%	92%	Construction	11
Prop K	44	SFCTA	Ocean Avenue Action Plan [NTIP Planning]	\$ 275,000		\$ 300,000	40%	8%	Planning/ Conceptual Engineering	7
TOTAL				\$ 4,110,710	\$ 4,794,258	\$ 26,994,474	44%	85%		

Footnotes

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

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

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	<p>Requested funds will be used to repair and replace the existing transit signal priority (TSP) equipment on buses and at signalized intersections along Muni routes at locations where the equipment (e.g. radios, signal controllers and networking equipment) is nearing the end of its useful life. Funds will also be used to procure extended warranties where necessary to ensure that existing equipment continues functioning. The scope includes installing new TSP equipment at intersections that were "skipped" when a corridor was equipped with TSP. It also includes network optimization at intersections already equipped with TSP equipment to maximize the benefit from each installation. SFMTA estimates the requested funds will be sufficient to activate 5 to 20 new intersections, depending on the condition of the existing signal infrastructure. All improvements funded by the subject request will be in service by December 2024.</p> <p>TSP installations started citywide in 2012 with a goal of fully equipping every transit vehicle and every signalized intersection on a Muni bus route with TSP, approximately 600 intersections in all. To date SFMTA has equipped about 450 intersections with TSP, including all the Muni Rapid route corridors. TSP equipment has also been installed on all Muni buses and light rail vehicles currently approved for service. TSP is used to extend green lights or to bring up green lights earlier to prioritize transit vehicles as they approach intersections, thus improving transit travel times. TSP installations update traffic signal timing to the latest standards and enable remote monitoring of the effectiveness of the TSP network to facilitate adjustments and repairs.</p>
34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	<p>Requested funds will be used for demolition, pavement renovation of 55 blocks, new sidewalk construction, curb ramp construction and retrofit, traffic control, and all related and incidental work along Geneva Avenue from Mission to Prague Streets and Mission Street from Ney Street to Geneva Avenue. The average Pavement Condition Index score within the project limits is mid 40's, indicating the condition is in "poor condition". This project is coordinated with SFMTA's Mission/Geneva Safety Project and a San Francisco Public Utilities Commission sewer rehabilitation and replacement project in the same project area. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000	\$ -	Pedestrian safety, transit reliability, and loading improvements on Mission Street between Geneva Avenue and I-280 freeway overpass and on Geneva Avenue between Mission and Prague Streets. This project will be jointly implemented with a SFPW repaving project and SFPUC sewer project, with overall project goals to improve safety along the corridor for people walking and biking, eliminate pedestrian and vehicle conflicts, support Vision Zero goals, enhance the business district with loading improvements, and improve reliability, access, and travel time to the 14, 14R//14X, and 49 bus routes. Scope includes bulb-outs, new traffic signals, raised pedestrian crossings, transit bulbs, bikeway improvements (on Geneva), transit stop improvements and changes, and loading and color curb management. Requested Prop K funds will help leverage an \$8.7 million SB1 Local Partnership Program grant that has a dollar-for-dollar local match requirement. The full scope of all project elements will be delivered through the same construction contract, which will be issued by SFPW. SFMTA and SFPW expect that all elements of the project will be open for use in Summer 2025.
44	SFCTA	Ocean Avenue Action Plan [NIP Planning]	\$ 275,000	\$ -	At the request of District 7 Commissioner Melgar, the Transportation Authority is requesting Neighborhood Program funds to develop the Ocean Avenue Action Plan to prioritize and identify funding for previously identified transportation improvements, as well as new ideas to address the corridor's key mobility issues. The Transportation Authority will convene a community-based task force to advise the development of the Action Plan, which will build on ideas to improve mobility on the Ocean Avenue corridor that have arisen through various past planning processes, but have not advanced to implementation. We anticipate presenting the final report to the Board in January 2023.
TOTAL			\$4,110,710	\$4,794,258	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Prop AA Funds Recommended	Recommendations
32	SFMTA	Bus Transit Signal Priority	\$ 1,350,883	\$ -	Deliverable: SFMTA shall provide a before/after study evaluating the effectiveness of the improvements funded by this project.
34, Street	SFPW	Mission and Geneva Pavement Reconstruction	\$ 1,093,827	\$ 4,794,258	Special Condition: The recommended allocation of Prop K funds is contingent upon approval of the 2021 Prop K Strategic Plan Update and corresponding 5YPP amendments, which is the subject of a prior item on this meeting agenda.
40	SFMTA	Mission / Geneva Safety Project	\$ 1,391,000	\$ -	
44	SFCTA	Ocean Avenue Action Plan [NTIP Planning]	\$ 275,000	\$ -	Special Condition: This appropriation requires a waiver of Prop K policy to allow retroactive expenditures starting 7/1/2021. At Commissioner Melgar's request, we already convened a community-based task force to help inform the scope of work for the Action Plan and this request.
TOTAL			\$ 4,110,710	\$ 4,794,258	

¹ See Attachment 1 for footnotes.

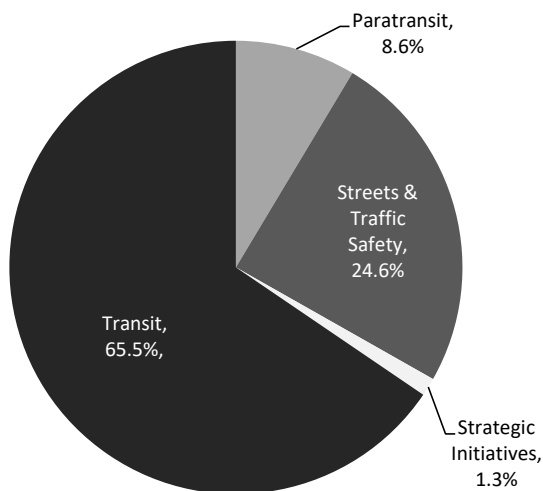
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

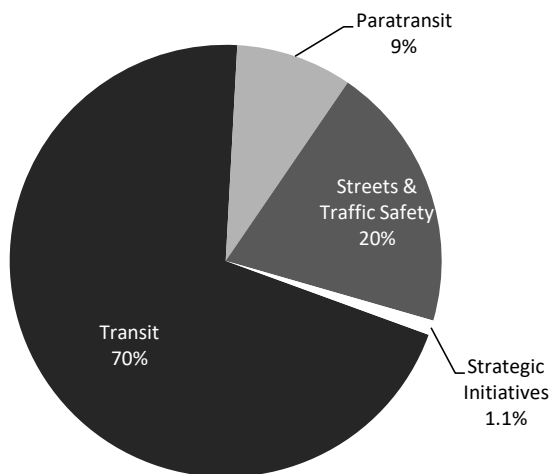
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 28,426,465	\$ 16,776,381	\$ 9,951,732	\$ 1,598,352	\$ 100,000	\$ -
Current Request(s)	\$ 4,110,710	\$ 150,000	\$ 575,295	\$ 450,294	\$ 2,051,909	\$ 883,212
New Total Allocations	\$ 32,537,175	\$ 16,926,381	\$ 10,527,027	\$ 2,048,646	\$ 2,151,909	\$ 883,212

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

Investment Commitments, per Prop K Expenditure Plan



Prop K Investments To Date

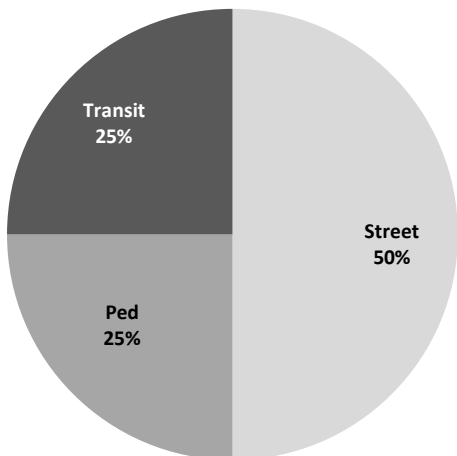


PROP AA VEHICLE REGISTRATION FEE

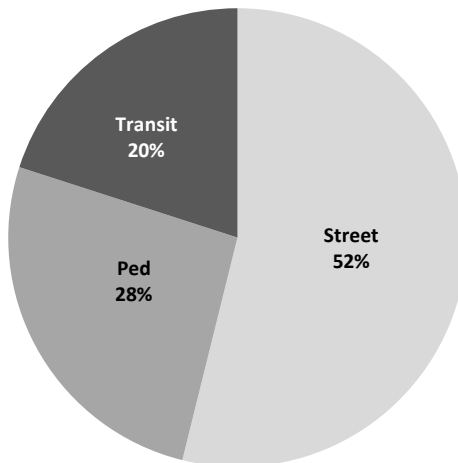
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 1,556,928	\$ 1,427,428	\$ 129,500	\$ -	\$ -	\$ -
Current Request(s)	\$ 4,794,258	\$ -	\$ 883,214	\$ 2,060,829	\$ 1,850,215	\$ -
New Total Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215	\$ -

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

Investment Commitments, per Prop AA Expenditure Plan



Prop AA Investments To Date





Memorandum

AGENDA ITEM 9

DATE: November 2, 2021
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 11/16 /2021 Board Meeting: Allocate \$3,835,710 in Prop K Funds and \$4,794,258 in Prop AA Funds, with Conditions, and Appropriate \$275,000 in Prop K funds for Four Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,741,883 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Bus Transit Signal Priority (\$1,350,883) 2. Mission / Geneva Safety (\$1,391,000) <p>Allocate \$1,093,827 in Prop K funds and \$4,794,258 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> 3. Mission and Geneva Pavement Reconstruction <p>Appropriate \$275,000 in Prop K funds for:</p> <ol style="list-style-type: none"> 4. Ocean Avenue Action Plan [NTIP Planning] <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

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



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$8,904,968 in Prop K and Prop AA funds. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

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

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

CAC POSITION

At its October 27, 2021 meeting, the Community Advisory Committee (CAC) unanimously approved a motion of support for the four requests that are presented to the Board in this item.

The CAC also considered a Prop K allocation request from BART for the Accessibility Improvement Program: Public Address System and Hearing Loop project. After some discussion, the CAC approved a motion to delay consideration until BART and SFMTA coordinate on potentially adding hearing loops to the Muni station agent booths at the Powell Street Station, in addition on the BART agent booths as proposed in the pending request. The CAC motion also indicated that they didn't want to hold up making BART's proposed accessibility improvements if the coordination with SFMTA would cause significant delays to the BART project. BART staff confirmed that there would be no significant delay if the request can be brought back to the December 1 CAC and December 7 Board meetings. We are actively working with BART and SFMTA staff to address the CAC's request.

The CAC also asked for BART and SFMTA to better coordinate before requests for funds at joint BART/Muni stations come to the CAC and Board. We appreciate the CAC's guidance and will be addressing this recommendation in our future programming and allocation processes.

SUPPLEMENTAL MATERIALS

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

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RESOLUTION AMENDING THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S GEARY BUS RAPID TRANSIT PHASE 2 CONCEPTUAL ENGINEERING REPORT PROJECT TO REVISE THE SCOPE AND DE-OBLIGATE \$1,892,152 OF \$6,319,470 IN PROP K FUNDS, WITH CONDITIONS

WHEREAS, In July 2015 through Resolution 16-06, the Transportation Authority allocated \$6,319,470 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for the Geary Bus Rapid Transit (Geary BRT) Phase 2 Conceptual Engineering Report (CER) Project to advance a bus rapid transit project on Geary Boulevard between Stanyan Street and 34th Avenue, including a center-running transitway between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere; and

WHEREAS, SFMTA now proposes an amended the scope of the project, including implementing side-running bus lanes throughout the entire Geary BRT Phase 2 corridor extents from Stanyan Street to 34th Avenue; and

WHEREAS, The proposed side-running bus lanes design is less complicated than the originally proposed center-running transitway and completing the Geary BRT Phase 2 CER for a side running alternative is less costly than original design, thus reducing the need for Prop K funds by \$1,892,152; and

WHEREAS, The amended scope includes two additional rounds of outreach for SFMTA to engage with the public about SFMTA's revised project plans; and

WHEREAS, The amended scope specifies that SFMTA would produce updates to the Geary BRT California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental documents, and pursue approvals from the SFCTA and SFMTA boards, SFMTA parking and traffic legislation, and an amended Record of Decision from the Federal Transit Administration, and would seek additional Prop K funds for this work; and

WHEREAS, Attachment 1 provides details on the proposed amended project, including the updated scope, schedule, and budget, along with Transportation Authority staff recommendations, including special conditions; and

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



flow for the project corresponding to the proposed new project schedule; and

WHEREAS, At its October 27, 2021 meeting, the Community Advisory Committee was briefed on the subject amendment request and unanimously adopted a motion of support for the staff recommendation; now, therefore, let it be

RESOLVED, That the Executive Director shall amend the Standard Grant Agreement for the SFMTA's Geary Bus Rapid Transit Phase 2 CER Project, with conditions, to reflect the approved amendments, as detailed in Attachment 1; and be it further

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

Attachment:

1. Amendment Request and Staff Recommendations

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Rapid Bus Network
Current PROP K Request:	\$4,427,317
Supervisorial Districts	District 01, District 02

REQUEST

Brief Project Description

Implement transit and safety improvements to reduce travel time and improve reliability for the 38 Geary lines from Stanyan to 34th Avenue. Improvements would include new side-running transit-only lanes and enhancements to existing transit lanes, transit bulbs and pedestrian safety improvements, updated transit signal priority, and optimized transit stop placements.

Detailed Scope, Project Benefits and Community Outreach

See attached word document

Project Location

Geary Boulevard between Stanyan Street and 34th Avenue

Project Phase(s)

Design Engineering (PS&E)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$4,427,317

Geary BRT Phase 2 (Geary Boulevard Improvement Project)

Conceptual Engineering Report Phase Scope of Work - Amendment

10/21/2021

Background

The Geary Bus Rapid Transit Project is a major transit and safety project. It's two main goals are to:

- Improve transit speed and reliability for the >56,000 daily riders (pre-COVID) of the 38 Geary lines
- Improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero Network and a street where people walking are eight times more likely to be seriously injured by a collision with a vehicle

The project is a partnership between the SFCTA and the SFMTA. It completed environmental clearance in 2018 and is being designed and delivered in two phases as shown in Figure 1 below. The second phase is called the Geary Boulevard Improvement Project and is the subject of this funding request. The project boundaries are on Geary Boulevard between Stanyan Street and 34th Avenue.

Updated Scope for New Side-Running Design

Evaluation results of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary Temporary Emergency Transit Lanes) have indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, Geary BRT Phase 1 (the Geary Rapid Project) is poised to be complete on time on budget in September 2021 and has had minimal construction impacts to adjacent residences and businesses. As a result, the SFMTA is now recommending pursuing side-running transit lanes throughout the entirety of the Geary Bus Rapid Transit Project limits, including in the Phase 2 limits (Stanyan to 34th Avenue). This would include side-running transit lanes along Geary Boulevard between Arguello and 28th Avenue that was envisioned as a center-running transitway in the Locally Preferred Alternative selected at the conclusion of the environmental process.

Based on this change in direction, the SFMTA is requesting that the Scope of Work for the CER Phase of Geary BRT Phase 2 (SFCTA Resolution 16-06, Project Number 101-907053) be updated to reflect a scope of work that is a lower level of effort needed to complete the CER Phase of the side-running project. The amended scope includes the same main activities, but at a reduced level of effort due to a less complex design. In addition, the scope includes additional work needed to complete updated environmental project approvals to reflect the new updated side-running design. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,153 of the original \$6,319,470 allocated.

1. CER Design Package

The CER Design Package will be the main deliverable of this phase of work, which confirms the scope of work to be pursued in the detailed design phase, as well as provides a draft cost estimate, schedule, and planned delivery approach. While the scope of work will build on the scope of work defined as Alternative 2 in the Geary BRT environmental documents, it will be refined in parallel with Task 2 Outreach activities defined below. In particular, the environmental document did not produce a detailed curb plan that is a key component that the CER Phase outreach is designed to develop in partnership with key stakeholders.

The scope of work is expected to include:

- a. Concrete Work* for bus bulbs (approx. 7), pedestrian bulbs (approx. 32), enhanced center median refuges (approx. 30), and upgrading curb ramps to ADA standards (approx. 14).
- b. Traffic Signal Upgrades and Improvements* including replacing old traffic signals at the end of their useful life (approx. 13 signals), signal upgrades such as adding mast arms, as well as upgrading the existing wireless Transit Signal Priority technology to more reliable fiber-optic technology from Stanyan Street to 25th Ave.
- c. Transit Lanes* to provide continuous dedicated transit lanes adjacent to the parking lane wherever feasible. This includes conversion of angled parking to parallel parking along Geary Boulevard through the Central Richmond, in order to maintain two general purpose travel lanes per direction plus provide a transit lane. In general, converting from angled parking to parallel parking reduces parking by 1-2 spaces per block face (and additional proposed improvements such as bus and pedestrian bulbs may also decrease available parking on blocks where they are recommended).
- d. Curb Plan* to update curb designations to reflect existing needs and new curb management tools. SFMTA staff conducted a loading survey in Summer 2021 to understand adjacent merchants curb needs. Using this input as well as professional expertise, SFMTA staff will recommend designations for the affected curb within the project limits including commercial yellow loading zones, passenger loading zones, green short-term parking zones, and blue ADA parking zones. This curb plan will consider how any new Shared Space parklets affect curb space needs on affected blocks. In addition, new 5 minute general purpose loading zones that were piloted as a part of the Shared Spaces program will allow more flexibility for short-term pick-up and drop-off activities that could help address curb needs generated by food delivery services, Transportation Network Companies, and other short-term pick-up and drop-off needs.

A Draft Curb Plan will be developed and shared for input during Outreach Round 2 (Task 2) and then refined as a Final Curb Plan that will be used to write the parking and traffic legislation (Task 3).

- e. ***Bus Stop Optimization and Improvements*** (zone lengthening, stop removal and re-location) at approximately 13 bus stops. SFMTA staff will recommend locations where transit performance may benefit by re-locating bus stops from near-side to far-side, eliminating closely spaced stops, and lengthening substandard bus stop zones. These recommendations will be refined with input from community stakeholders including a survey targeted to transit riders implemented as a part of Outreach Round 1 as well as with direct outreach to stakeholders immediately adjacent to affected bus stops (Task 2). In addition, bus stop amenity upgrades could include new shelters, bike racks, and decorative treatments.
- f. ***Pedestrian Safety Upgrades*** including daylighting, installation of Leading Pedestrian Intervals, and signal re-timing for slower walk speeds

Deliverables: Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

2. Outreach

In order to support the design work under Task 1 CER Design Package, outreach will be conducted to inform key design questions as well as continue ongoing community dialogue as follows.

- a. ***Round 1:*** occurred in September 2021 (funded by other agency funding sources prior to completing this scope of work update). This round of outreach included a multi-lingual mailer to properties within 1-2 blocks of the project area, flyers posted at key locations along the corridor, pop-up in person outreach, an online open house using a StoryMaps website, participation in the Richmond Autumn Moon Festival, a virtual community meeting, and multi-lingual surveys distributed via meal deliveries for low-income seniors at several senior centers. Key areas of input sought included: stakeholder level of support for new side-running configuration recommendation, proposed bus stop consolidations and removals, and block-specific feedback on existing transit/parking/loading/safety challenges to inform draft project design
- b. ***Round 2:*** anticipated in early 2022. This round of outreach would share a full draft block-by-block design for stakeholder input. The outreach methods will be finalized in late 2021 but are generally expected to include similar techniques to Outreach Round 1.
- c. ***Round 3:*** anticipated in 2022. This round of outreach would inform stakeholders of how the design being brought to the SFMTA Board for potential action was

informed by stakeholder feedback and share the opportunity to provide public comment to the SFMTA Board. Outreach methods would include a multi-lingual mailer and flyers posted throughout the corridor to advertise the policy-making meetings where feedback can be shared with decision-makers.

- d. ***Direct stakeholder outreach.*** throughout the entire planning process, direct stakeholder outreach will be conducted as needed to resolve location-specific design questions. This would include outreach to properties immediately adjacent to proposed bus stop re-locations, as well as ongoing direct outreach to key stakeholders.
- e. ***Ongoing Geary CAC meetings.*** Since 2017, the SFMTA has staffed a Geary Community Advisory Committee as a successor the SFCTA-convened CAC that met during the planning and environmental phases. The Geary CAC has provided advice and input to the SFMTA on both phases of the Geary Bus Rapid Transit Project. The CAC is envisioned to continue meeting through completion of both phases of the project and this item provides for ongoing staffing of the body during the CER phase.

Deliverables:

- Three rounds of outreach, meeting notes from stakeholder meetings, Geary CAC presentation materials and minutes
- Provide draft designs to SFCTA and District Supervisor with sufficient time for feedback prior to public outreach round 2, including benefits and impacts,
- Provide revised designs, summary of outreach feedback, and articulation of any changes to SFCTA and District Supervisor with sufficient time for feedback following public outreach round 2, but before handoff to environmental consultants, including benefits and impacts.

3. Approvals

Needed local and federal approvals will be obtained including:

- a. ***Environmental approvals.*** Policy actions would be needed by both the SFCTA and SFMTA Board to confirm selection of a new locally preferred alternative consistent with the side-running alternative. In addition, coordination with the Federal Transit Administration would be needed to obtain an amended Record of Decision (ROD). SFCTA previously acted as the lead agency for environmental approvals, but SFMTA will now take over this role. SFMTA expects to complete environmental analysis in Spring 2022 and anticipates FTA issuing an Amended ROD in Fall 2023.

- b. *Parking and traffic legislation.* SFMTA staff will prepare needed documentation, noticing, and presentation materials to seek parking and traffic legislation of the project.

Deliverables: SFCTA and SFMTA LPA re-selection resolutions, FTA Amended Record of Decision, SFMTA parking and traffic legislation.

Deliverables and Tentative Interim Deliverables Schedule

There are several unknowns beyond the SFMTA staff team's control that could affect the schedule, but the below summarizes potential dates for interim deliverables leading to completion of this phase of work.

- **Late 2021:** Draft block-by-block design
- **Early 2022:** Outreach Round 2
- **Early Spring 2022:** Revised block-by-block design based on Outreach Round 2 feedback for initiating environmental review documentation
- **Late Spring 2022:** Finalized environmental analysis, TASC process
- **Summer 2022:** Outreach Round 3, SFCTA and SFMTA Board actions, Final CER package
- **Fall 2023:** FTA Amended ROD

Type of Environmental Clearance Required

Because of the recommendation to pursue a side-running transit lane design instead of a center-running design, it is anticipated that additional policy actions will be required at the SFCTA and SFMTA Boards to select a new Locally Preferred Alternative and adopt new CEQA Findings; and that the Federal Transit Administration will need to issue an amended ROD. Whereas SFCTA has acted as the environmental lead agency up to this point, SFMTA will now assume the role of lead agency. After the SFMTA finalizes the recommended scope, the SFMTA will work with its consultants to document the scope determine what additional documentation is needed to proceed. Because the EIR/EIS evaluated a side-running alternative (Alternative 2) to the same level of detail as the Locally Preferred Alternative, and the final scope is expected to be substantially similar to the already-evaluated side-running alternative, it is expected that the level of analysis and documentation needed will be minor. While there is some risk that the time it will take to complete needed policy actions may take longer than anticipated, the project schedule can proceed with some design at-risk activities in parallel, following a similar approach to the Geary Rapid Project.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	EIR/EIS
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2007	Apr-May-Jun	2008
Environmental Studies (PA&ED)	Jul-Aug-Sep	2011	Oct-Nov-Dec	2023
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2021	Jan-Feb-Mar	2024
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2025
Project Completion (means last eligible expenditure)			Apr-May-Jun	2026

SCHEDULE DETAILS

Community Outreach:

MTA currently anticipates 3 rounds of outreach to support this phase of work in Fall 2021, late 2021, and Spring 2022 as further described in the attached Scope of Work Task 2.

Start Construction begins before Advertise Construction because initial Quick Build installation of transit lanes, stop changes, and some safety improvements would be done by SFMTA Shops. (Quick Build design: 5/2022, construction 6/2022 - 10/2022)

Advertise Construction begins before Design Engineering concludes because work would be delivered via two construction contracts. See "Draft schedule by project sub-phase" in the attached scope for details.

Project Coordination: There is potential for SFPUC water and sewer and SFPW paving to be coordinated with this project, which could affect the draft schedule milestones shown above, depending on their staffing and funding availability. See "Draft schedule by project sub-phase".

Project Delivery: Two separate contracts are planned to be issued, one for underground utilities (including conduits for fiber-optic cables) and a separate one for surface work, in order to control costs and quality. This means detailed design would continue while the first contract is being advertised. SFMTA to lead remaining environmental work, which is reflected here but not on the Funding Plan/ Cash Flow tables.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-101: Rapid Bus Network	\$0	\$0	\$4,427,317	\$4,427,317
Phases In Current Request Total:	\$0	\$0	\$4,427,317	\$4,427,317

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$10,000,000	\$9,177,081	\$19,177,081
Congestion Management Agency Planning Funds	\$0	\$0	\$237,754	\$237,754
Local Funds (e.g. 2015 Prop A General Obligation Bonds)	\$3,655,000	\$0	\$0	\$3,655,000
TBD (e.g. OBAG, TPI [LCTOP], TIRCP, AHSC, Local [Prop B General Funds])	\$33,335,000	\$0	\$0	\$33,335,000
Funding Plan for Entire Project Total:	\$36,990,000	\$10,000,000	\$9,414,835	\$56,404,835

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$390,000		Actual
Environmental Studies	\$4,597,518		Actual
Right of Way	\$0		
Design Engineering	\$9,082,317	\$4,427,317	Based on previous projects, including Geary BRT Phase 1. Includes previous expenditures and estimate cost to complete
Construction	\$42,335,000		Based on previous projects, including Geary BRT Phase 1
Operations	\$0		
Total:	\$56,404,835	\$4,427,317	

% Complete of Design:	5.0%
As of Date:	08/26/2021

Expected Useful Life:	30 Years
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Geary Phase 2 - CER Budget updated for side-running

8/27/2021

		Rate	ETC		Notes/assumptions
			Hrs	Cost	
Streets Labor	5502 PM1 - Liz Brisson	\$ 195	560	\$ 109,296	PM for environmental and legislation
	5502 PM1 - Dan Mackowski	\$ 195	1200	\$ 234,206	PM for implementation and PE
	TP2 - David Sindel	\$ 141	1040	\$ 146,242	Planner supporting environmental, legislation, outreach tasks
	9172 Manager 2 - Francesca Napolitan	\$ 186	160	\$ 29,688	Will supervise preparation of curb plan
	5277 Planner 1 - Tracy Minicucci	\$ 118	400	\$ 47,163	Will prepare curb plan
	Sr Engineer	\$ 241	80	\$ 19,253	Will provide senior engineer review as-needed
Subtotal				\$ 585,848	
Comms Labor	1314 Public Relations Officer	\$ 194	960	\$ 186,203	Lead for developing and implementing public outreach activities
	5320 Illustrator and Art Designer	\$ 170	120	\$ 20,373	Will prepare graphic design materials as needed
	1312 Public Information Officer	\$ 165	480	\$ 79,367	Will provide outreach support to 1314 PRO
Subtotal				\$ 285,943	
Direct costs/ professional services	Env consultant			\$ 200,000	Conservative estimate, could decrease depending on scale of env work needed TBD after finalizing draft final scope
	Comms Direct Costs			\$ 130,000	Based on previous projects
Subtotal				\$ 330,000	
Public Works CER Funding				\$ 404,384	SFPW time to prepare scope documents and preliminary base map before detailed design
Environmental Review Team Labor	5290 Transit Planner 4	\$ 192	10	\$ 1,921	
	5289 Transit Planner 3	\$ 164	40	\$ 6,560	
Subtotal				\$ 8,481	
City Atty				\$ 25,000	CAO review, based on previous projects
Contingency				\$ 61,764	5% of estimated costs
Total for side-running CER				\$ 1,701,419.76	
Expenditure to date				\$ 2,725,897.65	
Original grant				\$ 6,319,470.00	
Amount to de-obligate				\$ 1,892,152.59	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$4,427,317	Total PROP K Recommended	\$1,767,946

SGA Project Number:	101-907053	Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project)
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2024
Phase:	Design Engineering	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	Total
PROP K EP-101	\$1,767,946	\$0	\$0	\$0	\$0	\$1,767,946

Deliverables

1. Monthly progress reports shall include % complete of the funded phase, % complete by task, work performed in the prior month, work anticipated to be performed in the upcoming month, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. Monthly progress reports shall include a summary of outreach performed the prior month (including meetings of the Geary CAC) and feedback received.
3. Monthly progress reports shall include a summary of coordination efforts other City agencies regarding delivery of the project, including on potential sewer and water upgrades, and re-paving, and shall describe the delivery plan once it is finalized.
4. Prior to conducting public outreach round 2 (anticipated January 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft project designs on a block-by-block basis; preliminary assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 2.
5. Upon completion of public outreach round 2 and prior to conducting supplemental environmental review for the project (anticipated Spring 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: summary of feedback received during outreach round 2 and how the SFMTA is addressing that feedback, as appropriate; revised project designs on a block-by-block basis with a description of changes made in response to public outreach; updated assessment of benefits and impacts; cost estimate and funding plan; and draft outreach materials for public outreach round 3.
6. Upon completion of public outreach round 3 and prior to initiating Transportation Authority Board consideration and legislative approval process (anticipated Summer 2022) SFMTA staff shall provide the following to Transportation Authority staff with sufficient time for review and comment: draft designs with corresponding benefits and impacts; cost estimate and funding plan; and draft final assessment of benefits and impacts and draft environmental findings for revised locally preferred alternative.

7. Upon completion, provide Conceptual Engineering Report, conceptual engineering drawings, internal and inter-agency design review TASC materials and process

8. Upon completion, Sponsor shall provide an updated scope, schedule, budget, and funding plan for design and construction. This deliverable may be met with an allocation request for design and quick-build construction.

Notes

1. Funds were allocated through Board approval of Resolution 2016-006 in July 2015.

2. This amendment allows up to \$100,000 in retroactive expenditures against the existing grant dating back to 9/1/2021 for SFPW base maps. Charges between 12/31/2019 (the original fund expiration date) and 9/1/2021 are not eligible for reimbursement from this grant.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	66.0%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Geary BRT Phase 2 CER (Geary Boulevard Improvement Project) [Amendment]
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$4,427,317
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LB

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Daniel Mackowski	Joel C Goldberg
Title:	Project Manager	Grants Procurement Manager
Phone:	(415) 646-2572	(415) 646-2520
Email:	daniel.mackowski@sfmta.com	joel.goldberg@sfmta.com



Memorandum

AGENDA ITEM 10

DATE: October 28, 2021

TO: Transportation Authority Board

FROM: Anna LaForte - Deputy Director for Policy and Programming

SUBJECT: 11/16/21 Board Meeting: Amendment of the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report Project to Revise the Scope and De-obligate \$1,892,152 of \$6,319,470 in Prop K Funds

RECOMMENDATION Information Action

Amend the San Francisco Municipal Transportation Agency's (SFMTA's) Geary Bus Rapid Transit (BRT) Phase 2 Conceptual Engineering Report (CER) project to revise the scope and de-obligate \$1,892,152 of \$6,319,470 in Prop K funds

SUMMARY

In July 2015 the Transportation Authority allocated \$6,319,470 in Prop K funds to the SFMTA to produce the Geary BRT Phase 2 CER. The Geary BRT Project is being designed and delivered in two phases. Geary BRT Phase 2 covers Geary Boulevard between Stanyan Street and 34th Avenue and was originally designed with a center-running transitway between Arguello Boulevard and 28th Avenue. SFMTA now recommends side-running transit lanes throughout the Geary BRT project limits. Due to this change, SFMTA is requesting to amend the scope of work for the Prop K grant to reflect a lower level of effort scope of work needed to complete the CER for the side-running project. The amended scope includes many of the same main activities, but with reduced effort due to a less complex design. The scope also includes two additional rounds of public outreach to get feedback on the revised project design, and additional work needed for SFMTA to complete updated environmental project approvals. SFMTA has already spent \$2,659,371 of the original grant, proposes to retain \$1,767,946 to complete the scope and deobligate \$1,892,153 which is no longer needed. Attachment 1 describes the proposed amended project and the staff recommendations.

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



BACKGROUND

The Geary BRT Project is a major transit and safety project. Its two main goals are to improve transit speed and reliability for the more than 56,000 daily riders (pre-COVID) of the 38 Geary lines and to improve pedestrian safety along Geary Boulevard, part of San Francisco's Vision Zero High Injury Network. The project is being designed and delivered in two phases.

Phase 1 of Geary BRT, located on Geary and O'Farrell between Stanyan and Market streets, includes side-running bus lanes and is called the Geary Rapid Project. SFMTA completed the first set of transit and safety treatments for the Geary Rapid Project in 2018. Major upgrades and coordinated utility work began in early 2019 and continued through 2021. Construction on the Geary Rapid Project is now substantially complete, was completed on time and on budget and has had minimal construction impacts to adjacent residences and businesses.

Phase 2 of Geary BRT, located on Geary Boulevard between Stanyan Street and 34th Avenue, is called the Geary Boulevard Improvement Project. The Locally Preferred Alternative (LPA) selected during the Geary BRT environmental process included a center-running transitway on Geary Boulevard between Arguello Boulevard and 28th Avenue and side-running bus lanes elsewhere on the corridor. SFMTA now recommends pursuing side-running transit lanes throughout the entirety of the Geary BRT project limits, including in the Phase 2 section originally planned for the center-running transitway. The new proposal is similar in scope and project definition to the Alternative 2 (Side-lane bus rapid transit) project alternative documented in the Geary BRT Environmental Impact Report (EIR) and Environmental Impact Statement (EIS).

While Phase 2 of Geary BRT has not yet been implemented, SFMTA installed Temporary Emergency Transit Lanes (TETLs) along segments of Geary Boulevard in winter 2020-21. The lanes are located in the eastbound direction from 33rd to 28th avenues, 27th to 24th avenues and 16th Avenue to Stanyan Street and in the westbound direction from Stanyan Street to 15th Avenue, 24th to 25th avenues and 27th to 32nd avenues. These temporary transit lanes proved effective and popular and were made permanent by the SFMTA Board of Directors on July 20, 2021.

SFMTA's evaluation of side-running transit lanes along Geary Boulevard (Geary BRT Phase 1 and Geary TETLs) has indicated positive and cost-effective transit travel time and reliability improvements, with minimal impacts to vehicle traffic. In addition, SFMTA has identified other potential benefits of implementing side-running bus lanes throughout the Phase 2 segment of the corridor.

- Accelerate transit and safety benefits - A side-running project can provide tangible improvements in stages, allowing more benefits to transit and safety to begin sooner. Preliminary transit lanes, bus stop changes, and safety improvements could be implemented over the course of a few weeks in 2022, while capital transit and safety improvements like bus bulbs and pedestrian bulbs would follow a couple years later.



- Limit construction disruption - A side-running project limits and focuses curb and median construction at spot locations where items like bus or pedestrian bulbs would be installed.
- Preserve the most transit operational flexibility and preserves local stops - With a side-running alternative, both Rapid and local service can remain.
- Improve cost effectiveness of transit travel time and reliability benefits - A side-running alternative is expected to cost about \$50 million, whereas the center-running alternative is anticipated to cost at least \$235 million. According to environmental stage analysis, center-running and side-running alternatives would deliver similar transit travel time savings and reliability improvements, provided a level of parking removal (up to 90 spaces) and configuration as described in the EIR/S.
- Avoids center median tree removal - Little to no tree removal is anticipated for a side-running project.

DISCUSSION

Based on this change in direction, the SFMTA is requesting that the scope of work for the Geary BRT Phase 2 CER Project as approved by the Transportation Authority through Resolution 16-06, be updated to reflect the lower level of effort needed to complete the CER phase of the side-running project. The Transportation Authority served as the environmental lead for the original environmental clearance for the Geary BRT project. Going forward, SFMTA will serve in this capacity and direct the needed environmental work for required California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental updates associated with the current change in direction. Reflecting the lower level of effort, SFMTA proposes to deobligate \$1,892,152 of the original \$6,319,470 allocated.

The proposed amended scope includes three primary activities: CER Design Package, Outreach, and Approvals.

- CER Design Package - This is the main deliverable of this phase of work and will include cost estimate, schedule, and planned delivery approach. The scope of the design package includes concrete work, traffic signal updates and improvements, continuous side-running transit lanes, a curb plan, bus stop optimizations and improvements, and pedestrian safety upgrades.
- Outreach - SFMTA will conduct three rounds of outreach including the current outreach (funded by non-Prop K sources) on the recommended change to side-running bus lanes that began in September 2021. This round of outreach activities included flyers posted along the corridor, pop-up in person outreach, an online story map open house, participation in the Richmond Autumn Moon Festival, and a virtual community meeting. SFMTA also distributed multi-lingual mailers via mail to



properties within 1-2 blocks of the project area and via meal deliveries for low-income seniors at several senior centers. SFMTA will conduct two more rounds of outreach in early 2022 and Summer 2022 and anticipates similar outreach techniques as used in the first round.

- Approvals - SFMTA will lead the preparation of updated CEQA and NEPA environmental documentation. SFMTA will seek required policy actions by the Transportation Authority and SFMTA boards following updated CEQA documentation. SFMTA will also pursue an amended Federal Transit Administration Record of Decision and SFMTA parking and traffic legislation.

SFMTA is not currently seeking policy actions by the SFMTA or Transportation Authority Boards to approve the side running alternative for Geary BRT Phase 2. SFMTA will seek those actions in 2022 after developing a detailed project definition and completing updated CEQA documentation.

The SFMTA's proposed amended scope, schedule and budget is described in detail in Attachment 1.

FINANCIAL IMPACT

The recommended action would not allocate any additional funds beyond those funds previously allocated in July 2015. Sufficient funds are included in the Fiscal Year 2021/22 budget to accommodate the revised cash flow for the project shown in Attachment 1.

CAC POSITION

The CAC considered this item at its October 27, 2021 meeting, and unanimously adopted a motion of support for the staff recommendation.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Allocation Request Form for Amendment



SFMTA



Muni Service Restoration Plan

San Francisco County Transportation Authority

November 16, 2021

Muni Today



75% Pre-Pandemic Service
50% Pre-Pandemic Ridership



98% of San Franciscans within 1/4 mile of a stop

62

Number of pre-pandemic lines that have been restored



Next planned service restoration: Winter 2022

Hiring Constraints



- Winter 2022 service plan is an incremental step based on pace of hiring
- Hiring is our biggest constraint to faster service expansion
- We have trained 27 operators in recent months and have another 38 in training now
- If we can identify likely new revenue sources, we will continue hiring and training and plan next major service restoration in fall 2022
- Vaccine mandate compounds missed service challenges - in October, missed approximately 70 – 140 shifts/day

We Asked for Community Input on ...

Familiar scenario

All-day pre-pandemic Muni routes restored



Frequent scenario

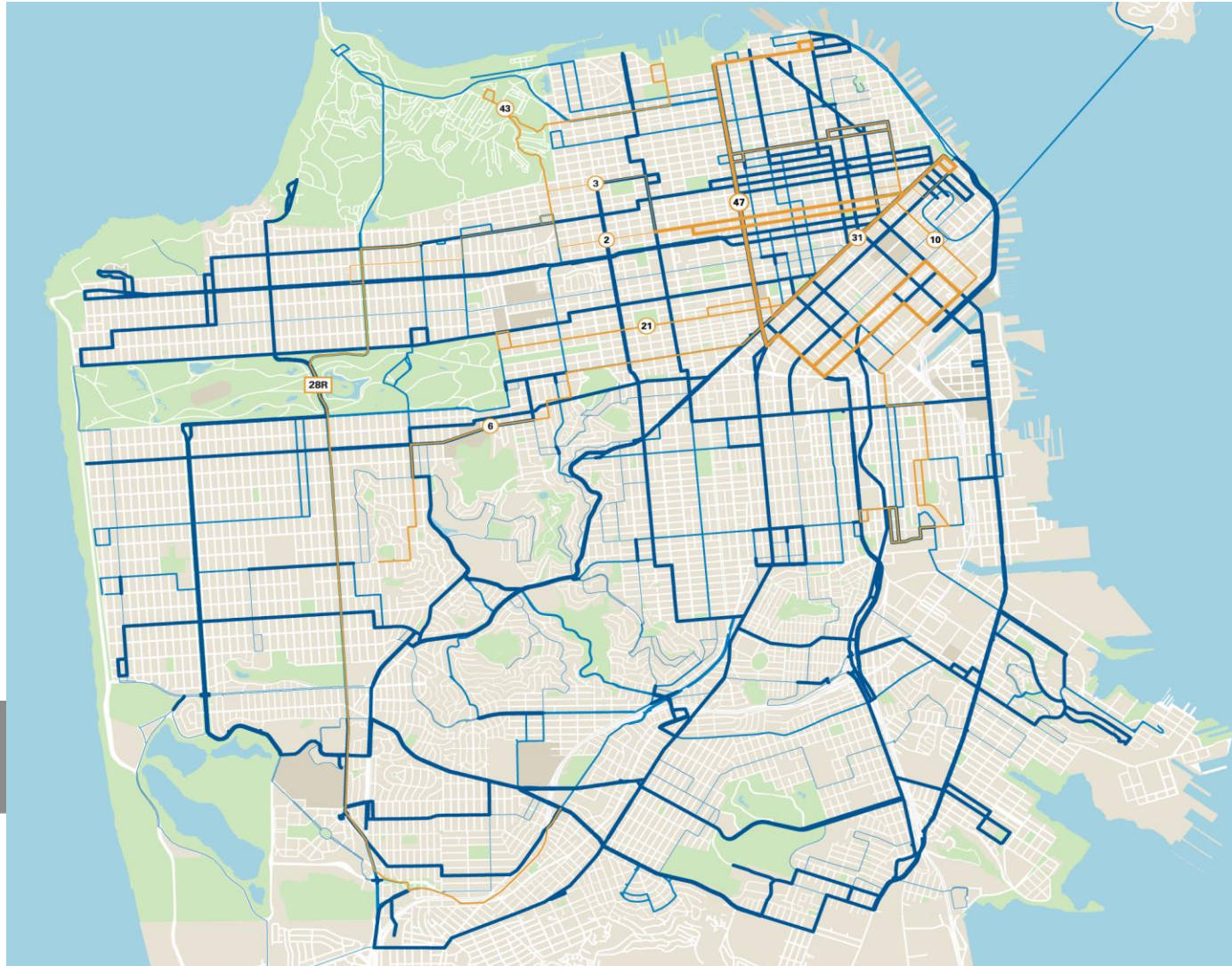
Service increased on high ridership Muni lines and not restoring five of the seven routes.

Hybrid scenario

Aims to balance the Familiar and Frequent and does not restore two of the routes that have not been yet.

All-day bus routes & route segments not yet restored

-  Existing network (line width indicates frequency)
-  2019 service not yet restored



... and Thousands Responded

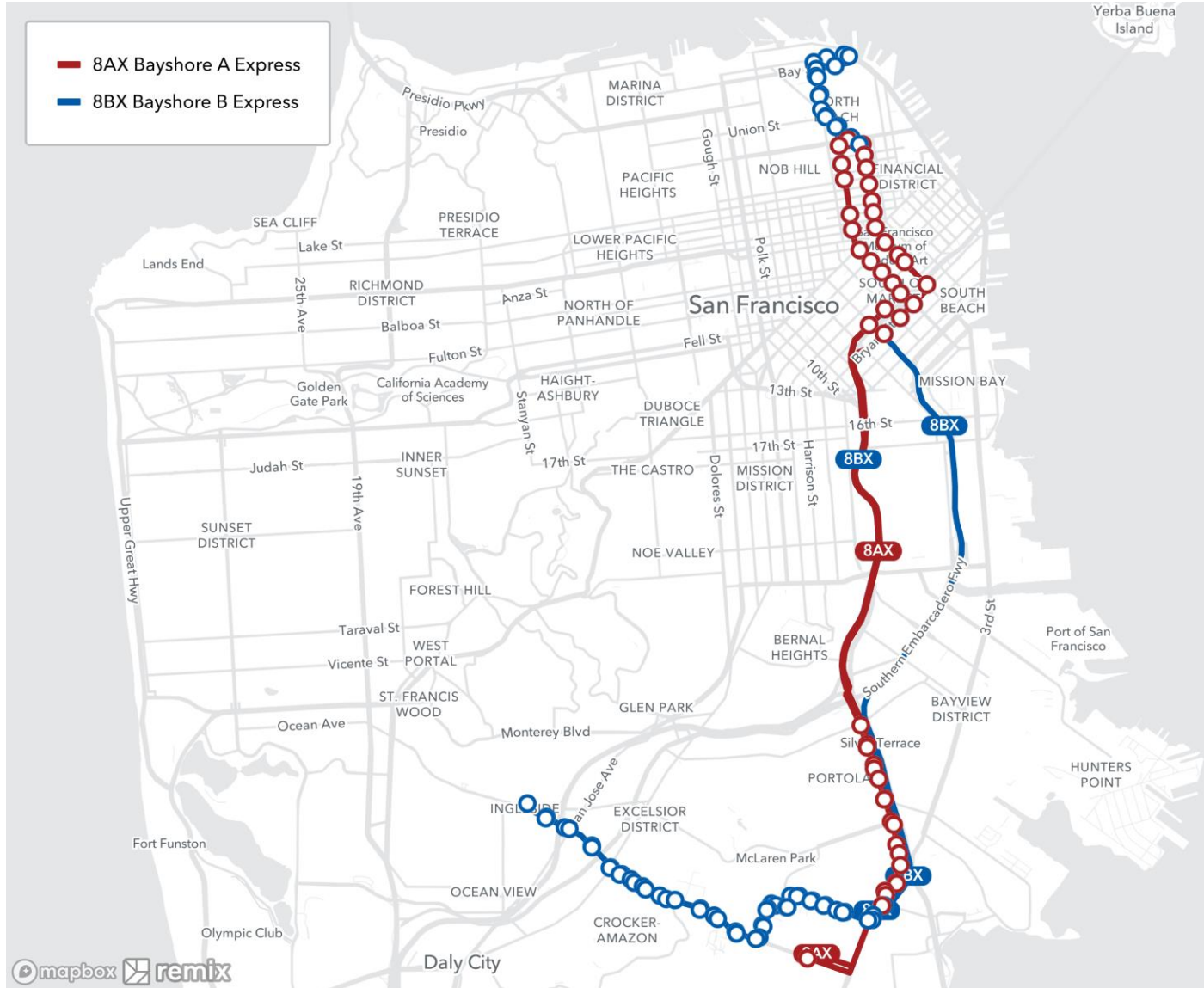
- 5 virtual open houses, 2 office hours in September, October (with interpretation)
- Over 40 briefings with key stakeholders, neighborhood associations and community-based organizations
- Multilingual online website, StoryMap
- Multilingual survey to collect feedback (with 4,500 responses)
- Neighborhood festivals and pop ups
- Multilingual posters at 650 locations across the city
- Multilingual media outreach
- Thousands of multilingual emails to stakeholders
- Blog and social media postings



What We Heard & What We're Proposing

- ✓ Restore key pre-pandemic connections
 - For example, direct service to St. Mary's Hospital
- ✓ Preserve or restore Muni access in hilly areas
 - For example, Tenderloin, Alamo Square, Ashbury Heights
- ✓ Focus on access for people with disabilities and seniors
 - For example, service on Post and Sutter
- ✓ Find ways to address frequency
 - For example, Geary, Stockton and Mission

8AX & 8BX Bayshore Express



Draft Recommendations

- **Restore in full:** 6 Haight/Parnassus, 8AX/BX Bayshore, 23 Monterey, 28R 19th Avenue Rapid, 43 Masonic
- **Restore with changes:** 2 Clement, 10 Townsend, 21 Hayes, 31 Balboa
- **Do not restore:** 3 Jackson, 47 Van Ness
- **Frequency changes:** 5 Fulton, 12 Folsom/Pacific, 30 Stockton, 38R Geary Rapid, 44 O'Shaughnessy, 48 Quintara/24th Street, 49 Van Ness/Mission, 58 Lake Merced
- **Other changes:** 5R Fulton Rapid, 12 Folsom/Pacific, 27 Bryant, 28 19th Avenue, 35 Eureka, 52 Excelsior, 57 Parkmerced, 58 Lake Merced, 66 Quintara
- **Decisions to be made:** J Church, 48 Quintara/24th Street

J Church

What We Heard

- Riders value one-seat ride to downtown
- Transfers can be challenging for people with mobility disabilities
- Some find transfers unsafe

Planning Considerations

- Removing J Church from subway has improved reliability of all Metro lines inside the subway and reliability on the J Church



Defining Our Challenge

A system not designed for modern needs

- The Market Street Subway has never performed well.
- Running six metro routes – plus shuttles – along one route is a recipe for problems.
- Most subways run a single route for their length.
- Muni Metro must also contend with inconsistent on-street performance.

Subway issues impact the rider experience for every Muni Metro rider, no matter where they travel



Possible Solutions

Solving a decades-old traffic jam

1. Reduce number of routes in the subway

- Requires transfers and streetscape improvements

2. Make transformative improvements to surface segments

- Likely requiring lane restrictions and parking removal

3. Replace the Automatic Train Control System

- Even a modern system would struggle with so many routes

What is Working?

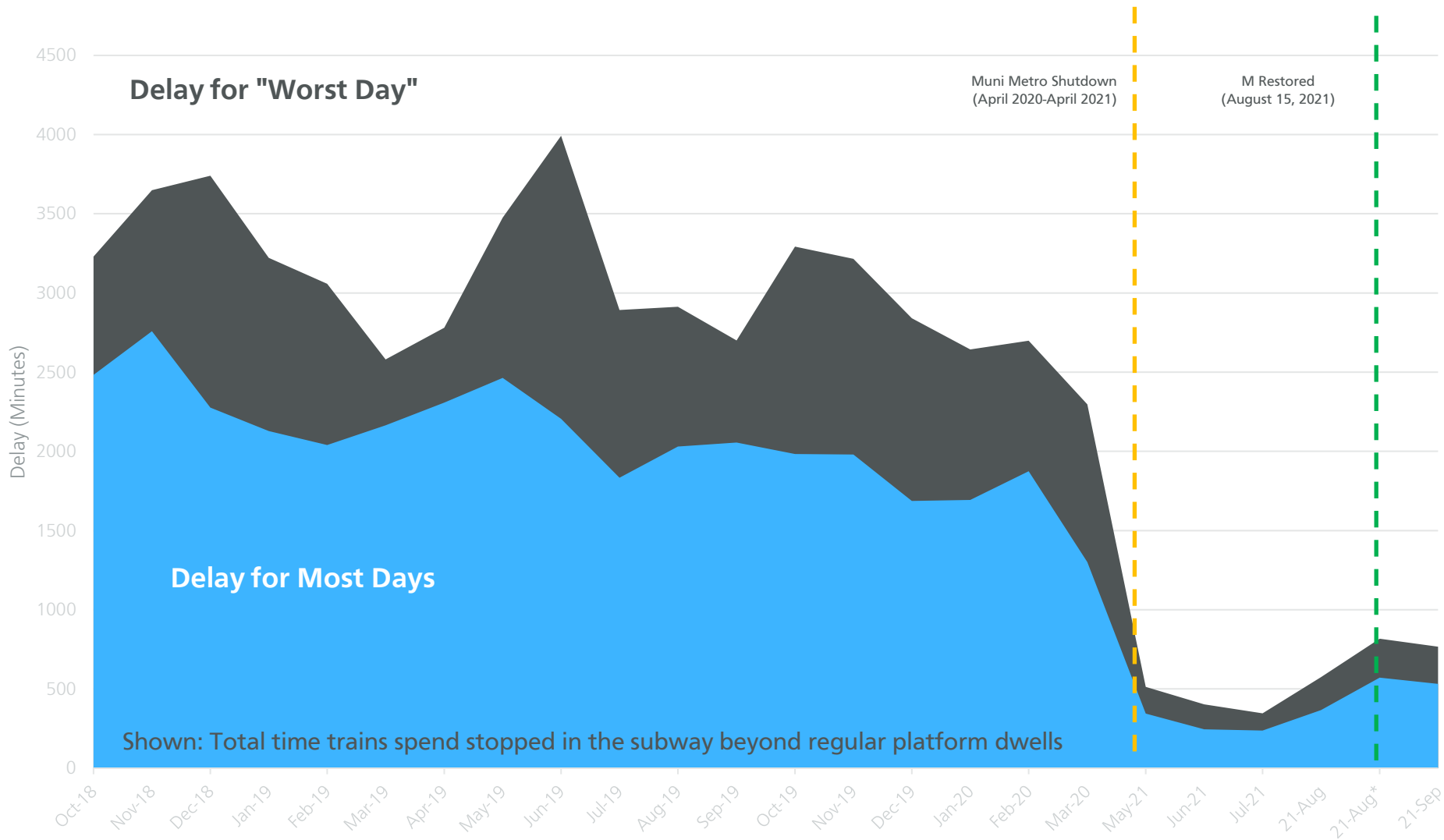
- Removal of two routes (J Church and L Taraval) greatly improving both travel times and variability.
- Median subway travel times improved by 7 min, benefits to median end-to-end travel time described below:

AM Peak (6 am to 9 am)	
J-Church	0 minutes (0% faster)
K-Ingleside/T Third	7 minutes (16% faster)
L-Taraval	Not evaluated
M-Ocean View	9 minutes (18% faster)
N-Judah	14 minutes (21% faster)

- Most train delays between stations have been eliminated and travel time variability has significantly improved (~55%)

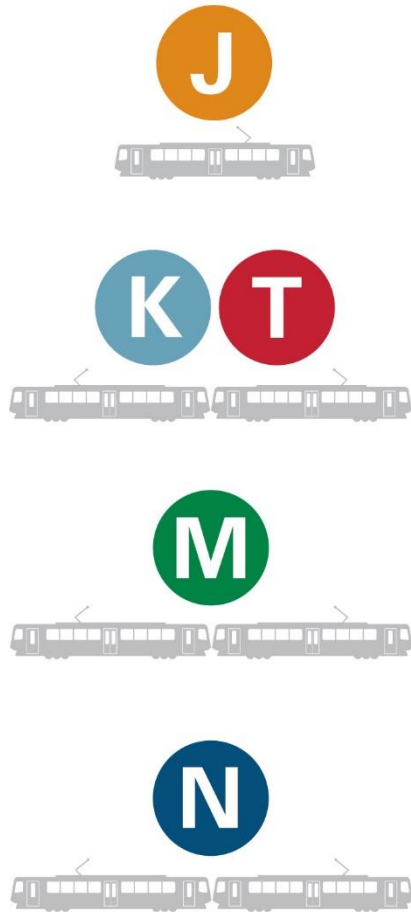
124 Reducing Subway Delay

Total delay and variability have declined dramatically



Metro Ridership

Metro Weekly Boardings



= 2,500 PASSENGERS



AS OF NOV. 1, 2021

J Church: Preliminary Pilot Findings

Team is tracking total travel times between 30th / Church and Embarcadero Station.

1. Average weekday trips (both eastbound and westbound) take about the same amount of travel time today as they did in 2019.
2. There is **less variation** in weekday trip times (comparing July 2021 to July 2019).
3. In Sep/Oct 2021, **73% of weekday trips had wait times of five minutes or less** while transferring at Church Station.



J Church

Option 1:

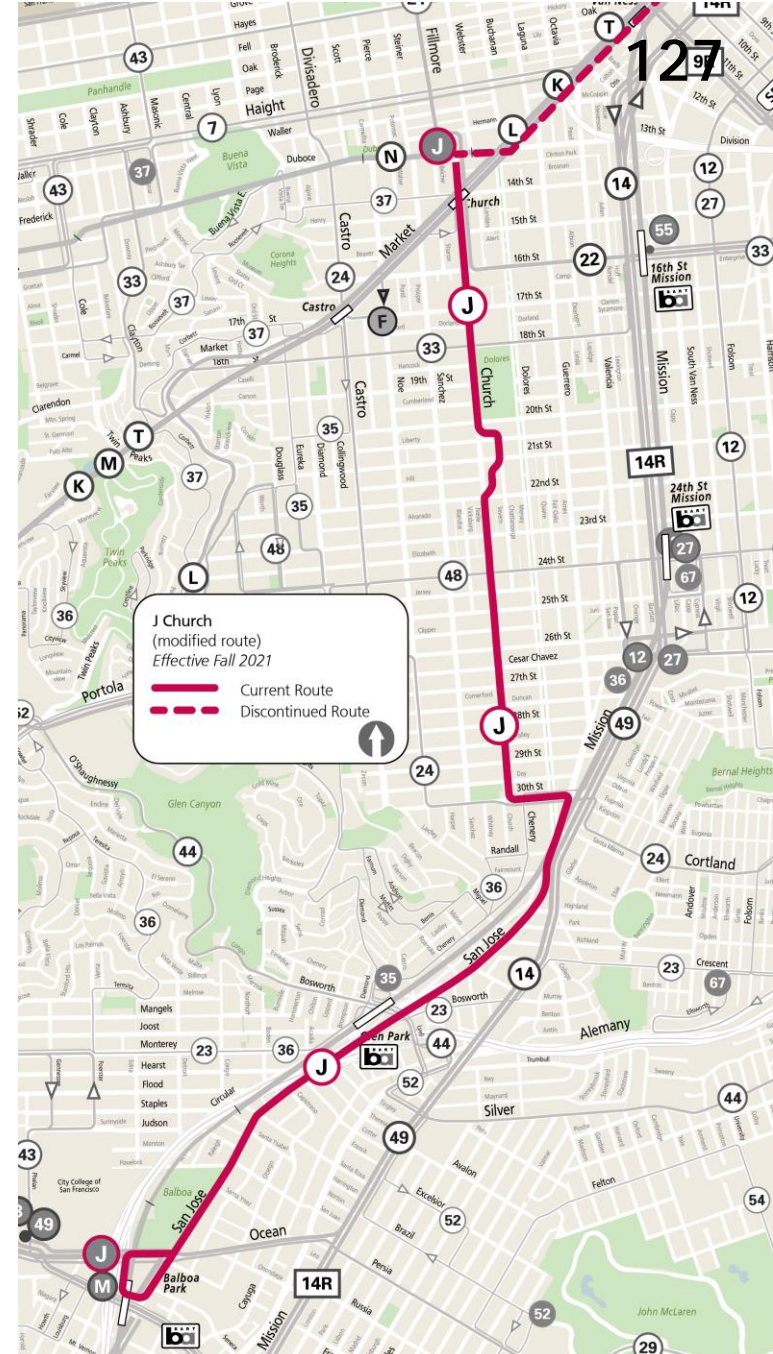
- J Church from Balboa Park to Church/Duboce (10-min frequency) – supported by technical analysis

Option 2:

- J Church from Balboa Park to Embarcadero (15-min frequency) – support from J Church riders

Option 3:

- J Church from Balboa Park to Embarcadero evenings; J Church from Balboa Park to Church plus ½ hour bus from 30th/Church to Embarcadero daytime



Next Steps: Winter 2022

- Continue outreach through the fall
- Seek policy guidance from SFMTA Board and Board of Supervisors
- Dec. 7: Return to SFMTA Board to propose approval
- Feb. 2022: Expected implementation



Beyond Winter 2022

- Continue to evaluate ridership patterns, crowding and coverage needs
- Evaluate route segments and frequencies not yet fully restored and further frequency improvements to reduce crowding (e.g., 22 Fillmore)
- Explore possibilities for stronger north-south connections
- Consider new rapid routes (such as a 7R Haight Rapid and a 29R Sunset Rapid) and downtown express service
- Continue offering service we added during the pandemic (e.g., 15X)



Hiring and Funding Needs

- Two obstacles to restoring 100% of pre-pandemic service hours: **hiring and funding**
- With current hiring rate, we are on pace to restore service by fall 2022 – but stable funding needed to sustain new staff
- Working with Controller's Office to confirm timing, duration and depth of our budget gap once federal funds and reserves exhausted
- Developing several options to close budget gap – will need full support of BOS

Thank You!





Appendix A

Winter 2022 Muni Network details by neighborhood

Southwest

23 Monterey, 28R 19th Avenue Rapid, 57 Parkmerced, 58 Lake Merced

What We Heard

- Some want access to SF Zoo, Ocean Beach restored along Sloat Boulevard
- Some want access to West Portal on the 57 Parkmerced
- Some want service restored along Brotherhood Way
- Some enjoy the new access to Westlake on the 58 Lake Merced

Planning Considerations

- Restoring the 23 Monterey to Sloat Boulevard and service along Brotherhood Way would preclude service to Westlake



Southwest

23 Monterey, 28R 19th Avenue Rapid, 57 Parkmerced, 58 Lake Merced

- **23 Monterey** restored from Bayview to SF Zoo via Sloat Blvd (20-minute frequency)
- **57 Parkmerced** extended from Junipero Serra to West Portal (20-minute frequency)
- **58 Lake Merced** rerouted from Sloat to Lake Merced Blvd and from Westlake to Brotherhood Way (30-minute frequency)
- **28R 19th Avenue Rapid** restored at 10-minute frequency



Southwest

23 Monterey, 28R 19th Avenue Rapid, 57 Parkmerced, 58 Lake Merced

- Other changes in the Southwest:
 - The 44 O'Shaughnessy, 48 Quintara/24th Street and 49 Van Ness/ Mission to City College will operate more frequently



The Mission, Excelsior, City College

49 Van Ness/Mission

What We Heard

- 49R Van Ness Rapid would provide fast service between Van Ness, the Mission and City College, but would skip many stops

Planning Considerations

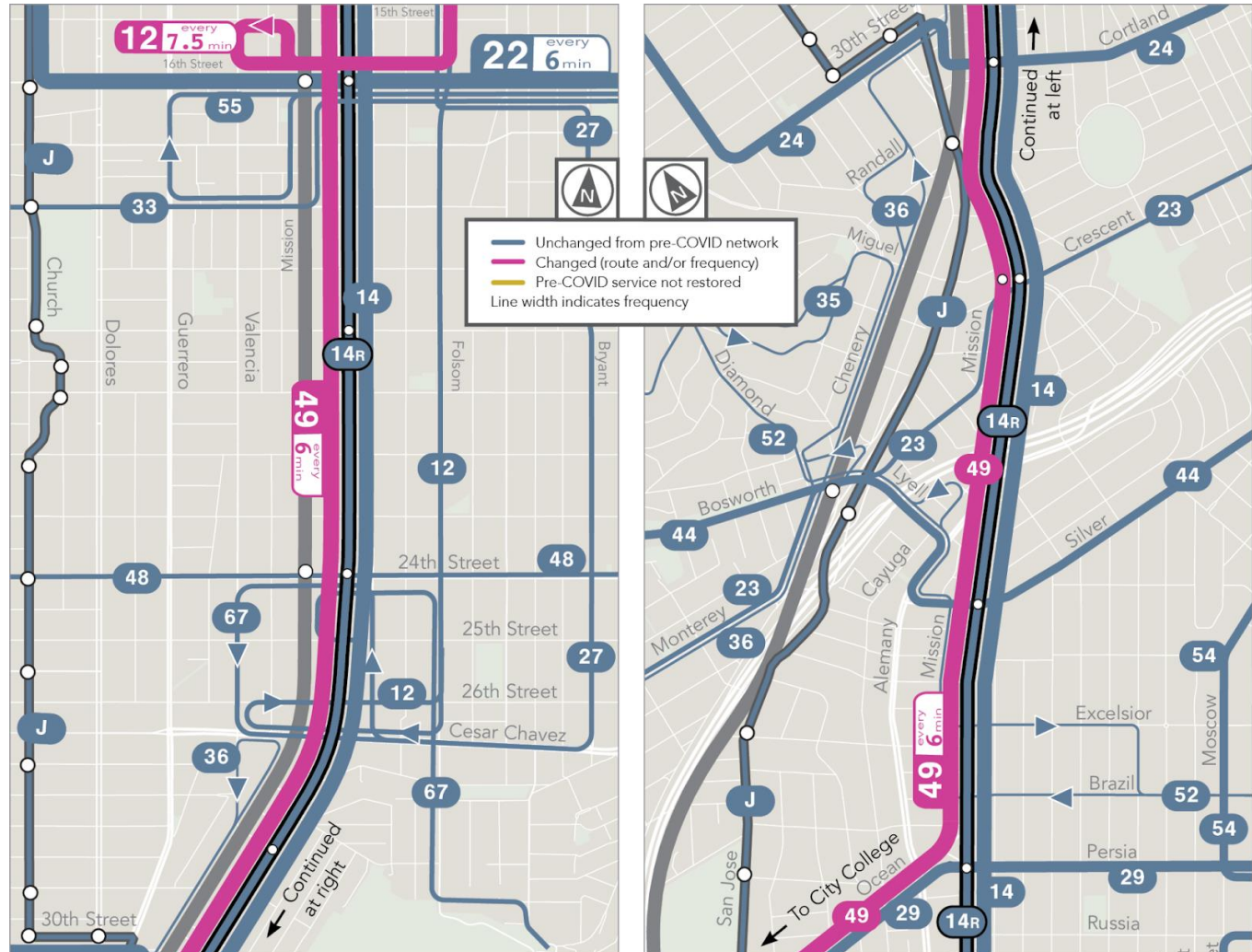
- Demand on Mission Street and Ocean Avenue remains high



The Mission, Excelsior, City College

49 Van Ness/Mission

- 49 Van Ness/Mission maintained at 6-minute frequency (improved from 8-9 minutes pre-pandemic)



South of Market, Market Street, Financial District

10 Townsend, 12 Folsom/Pacific, 30 Stockton, 31 Balboa, 47 Van Ness, 49 Van Ness/Mission

What We Heard

- The 10 Townsend provides valuable connection between Potrero Hill and Financial District
- Since 27 Bryant was rerouted, no Muni service on 5th Street where low-income seniors living need connections to social services
- Van Ness and Civic Center need connections to Caltrain
- Demand along Pacific Avenue, Stockton Street and Columbus Avenue is high

Planning Considerations

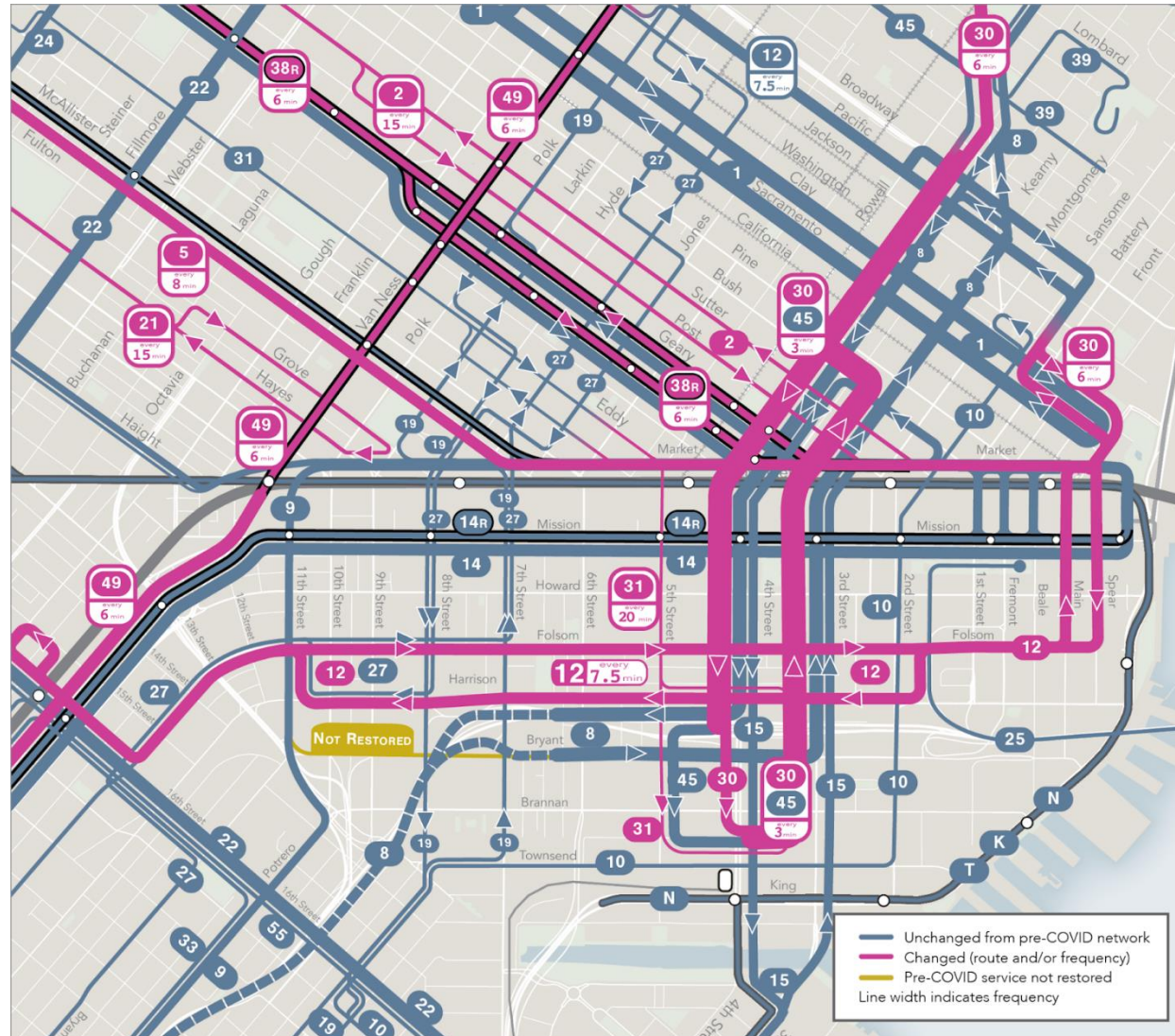
- Frequent 12 Folsom service could serve SoMA from east to west
- SoMA-Chinatown demand remains high
- Downtown demand greatly reduced
- Low-income seniors along 5th Street



South of Market, Market Street, Financial District

12 Folsom/Pacific & 31 Balboa

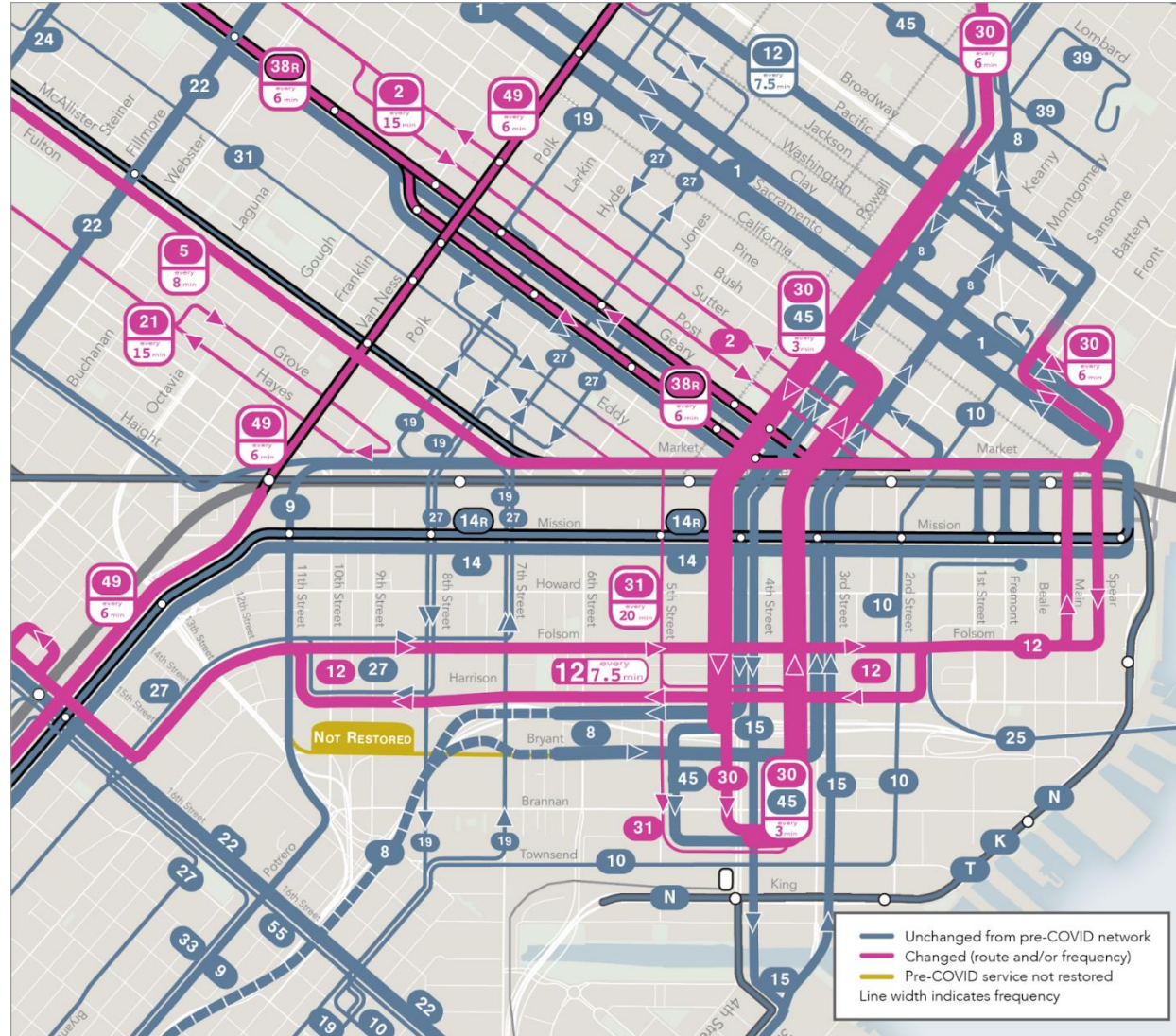
- 12 Folsom/Pacific long line from Fillmore/Jackson to Cesar Chavez/Valencia (15-minute frequency)
- 12 Folsom/Pacific short line from Van Ness/Jackson to 16th St/Mission BART (15-minute frequency)
- 31 Balboa rerouted to Caltrain via 5th St (20-minute frequency)



South of Market, Market Street, Financial District

10 Townsend & 30 Stockton

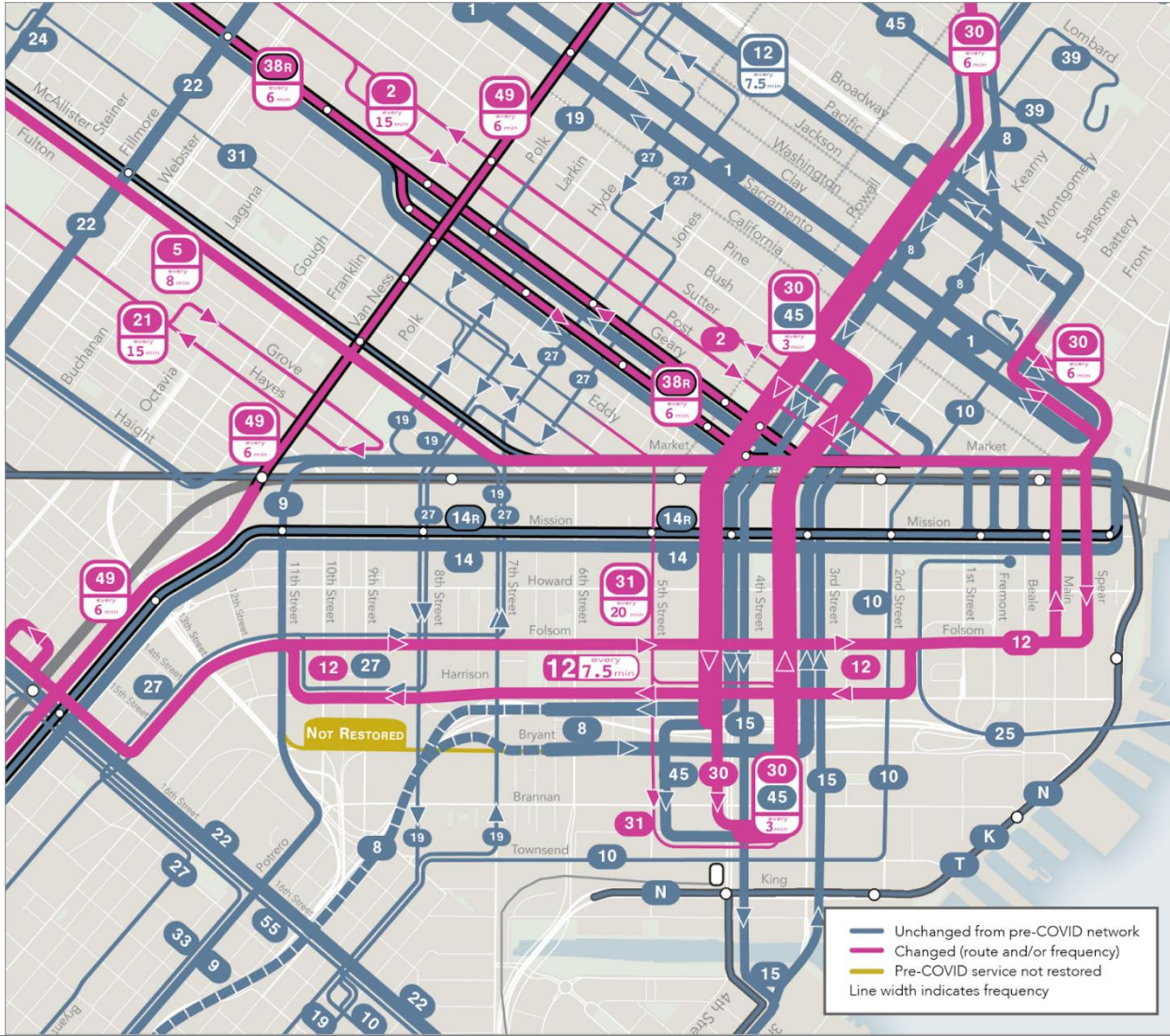
- 10 Townsend restored from SF General Hospital to Transamerica Pyramid (15-minute frequency)
- 30 Stockton short line improved from every 12 to every 6 minutes to reduce wait times and crowding



South of Market, Market Street, Financial District

47 Van Ness & 49 Van Ness/Mission

- 47 Van Ness not yet restored
- 49 Van Ness/Mission maintained at 6-minute frequency (improved from 8-9 minutes pre-pandemic)



The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific, 22 Fillmore, 28 19th Avenue, 30 Stockton, 43 Masonic, 47 Van Ness, 49 Van Ness/Mission

What We Heard

- 43 Masonic should return to Presidio and Fort Mason
 - The 28 19th Avenue is not an effective replacement for the 43 Masonic because it doesn't provide access to groceries
- Van Ness and Civic Center need connections to Caltrain, western SoMA

Planning Considerations

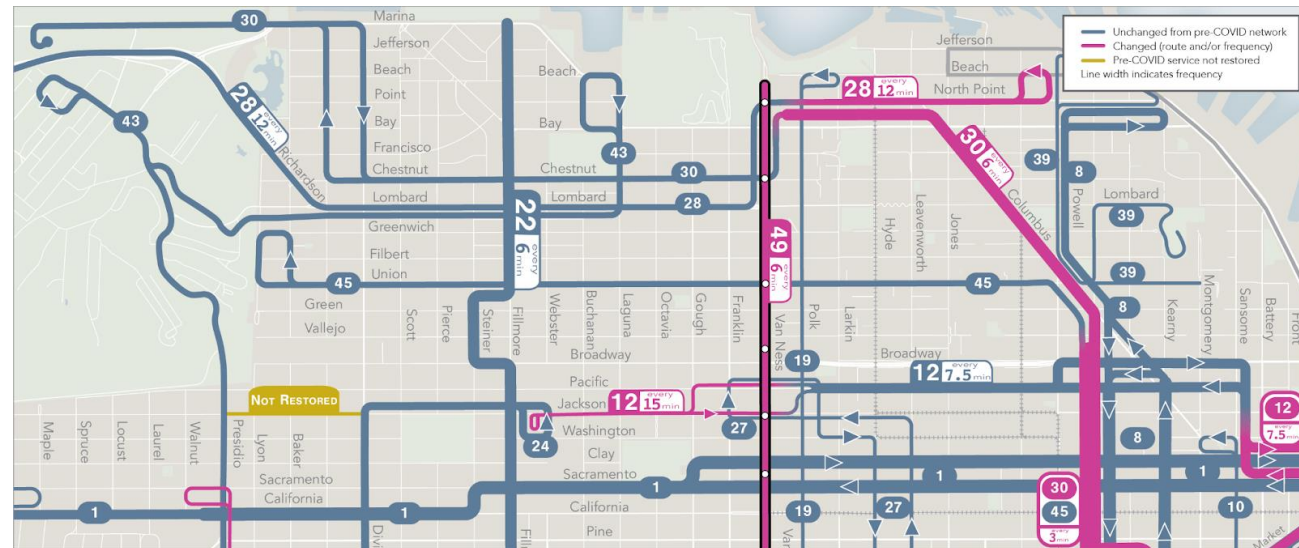
- 43 Masonic is the only route serving Fort Mason
- Other routes can replace various segments of 47 Van Ness (28 19th Avenue, 12 Folsom, 49 Van Ness)



The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

28 19th Avenue & 43 Masonic

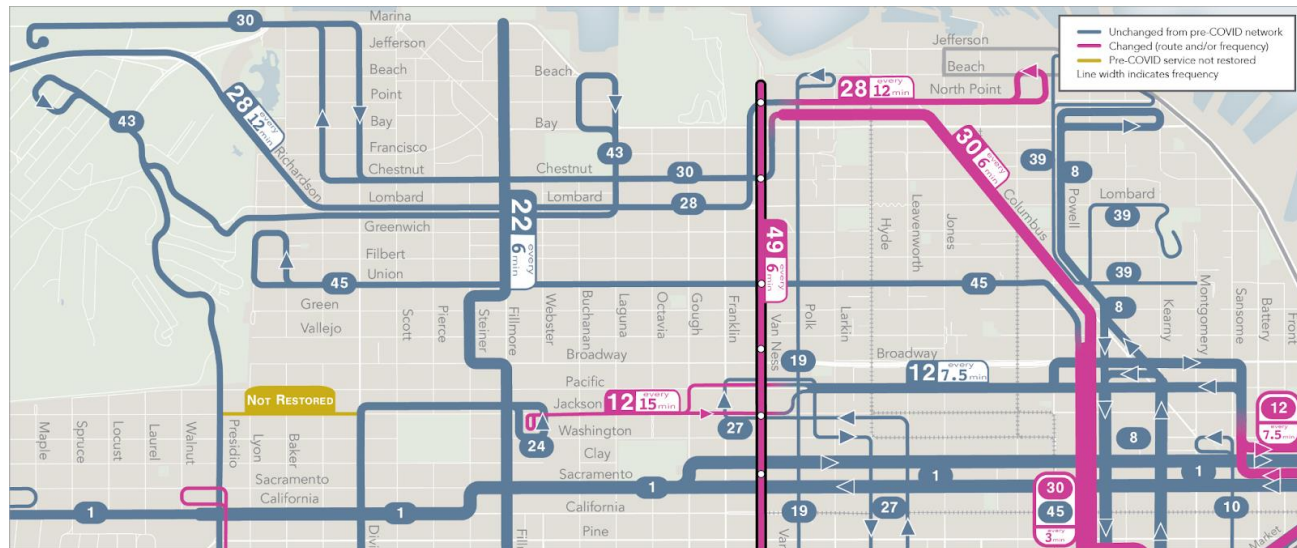
- **28 19th Avenue** extended from Van Ness/North Point to Fisherman's Wharf (12-minute frequency)
- **43 Masonic** restored from Munich/ Geneva to Fort Mason/Marina Safeway (12-minute frequency)



The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

12 Folsom/Pacific

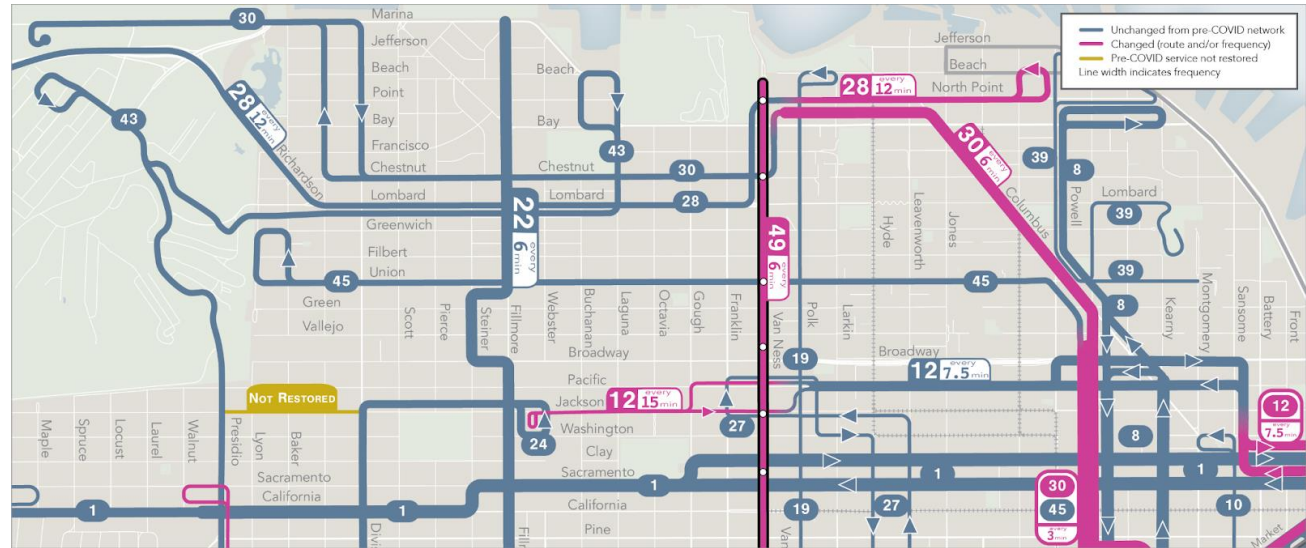
- 12 Folsom/Pacific long line from Fillmore/Jackson to Cesar Chavez/Valencia (15-minute frequency)
- 12 Folsom/Pacific short line from Van Ness/Jackson to 16th St/Mission BART (15-minute frequency)



The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

47 Van Ness & 49 Van Ness/Mission

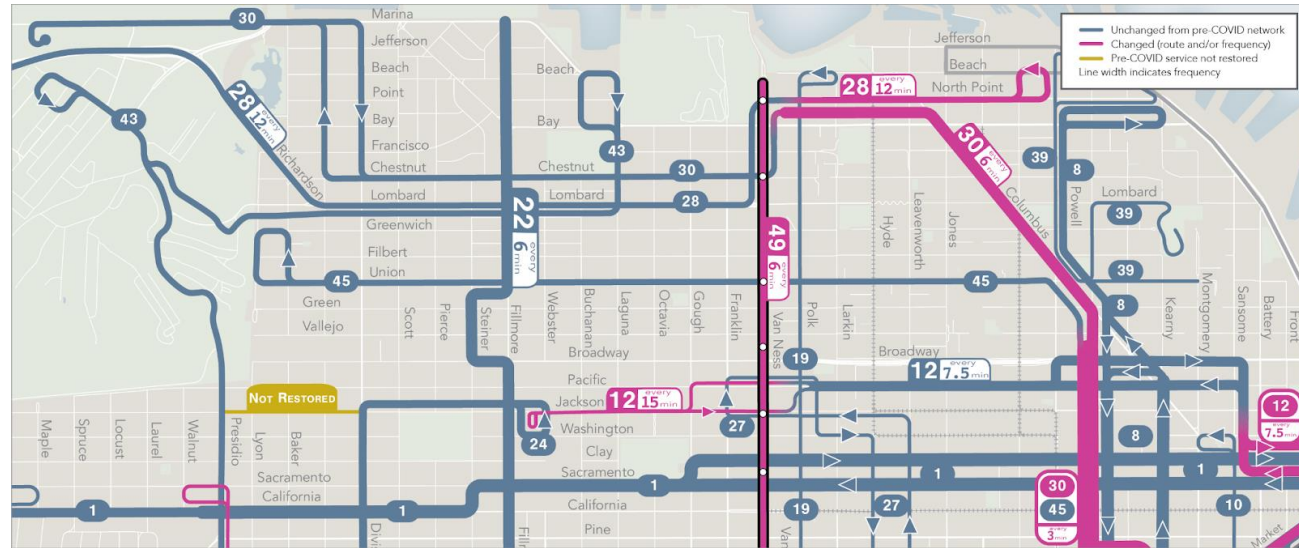
- 47 Van Ness not yet restored
- 49 Van Ness/Mission maintained at 6-minute frequency (improved from 8-9 minutes pre-pandemic)



The Presidio, the Marina, Fisherman's Wharf, Chinatown, North Beach

22 Fillmore & 30 Stockton

- **30 Stockton** short line improved from every 12 to every 6 minutes to reduce wait times and crowding
- **22 Fillmore** maintained at 6-minute frequency



The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara

What We Heard

- Ashbury Heights is a hilly area, difficult to navigate for seniors and people with disabilities
- Some were concerned that the 52 Excelsior is less frequent than the 6 Parnassus
- Some would prefer an electric trolley for less noise
- Some prefer to use the 6 Parnassus to access UCSF

Planning Considerations

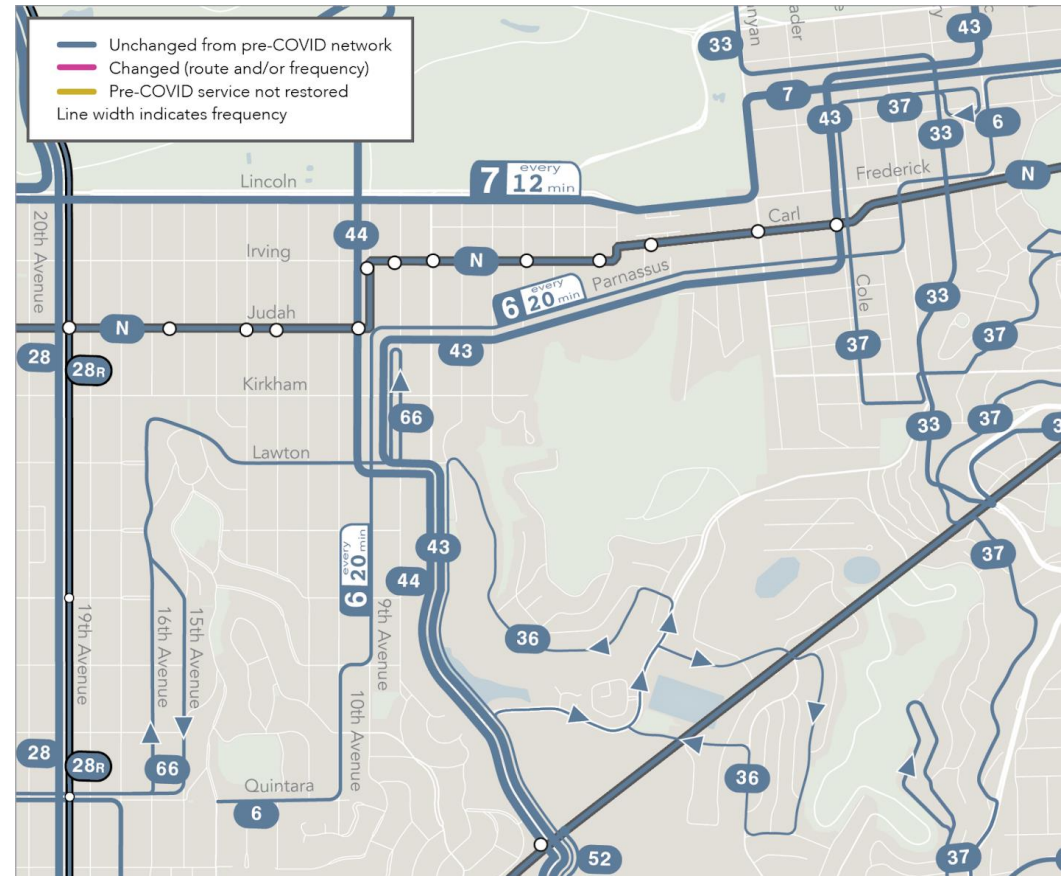
- Pre-pandemic ridership on outer part of 6 was relatively low



The Haight, Parnassus, Golden Gate Heights

6 Haight/Parnassus, 7 Haight/Noriega, 52 Excelsior, 66 Quintara

- 6 Haight/Parnassus restored from Ferry Building to Quintara/14th Ave (20-minute frequency)
- 7 Haight/Noriega maintained at 12-minute frequency
- 52 Excelsior and 66 Quintara returned to previous alignment and maintained at 20-minute frequency



Hayes Valley and Western Addition

5 Fulton, 5R Fulton Rapid, 21 Hayes

What We Heard

- For people with mobility challenges it is difficult to access bus stops on the 5 Fulton because of the Alamo Square hill
- Seniors and people with mobility challenges need easy access to the senior centers and St. Mary's Hospital

Planning Considerations

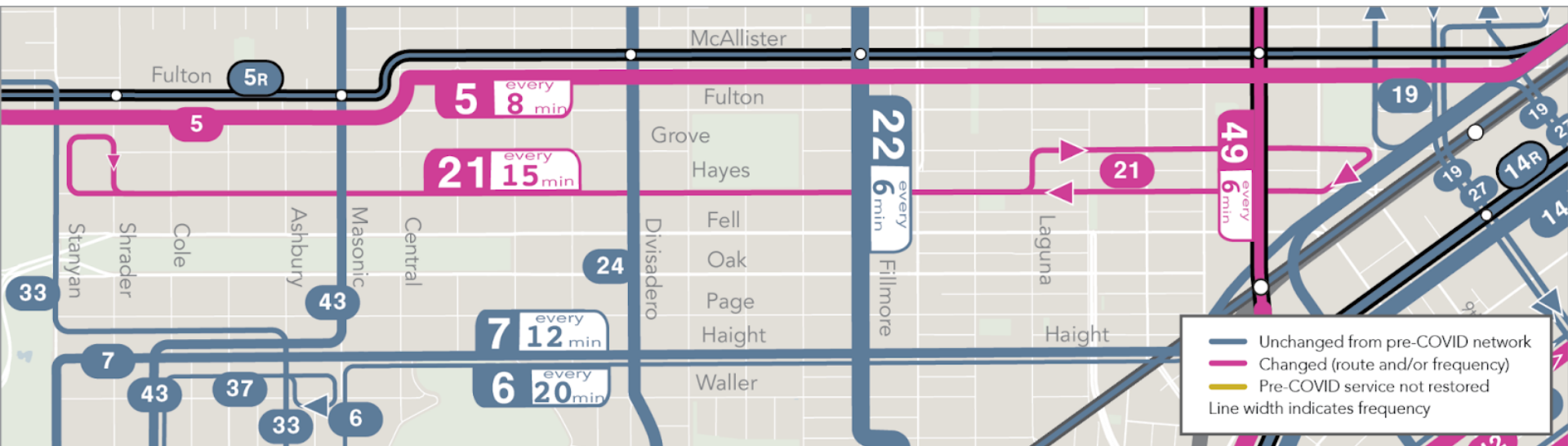
- The 21 Hayes is within 2-3 blocks of more frequent routes (5 Fulton, 5R Fulton Rapid, 7 Haight/Noriega)
- The 21 Hayes provides access to St. Mary's Hospital
- Downtown demand is greatly reduced



Hayes Valley and Western Addition

5 Fulton, 5R Fulton Rapid, 21 Hayes

- **21 Hayes** restored from St. Mary's to Main Library/Civic Center (15-minute frequency)
- **5 Fulton** improved from every 10- to every 8-minute frequency to reduce crowding and wait times (20% increase in capacity)
- **5R Fulton Rapid** articulated buses to address crowding



Tenderloin, Japantown, The Richmond

2 Clement, 3 Jackson, 5R Fulton Rapid, 12 Folsom/Pacific, 28R 19th Avenue Rapid, 38R Geary Rapid

What We Heard

- Seniors, persons with disabilities value closer stops, especially in hill areas
- Seniors rely on connections from Japantown to the Jewish Community Center for meals
- People rely on Muni to shop on Clement Street

Planning Considerations

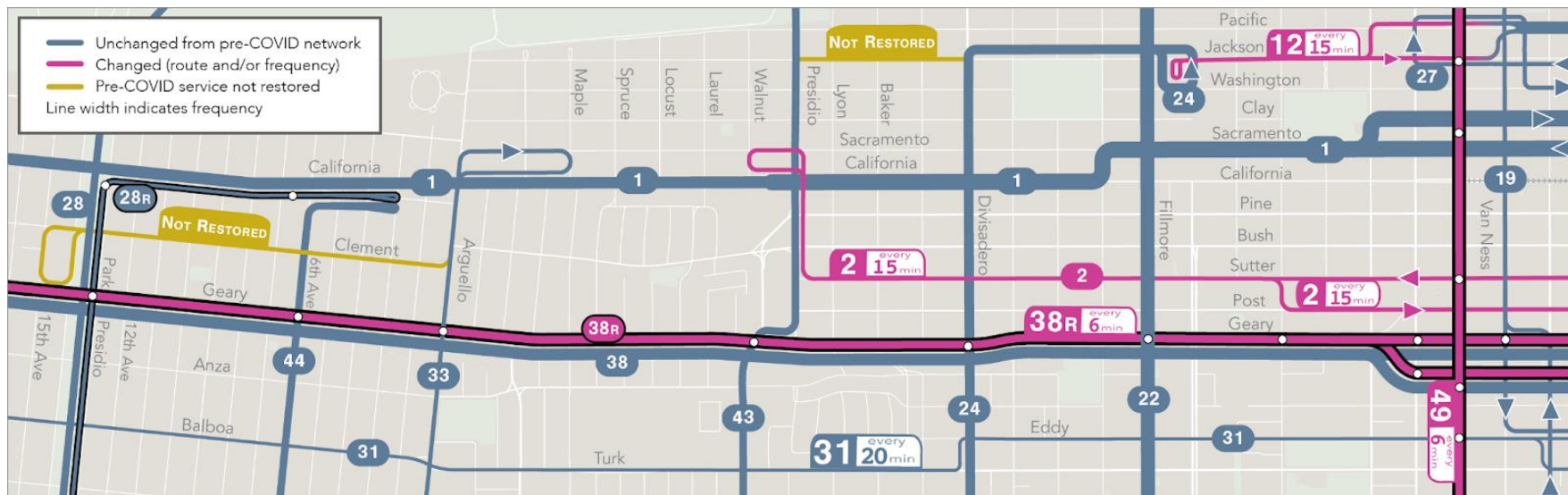
- Most of 2 Clement & 3 Jackson run within 1-2 blocks of more frequent routes (1 California, 38 Geary, 38R Geary Rapid)



Tenderloin, Japantown, The Richmond

2 Clement, 3 Jackson, 5R Fulton Rapid, 12 Folsom/Pacific, 28R 19th Avenue Rapid, 38R Geary Rapid

- 2 Clement restored from Ferry Building to Jewish Community Center (15-minute frequency)
- 3 Jackson not yet restored
- 5R Fulton Rapid articulated buses added to address crowding
- 12 Folsom/Pacific extended to Fillmore/Jackson
- 28R 19th Avenue Rapid restored at 10-minute frequency
- 38R Geary Rapid improved from every 8 to every 6 minutes to reduce wait times and crowding (25% increase in capacity)



Noe Valley

35 Eureka, 48 Quintara/24th Street

48 Rerouted for Shelter in Place onto Clipper

Impacts of Reroute

- Residents on new segments of 35 Eureka along 21st Street and 48 Quintara along Clipper Street have significant community opposition due to safety issues and reduced access to 24th Street and decreased foot traffic to businesses
- Increasing congestion on Clipper that has the highest volume of through traffic in Noe Valley including first responders, trucks and commuters on an especially narrow street adding to safety issues to an already perceived dangerous street.

Staff Rationale for Reroute

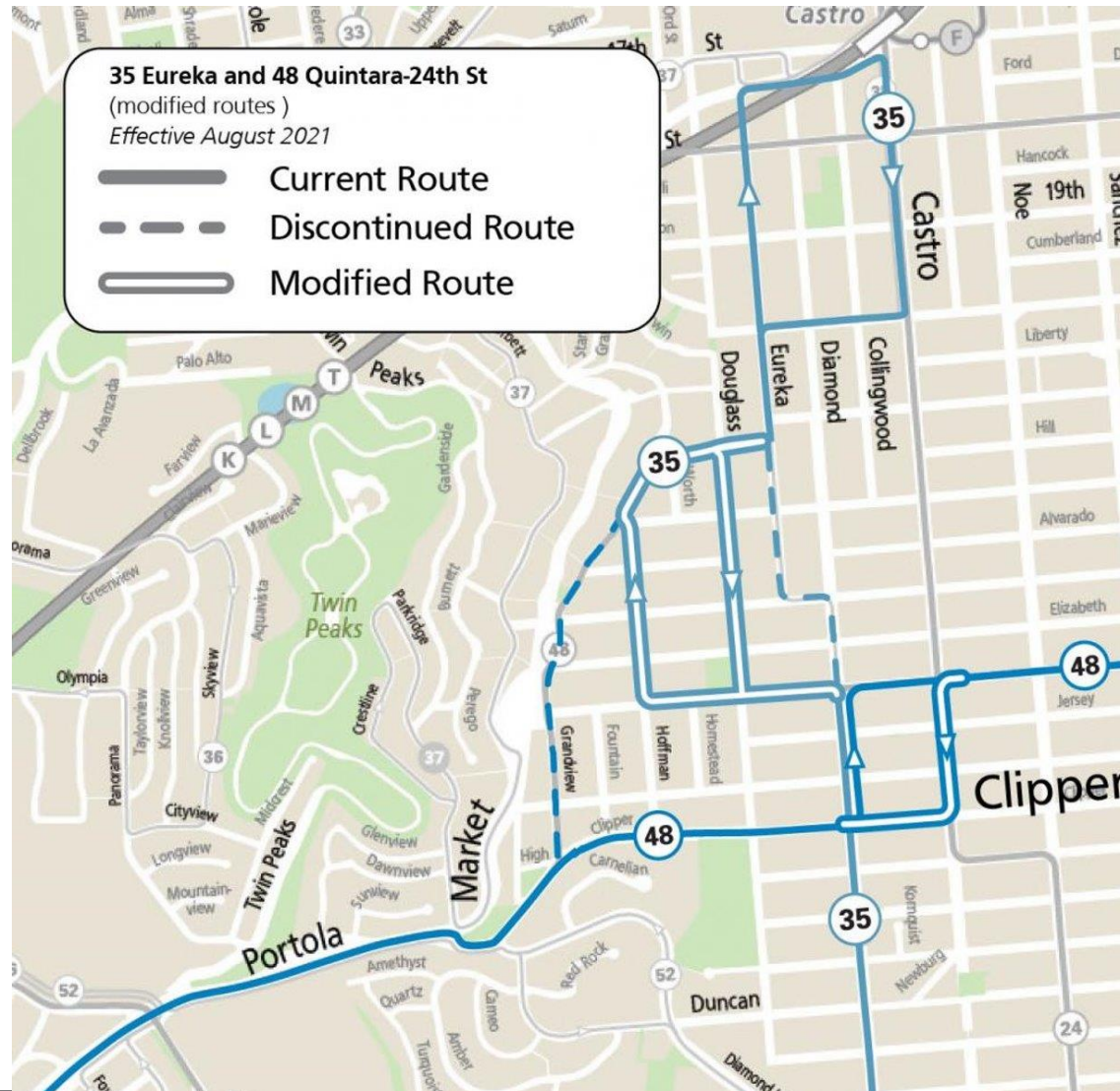
- Rerouting the 48 Quintara has reduced travel times and improved reliability



Noe Valley

35 Eureka, 48 Quintara/24th Street

- Option 1:
 - 35 Eureka & 48 Quintara/24th Street unchanged from Pre-COVID (30-minute and 15-minute frequencies)
- Option 2:
 - 35 Eureka & 48 Quintara/24th Street unchanged from Shelter in place (30-minute and 15-minute frequencies)
- Option 3 (recommended):
 - 48 Quintara/24th Street on Douglass (requires intersection regrade at 25th)



Next Steps: Expansions

- Beyond Winter 2022: Service Expansion
 - Continued community dialogue and planning
 - Seek additional funding
- Expansions to explore:
 - Further frequency improvements to reduce crowding
 - Express services, including 8AX Bayshore Express A, 8BX and Bayshore Express Band 41 Union
 - Also including downtown expresses
 - And access to recreational opportunities (76X Marin Headlands Express)
 - New Rapid routes, such as 29R Sunset Rapid
 - Changes to existing routes, such as 18 46th Avenue to Daly City



Appendix B

Getting to pre-pandemic service levels



Getting to 100% of pre-pandemic service

Shared goal: Sustainable transportation service

- Towards that goal, SFMTA implemented 12 service changes over 18-month period
- Barriers to 100% pre-pandemic service levels
 - Time needed to hire and train staff
 - Commitment of new, longer-term resources
- Ridership remains around 50% of pre-pandemic levels

Hiring Needs & Timeline

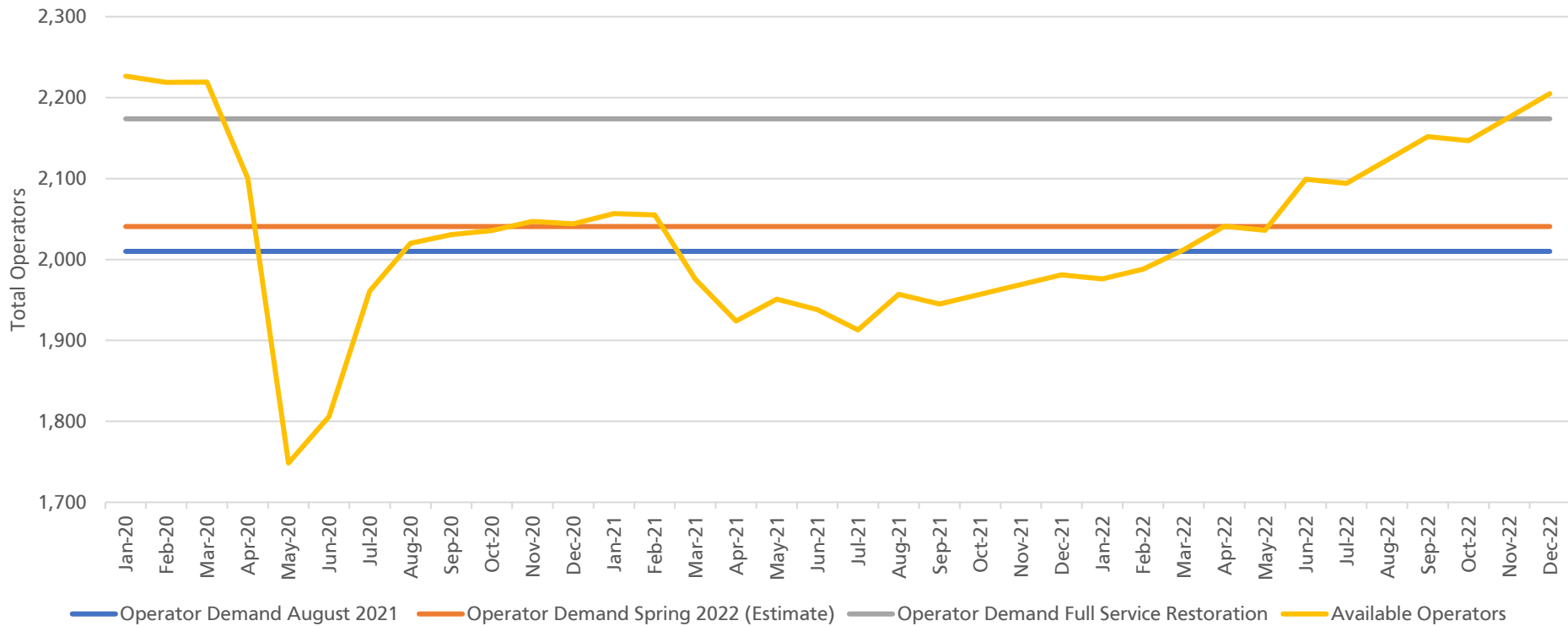


Hiring Needs - Overview

- Staffing is first key hurdle
- Currently scheduling 75% of pre-pandemic hours
 - 10% (or higher) vacancy rate in Transit Division (recently spiking at 24%)
 - Muni continues to experience daily open shifts
 - Already maximizing operator overtime
- Agency on track for 10% service increase by February 2022

Current Operator & Training Plan

Current investment to increase operator availability



Budget Analysis

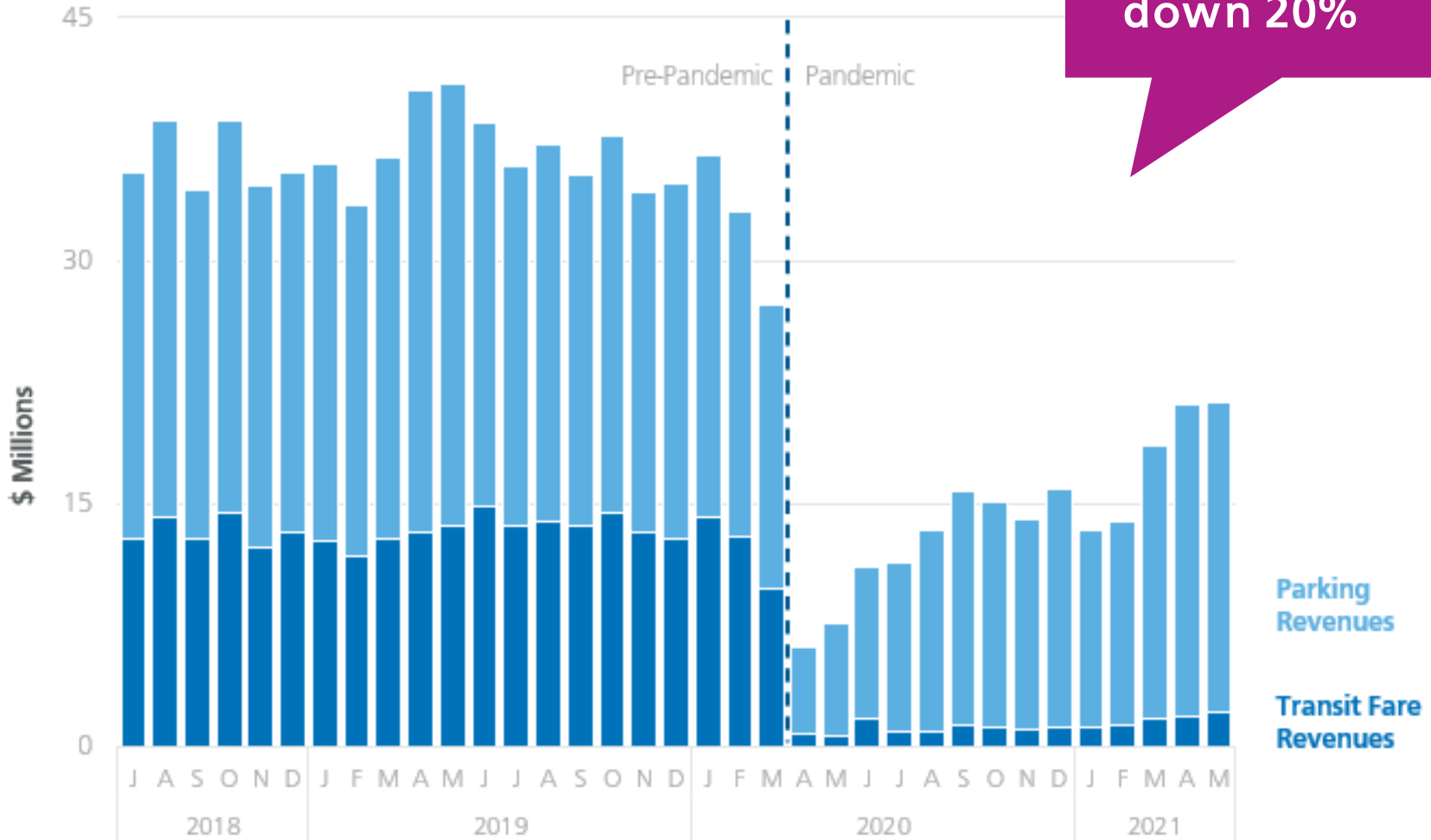


Budget Analysis for 100% Service Restoration

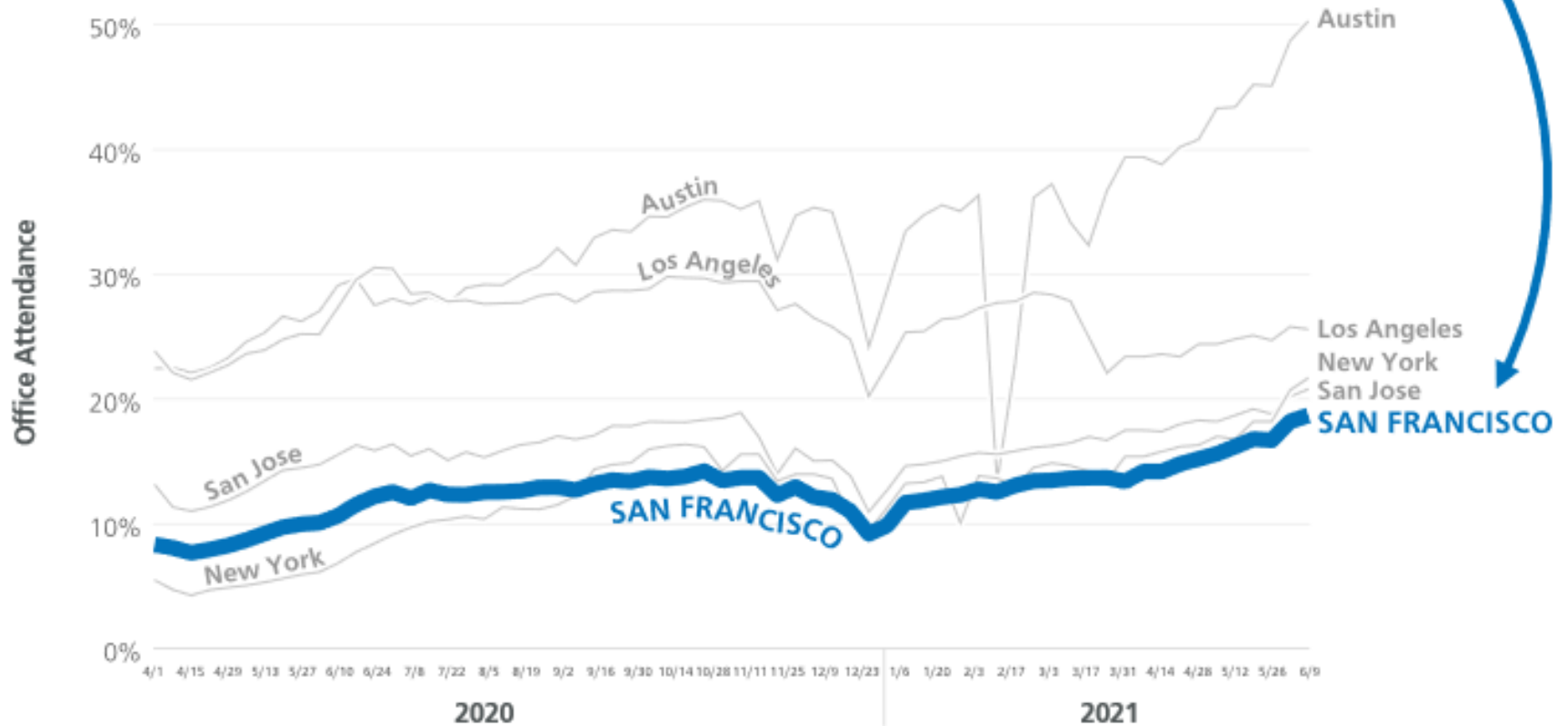
- Three scenarios with different assumptions about how quickly office commutes rebound
 - Baseline Case
 - Middle Case
 - Best Case
- Lost revenue overwhelmingly due to lack of downtown office commuters and related businesses travel
- Controller's office & Bay Area Council both suggest that San Francisco is a global outlier for return-to-office

Revenues

- Transit fare revenue down 81%
- Parking revenues down 20%



“San Francisco metro area continues to lag comparable metro areas in office attendance”



Source: Kastle Systems, via [SF Office of the Controller](#)

Other Variables

- **Fares were kept constant in 2020, worsening the structural deficit in a way that compounds over time**
 - Each scenario resumes indexing of fares in different ways.
- **Pre-COVID, SFMTA planned to expand variable parking pricing to Sundays and evenings**
 - This change was suspended during COVID
 - The scenarios address this fund source in different ways
- **Muni has made significant gains in addressing deferred maintenance**
 - Each scenario sacrifices Muni's state of good repair in different ways to advance service.

Baseline scenario

<h2>Assumptions</h2>	<ul style="list-style-type: none"> • SFMTA receives \$448 million in federal ARPA funds • Transit commute ridership grows to 60% of pre-pandemic levels. • Fare indexing is suspended during the entire five-year period (equals \$67 million in foregone revenues) • Parking fines and fees hit a plateau in FY 2023 and slowly recover at approximately 2 percent per year • Capital funding of \$10 million per year is removed starting in FY 2023 to address \$96.8 million per year in deferred maintenance. • Evening and Sunday metering is <i>not</i> implemented, resulting in \$16 million per year of foregone revenue
<h2>Fiscal Cliff</h2>	<p>The SFMTA would run out of money and be forced to exhaust the agency's contingency reserves in FY 2024.</p>
<h2>Deficits</h2>	<p>In FY 2024, a \$27.9 million deficit would remain. Deficits would exceed \$175 million in FY 2025 and onward.</p>

Middle scenario

<h2>Assumptions</h2>	<ul style="list-style-type: none"> • \$480 million in federal ARPA funds • Transit commute ridership grows to 75% of pre-pandemic levels (permanent telecommuting for 25% of pre-pandemic San Francisco employees) • Automatic fare indexing implemented in the FY 2023 & 2024 budget; adds \$67 million in revenue • \$10 million per year in developer fees are included in the operating budget • Parking fine and fee revenues grow but do not exceed FY 2019 nominal revenue levels until FY 2024 • Evening and Sunday metering is <i>not</i> implemented
<h2>Fiscal Cliff</h2>	<p>The SFMTA would run out of money and be forced to use most of its contingency reserves in FY 2024.</p>
<h2>Deficits</h2>	<p>In FY 2025, a \$128.3 million deficit would remain. After FY 2025, deficits would exceed \$130 million.</p>

Best-case scenario

<h2>Assumptions</h2>	<ul style="list-style-type: none"> • \$480 million in federal ARPA funds • Transit fare revenue recovers more quickly in FY 2022 but maintains an overall 25% reduction in commuters • Automatic fare indexing is implemented in every two-year budget cycle adding \$138 million in revenue • \$10 million/year in developer fees included in the operating budget • Parking fines and fees recover more quickly • Evening and Sunday metering is fully implemented starting in FY 2023 • The Transportation Network Company Tax is 23% higher • Operating grant receipts are 7% higher
<h2>Fiscal Cliff</h2>	<p>The SFMTA would run out of money and be forced to exhaust its contingency reserves in FY 2026.</p>
<h2>Deficits</h2>	<p>In FY 2026, a \$46.1 million deficit would remain. After FY 2026, deficits would exceed \$84 million.</p>

Ongoing Planning Efforts

