



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, January 11, 2022; 10:00 a.m. (or immediately following the Treasure Island Mobility Management Agency Committee meeting, whichever is later)

Location: Watch SF Cable Channel 26

Watch www.sfgovtv.org

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2496 989 7349 # #

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.

1. Roll Call



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2. [Final Approval on First Appearance] Approve the Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) - ACTION*	5
3. Approve the Minutes of the December 14, 2021 Meeting - ACTION*	9
4. Election of Chair and Vice Chair for 2022 - ACTION	
5. Appoint Up to Two Members to the Community Advisory Committee - ACTION*	17
6. Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests - ACTION* Projects: (SFMTA) Replace 27 Paratransit Vehicles (\$1,503,640), Traffic Signal Hardware FY22 (\$660,000).	23
7. Accept the Audit Report for the Fiscal Year Ended June 30, 2021 - ACTION*	57
8. Approve Programming of \$4,055,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project - ACTION*	65
9. Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update - ACTION*	77

Other Items

10. 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.

11. Public Comment

12. Adjournment

***Additional Materials**

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

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

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.



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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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San Francisco
County Transportation
Authority



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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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, December 14, 2021

1. Roll Call

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

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

Absent at Roll Call: (0)

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

Britney Milton, Clerk of the Transportation Authority, presented the item.

There was no public comment.

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

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: (0)

3. Chair's Report - INFORMATION

Chair Mandelman reported that in the past weekend, he had the honor of celebrating with Commissioner Melgar and other Bay Area transit leaders, the passage of the bipartisan infrastructure bill with U.S. Representatives House Speaker Nancy Pelosi and members of their Bay Area delegation at Salesforce Transit Center. He reported that Speaker Pelosi, and Congresspersons Jackie Speier and Mark DeSaulnier underscored what the new \$1.2 trillion bill, including \$550 billion in new funding, means for the region and state. He continued sharing that they highlighted the importance of better connecting rail systems within the state and Bay Area to address the ever-worsening climate crisis, improve health and equity outcomes, and create good union jobs. Chair Mandelman said as they gathered in the train station in the Transit Center's basement, Speaker Pelosi made it clear that she was particularly keen to see combined Caltrain and California High Speed Rail service reach the Transit Center via the Downtown Rail Extension and related investments in the coming years.

Chair Mandelman shared that the event was a fitting way to cap a challenging, but ultimately productive and encouraging year for transit. He recalled when they began the year and transit was in a precarious state, with ridership at an all-time low, and the economy and sales tax program had taken a big hit. He continued by stating that over the past 12 months, San Francisco has started to recover and there were many



positive developments as the City moves into the new year. He said that Bay Area transit leaders were among those that successfully urged Congress and President Biden to help save transit, and in response, Congress passed the Coronavirus Aid, Relief, and Economic Security (CARES) Act and COVID relief packages to sustain essential services for Muni, BART, and all transit systems across the Bay Area and nation. He recounted that the Transportation Authority held many transportation recovery hearings to discuss Muni and BART service restoration priorities and other critical efforts, and thanked San Francisco Municipal Transportation Agency (SFMTA) and BART staff and the Transportation Authority Board for those important discussions. He continued stating that with the help of two tranches of Federal COVID relief funds and \$30 million of regional "hardship" funds that Commissioner Ronen recently helped secure from the Metropolitan Transportation Commission (MTC), he was very glad to see that all but two Muni lines are planned to return next year in the SFMTA's recently adopted 2022 service plan.

Chair Mandelman reported that in 2021, the agency also saw Prop K sales tax revenues recovering, as well as the vehicle registration fee and Transportation Network Companies (TNC) tax revenue, which were put to good use by funding critical Vision Zero and Quick Build pedestrian and bicycle safety projects, bus-only lanes, and other needed transit system investments; Slow Streets programs; and other recovery efforts. He thanked the Policy and Programming Division led by Deputy Director Anna LaForte, who worked hard all year with partners at the SFMTA and other agencies to support a total of \$94 million in Prop K allocations and \$6 million in Prop AA vehicle registration fee funds to a variety of projects and programs across the city. He recognized partner agencies who focused on essential travelers and goals achieved whether through the addition of over 10 miles of Quick build safety projects or creation of 20 miles of transit priority lanes or implementation of traffic calming solutions citywide and reducing speed limits in the Tenderloin.

Chair Mandelman also recognized the SFMTA for successfully re-orienting Muni lines, slow streets, and bike network to better serve neighborhood-to-neighborhood connections and delivering key projects such as the L Taraval and Geary Phase 1 projects, 2nd Street, Jefferson Street plaza, and the transit bulbs and signals for the 5-Fulton. Additionally, he thanked Commissioners for leading NTIP planning and capital projects large and small in every District including the Innes bikeway in District 10 and neighborways in District 4, 19th Avenue enhancements for Districts 1, 4 and 7, pedestrian safety and traffic calming improvements in Districts 2, 5, 9, and 11, as well as Upper Market safety and Slow Sanchez improvements in the Chair's District.

Chair Mandelman shared that through all of these investments, the Finance and Administration team ensured that San Franciscans could have the highest level of confidence in the Transportation Authority's stewardship of their tax dollars. He continued sharing that the Transportation Authority earned a Certificate of Achievement from the Government Finance Officers Association for the fourth year in a row, and yet again maintained their AAA bond rating, making the Transportation Authority one of the highest rated organizations in the state. He thanked Deputy Director for Finance and Administration Cynthia Fong and her team.

Chair Mandelman noted that there was much more work to do in 2022 but was glad to see so much support, such as the agency's strong partnership with the Transbay Joint Powers Authority (TJPA), where he served as Vice Chair for 2021. He noted that



the Downtown Rail Extension (DTX) project received permission to enter the Federal Transit Administration's New Starts grant program, a key milestone that set the project up to apply for funding in 2023 on an accelerated delivery schedule. He thanked Rail Program Manager Jesse Koehler, Executive Director Tilly Chang, and everyone at the TJPA for their dedication to advancing the DTX project.

Chair Mandelman continued by stating that he was looking forward to a new phase of speed reductions throughout San Francisco. He remarked that the passage of AB 43 this year, which the Board endorsed, allowed the City to take pedestrian safety into account when setting speed limits on local roads. He noted that reducing speeds was one of the most important things the City can do to save lives and meet its Vision Zero goals, and he thanked SFMTA staff for being proactive in their implementation of this new program, with the SFMTA Board approving the first seven speed reduction corridors last week, and with the next batch being developed now.

With respect to the approval of a new long-range land use and transportation vision, Plan Bay Area (PBA), Chair Mandelman thanked Association of Bay Area Governments (ABAG) and MTC representatives Commissioners Ronen, Mar, and Melgar for their efforts at the regional level, and Public Policy Manager Amber Crabbe and Principal Transportation Planner Michelle Beaulieu for guiding the agency toward a plan that included all of San Francisco's key transportation investments.

Chair Mandelman remarked that there was a lot accomplished in 2021, with many more projects to come as the agency develops its San Francisco Transportation Plan and new sales tax Expenditure Plan in 2022, which will be considered by voters in the fall. He thanked the members of the public who were serving on the Expenditure Plan Advisory Committee (EPAC) including Chair Amandeep Jawa and Vice Chair Anni Chung. He thanked Community Advisory Committee members, including Chair John Larson and Vice Chair David Klein.

Lastly, Chair Mandelman recognized the Transportation Authority production team, who had enabled the public to stay engaged with the important work of the Board, CAC, and EPAC. He shared appreciation towards the Clerk of the Transportation Authority, operations team, and SFGovTV. He said that he was very grateful for the dedication of the Commissioners' legislative aides in each office, including Jacob Bintliff in his office, acknowledging them for their support and efforts in advancing transportation access and collaboration across the city and region. Chair Mandelman concluded with thanking Director Chang for guiding them successfully through yet another challenging year and shared his wishes for a safe holiday season and a happy new year.

4. Executive Director's Report - INFORMATION

Tilly Chang, Executive Director, presented the item.

During public comment, David Pilpel asked if the Executive Director's Report could be posted to the website and inquired about the 2022 meeting schedule for the Transportation Authority.

Francisco Da Costa said that there needed to be physical data available, as it was difficult to see the changes. He said there needed to be a change as they have been idling in the same place for too long.

Chair Mandelman asked Director Chang when the first January Board meeting for the



Transportation Authority would take place.

Director Chang replied that it would align with the Board of Supervisors' meeting schedule, falling on January 11, 2022.

5. Approve the Minutes of the December 7, 2021 Meeting - ACTION

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: (0)

Consent Agenda

6. [Final Approval] Allocate \$11,216,003 in Prop K Funds and \$3,000,000 in TNC Tax Funds, with Conditions, and Appropriate \$3,500,000 in Prop K Funds for Eight Requests - ACTION

7. [Final Approval] Approve the 2021 San Francisco Congestion Management Program - ACTION

8. [Final Approval] Amend Resolution 21-51 to Approve a Revised Schedule for Development of a New Expenditure Plan for the Half-Cent Sales Tax - ACTION

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

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: (0)

End of Consent Agenda

9. San Francisco Severe Traffic Injury Trends:2011-2020 - INFORMATION

Seth Pardo, San Francisco Department of Public Health (DPH), Lead Program Evaluator, introduced the item; Devan Morris, DPH Geographic Information System Analyst and Cartographer, presented the item.

There was no public comment on this item.

10. Vision Zero Action Strategy Update - INFORMATION

Tom Maguire, SFMTA Director of Sustainable Streets, introduced the item; Ryan Reeves, SFMTA Vision Zero Program Manager, presented the item.

Commissioner Melgar expressed appreciation for the increase in quick build projects in the future and asked how these projects were selected by staff and put forward for approval. She said that she understood the High Injury Network and equity zones that sometimes overlap in areas with vulnerable populations, such as seniors, people with disabilities, and children and said she was interested in playgrounds, school zones,



and senior centers as well. She also asked about recent state legislative efforts to empower local jurisdictions to slow speeds.

Ms. Reeves responded that Assembly Bill 43 was signed into law by Governor Newsom and would go into effect in January. She said the SFMTA Board of Directors approved seven corridors for initial speed limit reductions beginning in January with a plan to complete two per month with the first seven corridors complete by April. She said there were 20 or more additional corridors that were likely eligible for speed limit reductions as activity districts, but they required additional work to confirm eligibility as half of the street frontage must be commercial use. She said that SFMTA staff planned to bring forward the next set of proposed locations in early 2022. She also said SFMTA staff were working at the state level to ensure that the definition of safety corridors under AB43 reflected the urban context of San Francisco.

Jamie Parks, SFMTA Livable Streets Director, said there were a few components for selection of quick build projects and SFMTA's first commitment was to use the quick build toolkit across the entire High Injury Network so selection was more about sequencing than where the projects would be installed. He said SFMTA often looked to previous community plans to reference needs that were identified, as well as construction coordination opportunities. He said SFMTA also had other capital programs, including a school traffic engineering program that funded traffic calming and signs in school loading zones. He said that SFMTA had a traffic engineer assigned to help schools identify safety challenges and potential solutions, and a similar program for senior centers.

Commissioner Melgar said that school administration may not be aware of these programs and asked if they were on a demand basis or proactive.

Mr. Parks responded that it was both on a demand basis and proactive. He said SFMTA was systematically working through all schools in San Francisco to put speed humps where appropriate. He said the engineering support was often request-based, working with a San Francisco Unified School District transportation coordinator that funneled requests to SFMTA. He said some circumstances were proactive and that school crossing guards also provided input. He said SFMTA worked closely with DPH on the proactive traffic calming program to target traffic calming and speed reduction measures in areas with seniors and communities of concern. He said this approach supplemented the application-based traffic calming program, recognizing the application-based program may not reflect where traffic calming was needed.

Commissioner Mandelman referenced other cities with great Vision Zero achievements in the same timeframe San Francisco had a Vision Zero policy and asked SFMTA to discuss why San Francisco was remaining generally flat rather than seeing significant reductions.

Ms. Reeves said that SFMTA uses data from DPH to inform decisions and focus resources where they see trends. She said that SFMTA saw an increase in motorcycle fatalities and pursued grant opportunities for motorcycle safety efforts. She said there was also a prevalence of left turn injuries and SFMTA had piloted a traffic calming program focused on left turns paired with education and outreach. She said SFMTA was committed to increasing these and continued to use data to inform efforts. She said other cities had tools not available in San Francisco, such as speed safety cameras and congestion pricing.



SFMTA Director Maguire said that when Vision Zero was adopted in 2014, there were different expectations on how the goal would be achieved, including digging up streets with permanent infrastructure projects, but they found that was expensive and time consuming and would result in only a few miles per year. He said they are now focused more on quick builds which provide safety improvements more quickly and been proven to improve safety. He said that speed safety cameras were needed, but legislation for speed reduction was just passed and it was still limited. He said the United States had backslide in terms of safety over the past two years and while there were many reasons for that, mode shift would be an important part of the Action Strategy and he did believe that severe injuries and fatalities would be higher if work on Vision Zero were not being done.

During public comment, Chris Rose, emergency physician, and crash survivor, expressed the importance of the work being done and thanked SFMTA staff. They said there were positive changes from the draft version of the Vision Zero Action Strategy to the version presented at the meeting and asked Commissioners to support the strategy.

Monique Chavez, emergency physician, said they would like to let their children ride their bikes to school but could not consider it due to safety concerns. They urged the Board to act decisively and said constructing quick builds on every High Injury Network street was the best action to take to prevent more fatalities. They said there were also many injuries that led to years of recovery, disability, and high cost to society.

Katie Ladell, Vice President of the South Beach Rincon Mission Bay Neighborhood Association, asked for continued support for tackling crashes and the misery they cause. She shared a personal experience and said that dangerous driving continued and there should be a plan to manage speed as this was the top cause of crashes. They said quick builds should be constructed on the entire High Injury Network as soon as possible.

Jodie Medeiros, Executive Director at Walk San Francisco (WalkSF), said the Vision Zero Action Strategy had come a long way since the initial draft and said it represents important safety solutions for streets and it could be implemented in months. She said the commitment to speed management was critical as speed was the number one factor in living or dying, and said the plan addresses every High Injury Network street in four years through quick builds. She urged support and asked for support for additional tools including red light cameras, left turn calming, and streetscape projects to build on the success of quick builds.

Drew Benke expressed support for the Vision Zero Action Strategy and said slow streets were important for neighborhoods and hoped they stay for the foreseeable future.

Malcolm Jaramillo, Community Organizer at the San Francisco Bicycle Coalition, thanked SFMTA staff for committing to infrastructure improvements in the Vision Zero Action Strategy. He urged support of the strategy and making it as strong as possible.

Items from Personnel Committee

- 11. Recommend Amendment of Resolution 90-14 to Add Juneteenth as an Annual Observed Paid Holiday - ACTION***



The resolution was approved without objection by the following vote:

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

Absent: Commissioners Mar and Safai (2)

12. Evaluate Public Employee Performance and Recommend Approval of the Executive Director's Performance Objectives for 2022 - ACTION*

Chair Mandelman thanked Vice Chair Peskin and Commissioner Ronen for their time put into the Personnel Committee and explained that the Committee met to discuss the performance evaluation and performance objectives for the coming year for Director Chang and recommended a rating of 'Outstanding' and adopted the proposed objectives for 2022.

The resolution was approved without objection by the following vote:

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

Absent: Commissioner Mar and Stefani (2)

13. Set the Annual Compensation for the Executive Director for 2022 - ACTION*

Chair Mandelman reported that the Personnel Committee recommended a 4.5% pay raise to the Executive Director's salary based on her performance and noted that Director Chang has offered to return one half of a percent, which would result in a 4.0% pay increase. He expressed appreciation for Director Chang, her request, and her work.

Chair Mandelman made a motion to amend the resolution to reflect a 4.0% increase in the Executive Director's salary, seconded by Vice Chair Peskin.

Vice Chair Peskin thanked Director Chang for her salary adjustment gesture, and service, and the Personnel Committee members for their mature deliberations during the Committee meeting's closed session.

During public comment, David Pilpel said that he supported compressing salary ranges with a higher minimum wage and a lower maximum wage. He added though he agreed that Director Chang's performance for the year was excellent, but he was opposed to the salary increase.

The motion to amend the resolution was approved by the following vote:

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

Absent: (0)

Vice Chair Peskin motioned to approve the resolution as amended, seconded by Chair Mandelman.

The amended resolution was approved by the following vote:

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

Absent: (0)



Director Chang thanked Chair Mandelman and the Board and said that it was an honor to serve.

Other Items

14. Introduction of New Items - INFORMATION

There were no new items introduced.

15. Public Comment

During public comment, David Pilpel suggested that there was a conflict in the Transportation Authority rules of order and the Brown Act with regard to when to take public comment. Mr. Pilpel also suggested a change to the Juneteenth resolution, removing the word 'observed' in the last resolved clause.

Chair Mandelman asked for staff to make the aforementioned administrative correction to the resolution as suggested by Mr. Pilpel.

16. Adjournment

The meeting was adjourned at 11:31 a.m.



RESOLUTION APPOINTING TWO MEMBERS TO THE COMMUNITY ADVISORY
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, Section 131265(d) of the California Public Utilities Code, as implemented by Section 5.2(a) of the Administrative Code of the San Francisco County Transportation Authority, requires the appointment of a Community Advisory Committee (CAC) consisting of eleven members; and

WHEREAS, There are two open seats on the CAC resulting from two members' term expirations; and

WHEREAS, At its January 11, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommend appointing two members to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints two members to serve on the CAC of the San Francisco County Transportation Authority for a two-year term; and be it further

RESOLVED, That the Executive Director is authorized to communicate this information to all interested parties.



Memorandum

AGENDA ITEM 5

DATE: January 5, 2022
TO: Transportation Authority Board
FROM: Maria Lombardo – Chief Deputy Director
SUBJECT: 01/11/2022 Board Meeting: Appoint Up to Two Members to the Community Advisory Committee

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.</p> <p>SUMMARY</p> <p>There are three open seats on the eleven-member CAC requiring Board action. The vacancies are a result of the term expiration of Stephanie Liu (District 5 representative), Danielle Thoe (District 6 representative), and Kevin Ortiz (District 9 representative) who is seeking reappointment. There are currently 14 applicants to consider for the open seats (Attachment 2). We have agendized an action to fill up to two of the open seats at the January 11 Board meeting. We will agendize an item to appoint a District 5 representative at a future time as the District 5 office is currently seeking and reviewing potential CAC candidates.</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 type="checkbox"/> Contract/Agreement</p> <p><input checked="" type="checkbox"/> Other: CAC Appointment</p>
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BACKGROUND

The Transportation Authority has an eleven-member CAC and members serve two-year terms. Per the Transportation Authority's Administrative Code, the Board appoints individuals to fill open CAC seats. Neither staff nor the CAC make recommendations on CAC appointments, but we maintain a database of applications for CAC membership. Attachment 1 is a tabular summary of the current CAC composition, showing ethnicity, gender, neighborhood of residence, and affiliation. Attachment 2 provides similar information on current applicants, sorted by last name.



DISCUSSION

The selection of each member is approved at-large by the Board; however traditionally the Board has had a practice of ensuring that there is one resident of each supervisorial district on the CAC. Per Section 5.2(a) of the Administrative Code, the CAC:

“...shall include representatives from various segments of the community, such as public policy organizations, labor, business, seniors, people with disabilities, environmentalists, and the neighborhoods, and reflect broad transportation interests. The committee is also intended to reflect the racial and gender diversity of San Francisco residents.”

An applicant must be a San Francisco resident to be considered eligible for appointment. Applicants are asked to provide residential location and areas of interest but provide ethnicity and gender information on a voluntary basis. CAC applications are distributed and accepted on a continuous basis. CAC applications were solicited through the Transportation Authority's website, Commissioners' offices, and email blasts to community-based organizations, advocacy groups, business organizations, as well as at public meetings attended by Transportation Authority staff or hosted by the Transportation Authority. Applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac.

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment. An asterisk following the candidate's name in Attachment 2 indicates that the applicant has not previously appeared before the Committee.

FINANCIAL IMPACT

The requested action would not have an impact on the adopted Fiscal Year 2021/22 budget.

CAC POSITION

None. The CAC does not make recommendations on the appointment of CAC members.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of CAC Members
- Attachment 2 - Matrix of CAC Applicants
- Enclosure 1 - CAC Applications

COMMUNITY ADVISORY COMMITTEE MEMBERS ¹

Name	Gender	Ethnicity	District	Neighborhood	Affiliation	First Appointed	Term Expiration
DISTRICT 5 VACANT							
DISTRICT 6 VACANT							
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 19	Dec 21
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 08	Feb 22
John Larson, Chair	M	NP	7	Miraloma Park	Environment, Neighborhood, Public Policy	Mar 14	Mar 22
Nancy Buffum	F	C	4	Sunset	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Sept 20	Sept 22
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Oct 20	Oct 22
David Klein, Vice-Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Senior Citizens	Oct 20	Oct 22
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 18	Nov 22
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Senior Citizen	Mar 21	Mar 23
Sophia Tupuola	F	NH	10	Bayview Hunters Point	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen	Mar 19	Mar 23

*A - Asian | AA - African American | AI - American Indian or Alaska Native | C - Caucasian | H/L - Hispanic or Latino | NH - Native Hawaiian or Other Pacific Islander | NP - Not Provided (Voluntary Information)

COMMUNITY ADVISORY COMMITTEE APPLICANTS ¹

	Name	Gender	Ethnicity	District	Neighborhood	Affiliation/Interest
1	Sauod Alzahrani*	M	ME	6	N/A	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen and Social and Racial Injustice
2	Christine Auwarter*	F	C	5	Western Addition / Inner Richmond	Disabled, Environment, Social and Racial Injustice, Neighborhood, Public Policy
3	Tre Ely*	M	AA	6	SOMA	Business, Environment, Homelessness, Public Policy, Social and Racial Injustice
4	Lun Esex*	M	NP	5	Haight-Ashbury	Business, Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior Citizen
5	Kay Hones*	F	C	5	Mission	Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior Citizen, Youth
6	Sarah Katz-Hyman*	F	C	5	Alamo Square	Environment, Social and Racial Injustice, Neighborhood
7	Evan Oravec*	M	NP	5	Haight- Ashbury	Disabled, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior Citizen
8	Kevin Ortiz	M	L	9	Mission District	Neighborhood, Public Policy
9	Eric Rozell*	M	C	6	Tenderloin	Disabled, Neighborhood, Senior Citizen
10	Peter Sengh*	M	A	6	East Cut	Business, Environment, Neighborhood, Public Policy, Senior Citizen
11	Glen Smith*	M	C	5	Upper Noe Valley	Business, Environment, Social and Racial Injustice, Labor, Neighborhood, Public Policy, Senior Citizen
12	Ronaldo Smith*	M	C	6	SOMA	Environment, Neighborhood
13	Prodan Statev*	M	C	6	East Cut	Business, Labor, Neighborhood, Public Policy
14	Tony Wessling*	M	C	3	North Beach/Russian Hill	Business, Disabled, Environment, Labor, Neighborhood, Public Policy, Senior Citizen

*Applicant has not appeared before the Board A – Asian | AA – African American | AI – American Indian or Alaska Native | C – Caucasian | H/L – Hispanic or Latino
 | NH – Native Hawaiian or Other Pacific Islander | NP – Not Provided (Voluntary Information) | ME – Middle Eastern

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San Francisco
County Transportation
Authority



RESOLUTION ALLOCATING \$2,163,640 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests totaling \$2,163,640 in Prop K local transportation sales tax funds, as summarized in Attachments 1 and 2 and detailed in the attached allocation request forms; and

WHEREAS, The requests seek funds from the Vehicles - Muni and Signals & Signs categories of the Prop K Expenditure Plan; and

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

WHEREAS, The San Francisco Municipal Transportation Agency's (SFMTA's) request for Traffic Signal Hardware FY 22 is consistent with the 5YPP for its category; and

WHEREAS, The SFMTA's request for Replacement of 27 Paratransit Vehicle requires a 5YPP amendment as summarized in Attachment 3 and detailed in the attached allocation request form; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,163,640 in Prop K funds, with conditions, for two projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K 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 adopted Fiscal Year 2021/22 budget to cover the proposed actions; now, therefore, be it

RESOLVED, That the Transportation Authority hereby amends the Prop K Vehicles - Muni 5YPP, as detailed in the attached allocation request forms; and be it further

RESOLVED, That the Transportation Authority hereby allocates \$2,163,640 in Prop K funds, with conditions, for two projects, as summarized in Attachment 3 and detailed in the attached 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 Expenditure Plan, the Prop K 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 attached 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 sponsor 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 sponsor shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K Strategic Plan 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
5. Allocation Request Forms (2)

Attachment 1: Summary of Requests Received

						Leveraging			
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴	Phase(s) Requested	District(s)
Prop K	17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	\$ 3,769,970	84%	60%	Design, Construction	Citywide
Prop K	33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	\$ 660,000	79%	0%	Construction	2, 3, 5, 6, 7, 8, 9, 10, 11
TOTAL				\$ 2,163,640	\$ 4,429,970	83%	51%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 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: SFMTA (San Francisco Municipal Transportation Agency)

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	Project Description
17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	Funds will be used to replace 27 paratransit vehicles that have reached the ends of their useful lives. This procurement includes 26 vehicles with capacity for up to 14 ambulatory passengers or 6 ambulatory passengers with up to 4 wheelchair passengers. The procurement also includes one vehicle with a smaller footprint and less capacity but better maneuverability for service to narrow streets and small parking areas. Procuring different models of vehicles will provide operational flexibility for the ridership demands and service routes. SFMTA will work with stakeholders over the next two months to finalize specifications for the vehicle configurations. Vehicles are expected to be in service by Summer 2023.
33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	Requested funds will be used to replace accessible pedestrian signals, signal controller cabinets, and battery backup system cabinets that have exceeded or are nearing the end of their useful life. Replacing the traffic signal hardware will help maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. Work will be carried out by City forces and all new equipment will be operational by Summer 2024.
TOTAL			\$2,163,640	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
17M	SFMTA	Replace 27 Paratransit Vehicles	\$ 1,503,640	<p>5-Year Prioritization Program (5YPP) Amendment: The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.</p> <p>Multi-phase allocation is recommended given the short 2-month duration of the design phase which is required to finalize the vehicle specifications, service requirements and any desirable feature upgrades. Cost estimate is based on experience from previous procurements and manufacturer price lists, with an 8% contingency to cover any cost increases arising from the stakeholder outreach during the design phase. See attached allocation request form for additional details.</p>
33	SFMTA	Traffic Signal Hardware FY 22	\$ 660,000	
TOTAL			\$ 2,163,640	

¹ See Attachment 1 for footnotes.

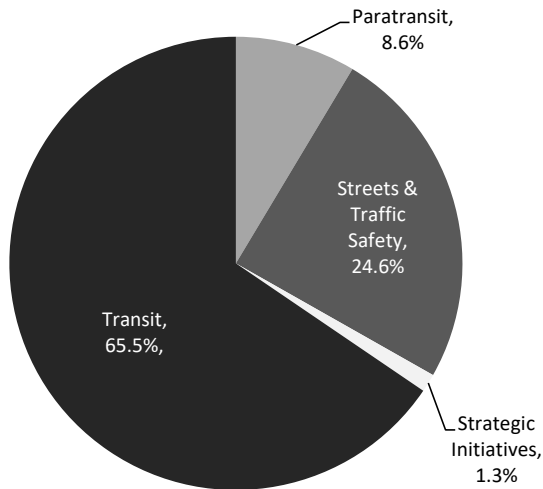
Attachment 4.
Prop K Allocation Summary - FY2021/22

PROP K SALES TAX

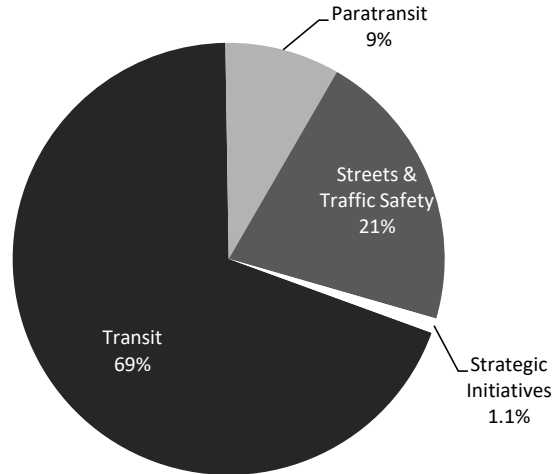
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 47,253,178	\$ 16,996,381	\$ 18,798,044	\$ 8,423,632	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 2,163,640	\$ -	\$ 1,903,640	\$ 230,000	\$ 30,000	\$ -
New Total Allocations	\$ 49,416,818	\$ 16,996,381	\$ 20,701,684	\$ 8,653,632	\$ 2,181,909	\$ 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



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Replace 27 Paratransit Vehicles
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Vehicles - MUNI
Current PROP K Request:	\$1,503,640
Supervisory District	Citywide

REQUEST

Brief Project Description

Replace 27 paratransit vehicles that have reached the ends of their useful lives. Two types of vehicles will be procured: 26 vans accommodating up to 14 passengers, one smaller van with better maneuverability for use in narrow streets and destinations with limited space. Procuring different models of vehicles will provide operational flexibility for the ridership demands and service routes. SFMTA will work with stakeholders to develop specifications for the vehicle configurations. Specifications will be finalized by Spring 2022 and vehicles will be approved for service by Summer 2023.

Detailed Scope, Project Benefits and Community Outreach

See attached background and detailed scope.

Project Location

All San Francisco Paratransit service area

Project Phase(s)

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

Justification for Multi-phase Request

Multi-phase allocation is recommended given the short 2-month duration of the design phase which is required to finalize the vehicle specifications, service requirements and any desirable feature upgrades. Cost estimate is based on experience from previous procurements and manufacturer price lists, with an 8% contingency to cover any cost increases arising from the stakeholder outreach during the design phase.

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	New Project
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Justification for Necessary Amendment

Request includes an amendment to the Vehicles-Muni 5YPP to reprogram \$1,503,640 in Prop K funds deobligated from the 67 40-foot and 50 60-foot Low Floor Hybrid Diesel Motor Coaches project to the subject project. The funds are not needed for the motor coach project because there was a change order cost reduction reflecting reduced need for spare parts and special tools.

Scope and Background - Replace 27 Paratransit Vehicles

Under the Americans with Disabilities Act (ADA), the San Francisco Municipal Transportation Agency (SFMTA) is responsible for providing paratransit services to people with disabilities, who are unable to independently access bus or light rail services some or all of the time and are certified eligible for paratransit services according to federal guidelines.

The SFMTA provides paratransit services to ADA-eligible passengers via a variety of modes administered under contract by its Paratransit Broker. One of the paratransit modes offered by the SFMTA is its SF Access service, which provides prescheduled, shared-ride door-to-door van service using a fleet of City-owned vehicles. The SFMTA's SF Access active fleet of 130 vehicles consists of 92 cutaway vans, 28 minivans, and 10 sedans. SFMTA also makes use of a reserve fleet consisting of 20 cutaways, bringing the SF Access fleet to a total of 150 vehicles. Reserve fleet vehicles have passed their expected useful lives but remain in use to meet demand.

The 27 paratransit vehicles in the scope of the subject request are needed to replace cutaway vans in the active fleet that have reached the ends of their useful lives. The Paratransit Vehicle Procurement Program will also procure, without Prop K funds, another 20 cutaways to expand the SF Access active fleet to 150, allowing the reserve fleet – all of which have exceeded their expected useful lives – to be retired. Together, the replacement and expansion procurements lower the average age of the SF Access fleet to less than the expected useful life, reduce maintenance costs and increase reliability.

The requested funds will be used for procuring the 27 replacement vehicles at an estimated cost of \$3,769,970. These 27 replacement vehicles will consist of 26 gasoline-powered Ford Transit Model E-450 vans and 1 gasoline-powered Ford Model T-350 van. The Ford E-450 offers more seating and wheelchair capacities than the T-350, accommodating up to 14 ambulatory passengers, or up to 4 ambulatory passengers with a maximum of 4 wheelchair passengers. The Ford T-350 can accommodate up to 6 passengers, or 4 ambulatory passengers with a maximum 2 wheelchair passengers. The smaller vehicle has a smaller footprint and offers better maneuverability for service to narrow streets and small parking areas. Procuring different models of vehicles provides operational flexibility for the ridership demands and service routes. SFMTA fleet engineers have evaluated battery-electric paratransit vehicles and determined that such vehicles as are currently available do not meet the performance requirements of San Francisco's challenging service environment.

Delivery of the project will require a design phase as well as a construction phase. The design phase of the project will include research to ascertain what features are available in the marketplace, determine design preferences for the vehicles and identify a qualified vendor. The project team will reach out to the SFMTA's Accessible Services division, the Muni Accessibility Advisory Committee, maintenance staff and the Paratransit broker to define the vehicle specifications, service requirements and any desirable feature upgrades. Potential upgrades include features or components that might provide better and more reliable service such as reconfigured seating, better and more comfortable seats, more reliable wheelchair ramps or lifts, low floor options, improved doors, etc. SFMTA's cost estimate is based on experience from previous procurements and manufacturer price lists, with a contingency to cover any increases arising from the stakeholder outreach. The design phase is anticipated to be done by March 2022.

The construction phase of the project will include procurement, project management, contract administration, vehicle inspections, testing and acceptance, vehicle registration and placing the vehicles into service. All vehicles are anticipated be delivered and accepted by September 2023.

Scope and Background - Replace 27 Paratransit Vehicles

The full range of paratransit services provided by the SFMTA for ADA-eligible paratransit users includes:

- Paratransit Taxi – Provides individual paratransit taxi trips using sedans and wheelchair accessible ramped taxis operated by private companies.
- SF Access – Provides pre-scheduled, shared-ride door-to-door van service in City-owned vehicles operated under contract.
- Intercounty – Pre-scheduled paratransit trips to or from Muni's service area in San Francisco, and to or from destinations in Alameda County, Marin, and Contra Costa County. These latter trips are provided by the East Bay Paratransit Consortium and Whistle Stop Wheels through brokered agreements.
- Group Van – Provides pre-scheduled group trips for paratransit users who are going to a common destination such as Adult Day Health Centers, developmentally disabled worksites, senior nutrition programs, etc.
- Department of Aging and Adult Services Group Van – Provides pre-scheduled group van services to senior centers funded by the Department of Aging & Adult Services.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Replace 27 Paratransit Vehicles
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2022	Jan-Feb-Mar	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jan-Feb-Mar	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2023
Project Completion (means last eligible expenditure)			Apr-May-Jun	2023

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Replace 27 Paratransit Vehicles
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-117M: Vehicles - MUNI	\$1,503,640	\$0	\$0	\$1,503,640
FTA Section 5307	\$0	\$0	\$2,266,330	\$2,266,330
Phases In Current Request Total:	\$1,503,640	\$0	\$2,266,330	\$3,769,970

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$40,000	\$40,000	Experience from previous procurements
Construction	\$3,729,970	\$1,463,640	Manufacturer Price Lists
Operations	\$0		
Total:	\$3,769,970	\$40,000	\$1,463,640

% Complete of Design:	0.0%
As of Date:	12/17/2021
Expected Useful Life:	5 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET - Replace 27 Paratransit Vehicles

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Totals	% of contract	SFMTA	Consultant	Vendor Unit Cost
1. Design	\$ 40,000	1%	\$ 40,000		
2. Procurement					
Construction Management					
Project Management	\$ 50,000	1%	\$ 50,000		
Contract Admin	\$ 25,000	1%	\$ 25,000		
Other Direct Cost *	\$ 26,314	1%	\$ 26,314		
Manufacturing oversight **	\$ 60,465	2%		\$ 60,465	
Construction					
Ford Transit E450 (Replacement) - 26	\$ 3,156,400	85%			\$ 121,400
Ford T350 (Replacement) - 1	\$ 100,300	3%			\$ 100,300
Contingency	\$ 311,491	8%			
Procurement Subtotal	\$ 3,729,970				
TOTAL PROCUREMENT PHASE	\$ 3,769,970		\$ 141,314	\$ 60,465	

* Travel costs associated with the First Article Inspection and random inspections during the production build.

** Onsite inspection support, First Article Inspection Report, First Article component validations and audit support.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Replace 27 Paratransit Vehicles
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,503,640	Total PROP K Recommended	\$1,503,640

SGA Project Number:		Name:	Replace 27 Paratransit Vehicles - Design
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2022
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-117M	\$40,000	\$0	\$0	\$0	\$0	\$40,000

Deliverables

1. Quarterly progress reports shall include % complete of design, work performed in the prior quarter including outreach performed, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.

2. On completion of design (anticipated by March 2022) provide lists of design preferences identified, and any upgraded features or components specified for the new vehicles such as low floor options, reconfigured seating, and/or improved seats, wheelchair ramps, wheelchair lifts or doors.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.

SGA Project Number:		Name:	Replacement of 27 Paratransit Vehicles - Construction
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2024
Phase:	Construction	Fundshare:	38.58%

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-117M	\$0	\$1,463,640	\$0	\$0	\$0	\$1,463,640

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of vehicles received, upcoming project milestones (e.g. pilot vehicle, delivery, acceptance, revenue service), and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, number of vehicles received or placed in service, and any issues that could impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

2. Upon receipt of the first vehicle of each type, provide two digital photos of the new vehicle, with at least one photo showing the Prop K decal affixed to the vehicle. See SGA for guidance.

Special Conditions

1. The recommended allocation is contingent upon amendment of the Vehicles-Muni 5YPP. See attached 5YPP amendment for details.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	60.12%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	60.12%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Replace 27 Paratransit Vehicles
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$1,503,640
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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:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Becky W. Chen	Joel C Goldberg
Title:	Associate Engineer	Grants Procurement Manager
Phone:	(415) 535-1425	(415) 646-2520
Email:	becky.chen@sfmta.com	joel.goldberg@sfmta.com

FOOTNOTES:

- ¹ Deobligation of SGA 117-910055 is required to allocate LRV funds as programmed. EP-17 funds may be used for replacement vehicles only.
- ² 5YPP amendment to accommodate allocation of \$700,788 for Rehabilitation of 5 Vintage Streetcars (Resolution 20-003, 7/23/2019):
 Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$700,788 in FY2018/19. SFMTA has deferred the project by at least two years.
 Rehabilitation of 5 Vintage Streetcars: Added project with \$700,788 in FY2019/20.
- ³ To accommodate allocation of \$17,937,483 for New Flyer Midlife Overhaul Phase 1 (Resolution 20-009, 09/24/2019):
 Replace 30 30-foot Hybrid Diesel Motor Coaches: Reduced by \$13,446,287 in FY2019/20. SFMTA has deferred the project by at least two years.
 Transit Vehicle Replacement or Rehabilitation - Placeholder: Reduced from \$4,491,196 to \$0 in FY2019/20.
 New Flyer Midlife Overhaul Phase 1: Added project with \$17,937,483 in FY2019/20.
- ⁴ Strategic Plan and 5YPP amendments to accommodate allocation of \$50,089,416 for Light Rail Vehicle Procurement (Resolution 20-040, 4/14/2020).
 Light Rail Vehicle Procurement: Advance \$17,183,425 in cash flow from FY2021/22 to FY2020/21, reduce total amount by \$2,035,607 from \$52,125,023 to \$50,089,416;
 Placeholder - Purchase or Rehab Muni Vehicles: Add placeholder with \$2,035,607 in FY2019/20 and cash flow in FY2023/24.
- ⁵ 5YPP amendment to accommodate allocation of \$1,156,151 for the Replace 28 Paratransit Vans project (Resolution 21-016, 10/27/2020).
 Replace 85 40-Foot Trolley Coaches: Reduced by \$1,156,151, from \$7,542,844 to \$6,386,693 in FY2019/20. SFMTA completed the trolley procurement with other funds.
 Replace 28 Paratransit Vans: Added project with \$1,156,151 in FY2020/21.
- ⁶ 5YPP amendment to accommodate allocation of \$16,195,602 for the Replace 30 30-foot Hybrid Motor Coaches project (Resolution 21-028, 01/26/2021).
 Replace 85 40-Foot Trolley Coaches: Reduced from \$6,386,693 to \$0. SFMTA completed the trolley procurement with other funds.
 Cumulative Remaining Capacity: Reduced from \$10,043,397 to \$234,488. The funds were deobligated from two grants for motor coach procurement (a total of \$6,610,522 from SGAs
 Replace 30 30-foot Hybrid Motor Coaches: Added project with \$16,195,602 in FY2020/21.
- ⁷ 2021 Strategic Plan Update and corresponding 5YPP amendment to delay programming and cash flow to reflect current project delivery schedule (Resolution 22-16, 12/07/2021)
- ⁸ 2021 Strategic Plan Update and corresponding 5YPP amendment to accommodate programming \$14,345,183 for the Mid-life Overhauls Placeholder.
 Placeholder - Purchase or Rehab Muni Vehicles: Reduced from \$2,035,607 to \$0 in FY2019/20.
 Cumulative Remaining Capacity: Reduced from \$12,309,576 to \$0. Funds were deobligated from projects with reduced scope or completed under budget.
 Mid-life Overhauls Placeholder: Added placeholder with \$12,309,576 in FY 2021/22.
- ⁹ 5YPP amendment to accommodate allocation of \$1,503,640 for the Replace 27 Paratransit Vehicles project (Resolution 22-0XX, xx/xx/2022).
 Cumulative Remaining Programming Capacity: Reduced by \$1,503,640 from \$5,489,179 to \$3,985,539; funds were deobligated from Motor Coach Procurement as a result of savings
 Replace 27 Paratransit Vehicles: Added project with \$1,503,640 in FY2021/22.

E-450 Transit Van (Cutaway)



Ford T-350 Paratransit Van



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traffic Signal Hardware FY22
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Signals and Signs
Current PROP K Request:	\$660,000
Supervisory Districts	District 02, District 03, District 05, District 06, District 07, District 08, District 09, District 10, District 11

REQUEST

Brief Project Description

Replace accessible pedestrian signals, signal controller cabinets, and battery backup system cabinets that have exceeded or are nearing the ends of their useful lives. Replacing traffic signal hardware will help to maintain SFMTA's traffic safety assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system.

Detailed Scope, Project Benefits and Community Outreach

See attachments for detailed scope and candidate locations.

Project Location

Candidate Locations are provided as attachments.

Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$660,000

Traffic Signal Hardware FY22 Background and Scope

The San Francisco Municipal Transportation Agency (SFMTA) is seeking \$660,000 in Proposition K Sales Tax funds toward the construction phase of the Traffic Signal Hardware FY22 project.

SFMTA is requesting allocation of funding from the Traffic Signal Hardware programmatic line of the Signals and Signs category of the Prop K Expenditure Plan. This programmatic line is intended for replacement of signal hardware such as signal controllers, signal controller cabinets, and Accessible Pedestrian Signals (APS) that has exceeded or is nearing the end of its useful life -- or install new pedestrian countdown signals (PCS) and APS where it is determined that the existing conduits and poles are in satisfactory condition to support the new signals.

The proposed scope of Traffic Signal Hardware FY22 project is to replace the following signal equipment that is reaching the end of its useful life:

- Accessible Pedestrian Signals (APS)
- Traffic Signal Controller Cabinets
- Battery Backup System Cabinets (BBS)

Proposed Locations:

Based on assessment by the SFMTA Signal Shop, candidate locations for replacing accessible pedestrian signals, traffic signal hardware controller cabinets, and battery backup system cabinets are provided as attachments in three tables.

Implementation

Preparation and issuance of work orders and updating signal hardware inventories, is incorporated into the construction phase scope of work.

The SFMTA Sustainable Streets Division Signal Shop will perform all the replacement/ installation work for this project.

SFMTA's Sustainable Streets Division – Transportation Engineering will manage the scope of the project and issue work orders to the Signal Shop.

There is no excavation needed as part of this project.

Task

Force Account Work Performed By

- | | |
|------------------------|---|
| • Construction | SFMTA Sustainable Streets Division – Signal Shop |
| • Construction Support | SFMTA Sustainable Streets Division – Transportation Engineering |

Location Selection Criteria

Replacement of accessible pedestrian signals (APS), controller cabinets, and battery backup system (BBS) cabinets that have exceeded or are nearing the end of their useful lives will help to maintain SFMTA's assets in a state of good repair, which is critical to ensuring a safe and reliable transportation system. If the APS, Controller Cabinets, and BBS Cabinets are not replaced in a timely manner, they may fail unexpectedly and create a safety hazard for visually impaired pedestrians who rely on functioning APS units to cross signalized intersections or roadway users including pedestrians who rely on functioning traffic signals to provide clear right of way assignment. It would also result in the SFMTA Signal Shop dealing with an emergency repair situation which takes away their time from their already full plate of maintenance duties and their work on high priority Vision Zero signal projects.

Preliminary assessment of existing locations was conducted using the SFMTA Signal Shop inventory database to identify older signal hardware that were reaching the end of their useful life. SFMTA may additionally identify locations for new APS or PCS where such equipment is not installed. The selected candidate locations have the oldest equipment – equipment that is reaching the end of its useful life – and are located where there are no planned projects for the next five years that will require demolition within the public right-of-way. The traffic signal controllers and cabinets and the BBS cabinets were installed in 2002 to 2006, and all of this equipment will have reached its expected useful life of 15 years by the time of installation. The APS equipment was installed in 2007 to 2010 so it will be approaching the expected useful life of 15 years by the time of installation.

The locations for all proposed replacement equipment are attached.

For the controller cabinets, SFMTA staff anticipate being able to furnish and install cabinets at ten locations from the attached list of candidate locations from Oak Street. Final locations will be determined after field reviews and consultation with the SFMTA Signal Shop.

For the BBS cabinets, SFMTA staff anticipate being able to furnish and install cabinets at fourteen locations from the attached list of candidate locations. Final locations will be determined after field reviews and consultation with the SFMTA Signal Shop.

Table 1: Candidate Locations for Accessible Pedestrian Countdown Signals Replacements

	Street 1	Street 2	Street 3	Supervisor District	Year Installed
1	4th Street	Mission		6	2009
2	9th Avenue	Judah		5,7	2009
3	16th Street	Mission		9	2007
4	24th Street	Mission		9	2007
5	Brannan	Embarcadero	Pier 34	6	2010
6	Broadway	Columbus	Grant	3	2010
7	Bryant	Embarcadero	Pier 30	6	2010
8	Bush	Hyde		3	2010
9	Geneva	Mission		11	2009
10	Geneva	San Jose		11	2007
11	Leavenworth	McAllister		6	2009
12	Parnassus	Midblock UCSF		5,7	2009

Traffic Signal Hardware FY 22

Table 2: Candidate Locations for Controller Cabinet Replacements

	Street 1	Street 2	Supervisor District	Year Installed
1	Shrader Street	Oak Street	5	2002
2	Cole Street	Oak Street	5	2002
3	Clayton Street	Oak Street	5	2002
4	Ashbury Street	Oak Street	5	2002
5	Central Street	Oak Street	5	2002
6	Lyon Streets	Oak Street	5	2002
7	Baker Streets	Oak Street	5	2002
8	Broderick Street	Oak Street	5	2002
9	Divisadero Street	Oak Street	5	2002
10	Scott Street	Oak Street	5	2002

Table 3: Candidate Locations for Battery Backup System Cabinet Replacements

	Street 1	Street 2	Street 3	Street 4	Supervisor District	Year Installed
1	1st St	Battery	Bush	Market	3,6	2004
2	4th St	Harrison	US I-80 on Ramp		6	2005
3	5th St	Bryant	US I-80 on Ramp		6	2005
4	6th St	Brannan	I-280 Freeway On/Off Ramp		6	2005
5	7th St	Harrison	US I-80 on Ramp		6	2005
6	12th St	Franklin	Market	Page	5/6	2004
7	14th St	Church	Market		8	2005
8	15th St	Market	Sanchez		8	2005
9	16th St	Market	Noe		8	2005
10	Embarcadero	Kearny	North Point		3	2005
11	Arleta	Bayshore	San Bruno		10	2005
12	Baker	Chestnut	Richardson		2	2006
13	Battery	Embarcadero	Lombard	Pier 27	3	2005
14	Broderick	Lombard	Richardson		2	2006

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traffic Signal Hardware FY22
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	Apr-May-Jun	2022		
Operations (OP)				
Open for Use			Apr-May-Jun	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

At the time of this allocation request submittal, the SFMTA acknowledges that environmental review has not been done but expects to request review in early 2022. Before installation of signal hardware in the field, SFMTA will request Categorical Exemption under the California Environmental Quality Act (CEQA). SFMTA shall not proceed with the replacement/installation of signal hardware as part of this project until there has been complete compliance with CEQA. Prior to billing for any construction funds, if requested by the Transportation Authority, the SFMTA will provide documentation confirming that CEQA review has been completed.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traffic Signal Hardware FY22
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-133: Signals and Signs	\$0	\$660,000	\$0	\$660,000
Phases In Current Request Total:	\$0	\$660,000	\$0	\$660,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$660,000	\$660,000	Recent charges by MTA Signal Shop
Operations	\$0		
Total:	\$660,000	\$660,000	

% Complete of Design:	N/A
As of Date:	12/17/2021
Expected Useful Life:	15 Years

MAJOR LINE ITEM BUDGET - Traffic Signal Hardware FY22

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)		
Budget Line Item	SFMTA	% of Construction
1. Construction - SFMTA Signal Shop (labor)	\$228,000	35%
2. Materials		
2A. APS materials	\$144,000	22%
2B. Controllers & Cabinets materials	\$200,000	30%
2C. BBS Cabinets	\$28,000	4%
3. Construction Management/Support - SFMTA Engineering	\$60,000	9%
TOTAL CONSTRUCTION PHASE	\$660,000	

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traffic Signal Hardware FY22
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$660,000	Total PROP K Recommended	\$660,000

SGA Project Number:		Name:	Traffic Signal Hardware FY22
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	06/30/2025
Phase:	Construction	Fundshare:	100%

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-133	\$0	\$400,000	\$230,000	\$30,000	\$0	\$660,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, type of improvements completed at each location to date, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for construction phase expenses until Transportation Authority staff releases the funds pending receipt of the final list of replacement locations for each type of signal hardware (anticipated by April 2022).

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2021/22
Project Name:	Traffic Signal Hardware FY22
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$660,000
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- 1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

ML

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Geraldine De Leon	Joel C Goldberg
Title:	Lead Engineer	Grants Procurement Manager
Phone:	(415) 701-4675	(415) 646-2520
Email:	geraldine.deleon@sfmta.com	joel.goldberg@sfmta.com



Memorandum

AGENDA ITEM 6

DATE: January 4, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 1/11/2022 Board Meeting: Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,163,640 in Prop K funds, with conditions, to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 1. Replace 27 Paratransit Vehicle (\$1,503,640) 2. Traffic Signal Hardware FY 22 (\$660,000) <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 checked="" 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 attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

FINANCIAL IMPACT

The recommended action would allocate \$2,163,640 in Prop K funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.



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

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

CAC POSITION

The subject requests have not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2021/22
- Attachment 5 - Allocation Request Forms (2)

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San Francisco
County Transportation
Authority



MOTION ACCEPTING THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY'S
AUDIT REPORT FOR THE FISCAL YEAR ENDED JUNE 30, 2021

Pursuant to the annual audit requirements in its Fiscal Policy, the San Francisco County Transportation Authority hereby accepts the audit report for the fiscal year ended June 30, 2021.

Enclosure:

1. Audit Report for the Year Ended June 30, 2021



Memorandum

AGENDA ITEM 7

DATE: December 30, 2021
TO: Transportation Authority Board
FROM: Cynthia Fong – Deputy Director for Finance and Administration
SUBJECT: 1/11/2022 Board Meeting: Accept the Audit Report for the Fiscal Year Ended June 30, 2021

RECOMMENDATION ☐ Information ☒ Action

Accept the audit report for the fiscal year ended June 30, 2021

SUMMARY

The Transportation Authority's financial records are required to be audited annually by an independent, certified public accountant. The Annual Comprehensive Financial Reporting (Audit Report) for the year ended June 30, 2021, was conducted in accordance with generally accepted auditing standards by the independent, certified public accounting firm of Eide Bailly LLP. Since more than \$750,000 in federal grants were expended during the year, a single audit (compliance audit) was also performed on the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Bridge Structures and the Surface Transportation Program: Transportation Planning and Programming. The Transportation Authority received all unmodified audit opinions from Eide Bailly, with no findings or recommendations for improvements. A representative from Eide Bailly will present the audit report and answer any questions at the Board meeting.

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

BACKGROUND

Under its Fiscal Policy (Resolution 21-57), the Transportation Authority's financial records are to be audited annually by an independent, certified public accounting firm. The audits for the fiscal year ended June 30, 2021, were conducted in accordance with generally accepted auditing standards, the standards applicable to financial audits contained in the Government



Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance). The Audit Report contains formal opinions, or disclaimers thereof, issued by an independent, certified public accounting firm as a result of an external audit performed on an agency. An unmodified audit opinion (also known as a clean opinion/unqualified opinion) is the best type of report an agency may receive from an external audit and represents that the agency complied with direct and material regulatory requirements or that the agency's financial condition, position, and operations in all material respects were fairly presented.

DISCUSSION

The Audit Report includes an introductory section; the overall basic financial statements; a management discussion and analysis of our financial performance during that fiscal year; footnotes; required supplemental information; and other supplementary information, which include the results from the single audit of federal awards, statistical section, and compliance section.

We are pleased to note that Eide Bailly issued all unmodified opinions and had no findings or recommendations for improvements. We recognized all significant transactions in the financial statements in the proper period and received no adjustments to any estimates made in the financial statements. For the annual fiscal audit, Eide Bailly has issued an opinion stating that the financial statements present fairly, in all material respects, the financial position of our agency. Since more than \$750,000 in federal grants were expended during the year, a single audit was performed on the I-80/Yerba Buena Island Interchange Improvement Project and Yerba Buena Bridge Structures and the Surface Transportation Program: Transportation Planning and Programming. For the single audit, Eide Bailly has issued an opinion, stating that the Transportation Authority complied in all material respects with the compliance requirements that could have a direct and material effect on the federal funds audited. The full audit report and separate report containing other required communications to the Board are enclosed.

FINANCIAL IMPACT

Expenditures did not exceed the amounts approved in the agency-wide amended Fiscal Year (FY) 2020/21 budget. Budgeted expenditures that were not expended in FY2020/21 will be included in the FY2021/22 mid-year amendment.

CAC POSITION

This item will be agendaized for the January 26, 2022 CAC meeting as an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Separate Report Containing Other Required Communications to the Board
- Enclosure 1 – Annual Comprehensive Financial Report for the Year Ended June 30, 2021



December 21, 2021

To the Board of Commissioners of the
San Francisco County Transportation Authority
San Francisco, California

We have audited the financial statements of San Francisco County Transportation Authority (Transportation Authority) as of and for the year ended June 30, 2021, and have issued our report thereon dated December 21, 2021. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit under Generally Accepted Auditing Standards and *Government Auditing Standards* and our Compliance Audit under the Uniform Guidance

As communicated in our letter dated June 28, 2021, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America and to express an opinion on whether the Transportation Authority complied with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of the Transportation Authority major federal programs. Our audit of the financial statements and major program compliance does not relieve you or management of its respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Transportation Authority solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

Our responsibility, as prescribed by professional standards as it relates to the audit of the Transportation Authority major federal program compliance, is to express an opinion on the compliance for each of the Transportation Authority's major federal programs based on our audit of the types of compliance requirements referred to above. An audit of major program compliance includes consideration of internal control over compliance with the types of compliance requirements referred to above as a basis for designing audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, as a part of our major program compliance audit, we considered internal control over compliance for these purposes and not to provide any assurance on the effectiveness of the Transportation Authority's internal control over compliance.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

We have provided our comments regarding internal controls during our audit in our Independent Auditor's Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards* dated December 21, 2021. We have also provided our comments regarding compliance with the types of compliance requirements referred to above and internal controls over compliance during our audit in our Independent Auditor's Report on Compliance with Each Major Federal Program and Report on Internal Control Over Compliance Required by the Uniform Guidance dated December 21, 2021.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, our firm, and other firms utilized in the engagement, if applicable, have complied with all relevant ethical requirements regarding independence.

Significant Risks Identified

We have identified a significant risk involving the entity's revenue recognition of sales tax revenues and grant reimbursements because year-end accruals require more complexity to ensure they are recorded in the correct fiscal period.

Qualitative Aspects of the Entity's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Transportation Authority is included in Note 2 to the financial statements. There have been no initial selection of accounting policies and no changes in significant accounting policies or their application during the year. No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive accounting estimate affecting the financial statements is the Transportation Authority's pension liability and related deferrals.

Management's estimate of the pension liability and related deferrals is based on actuarial valuations performed by CalPERS. We evaluated the key factors and assumptions used to develop the liabilities and deferrals and determined that it is reasonable in relation to the basic financial statements taken as a whole.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosure affecting Transportation Authority's financial statements relate to the net pension liability at Note 8 to the financial statements.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole. There were no uncorrected or corrected misstatements identified as a result of our audit procedures.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Circumstances that Affect the Form and Content of the Auditor's Report

For purposes of this letter, professional standards require that we communicate any circumstances that affect the form and content of our auditor's report.

Representations Requested from Management

We have requested certain written representations from management which are included in the management representation letter dated December 21, 2021.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the Transportation Authority, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, operating conditions affecting the entity, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Transportation Authority's auditors.

Other Information in Documents Containing Audited Financial Statements

Pursuant to professional standards, our responsibility as auditors for other information, whether financial or nonfinancial, included in the Transportation Authority's annual report, does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information. However, in accordance with such standards, we have performed the following procedures:

With respect to the supplementary information accompanying the financial statements, we applied certain limited procedures to management's discussion and analysis and budgetary comparison schedules, pension schedules of contributions and proportionate share and other postemployment schedules, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenditures of Federal Awards and other supplementary information, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Our responsibility also includes communicating to you any information which we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements.

This report is intended solely for the information and use of the governing board, and management of the Transportation Authority and is not intended to be, and should not be, used by anyone other than these specified parties.



Menlo Park, California

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San Francisco
County Transportation
Authority



RESOLUTION PROGRAMMING \$4,055,000 OF THE TRANSPORTATION AUTHORITY'S SHARE OF SENATE BILL 1 LOCAL PARTNERSHIP PROGRAM FORMULA FUNDS FOR CONSTRUCTION OF THE YERBA BUENA ISLAND WEST SIDE BRIDGES SEISMIC RETROFIT PROJECT

WHEREAS, On April 28, 2017, the Governor of California signed the Road Repair and Accountability Act of 2017, also known as Senate Bill 1 (SB1); and

WHEREAS, Among other things, SB1 created the Local Partnership Program (LPP) and appropriates \$200 million annually to be allocated by the California Transportation Commission (CTC) to local or regional agencies that have sought and received voter approval of, or imposed fees solely dedicated to transportation; and

WHEREAS, On March 25, 2020, the CTC adopted LPP program guidelines that, after taking \$20 million off the top for incentive funding for newly passed tax measures, allocate 60% of the program through a Formulaic Program to local or regional transportation agencies that sought and received voter approval of transportation sales taxes, tolls, or fees; and

WHEREAS, the San Francisco County Transportation Authority (Transportation Authority) administers Proposition K, a half-cent local transportation sales tax program approved by San Francisco voters in November 2003, and Proposition AA, an additional \$10 vehicle registration fee approved by San Francisco voters in November 2010, both with revenues dedicated to fund transportation investments as outlined in the corresponding voter approved Expenditure Plan; and

WHEREAS, On March 25, 2020, the CTC approved the LPP formulaic distribution for Prop K at \$1,805,000 per year and Prop AA at \$200,000 per year, covering Fiscal Years (FY) 2020/21 through FY 2022/23; and

WHEREAS, On August 19, 2021, the CTC approved the redistribution of the FY 2020/21 unused Incentive Funding, adding \$90,000 to the Transportation Authority's share of LPP formula funds; and

WHEREAS, LPP Formulaic Program funds are available for any phase of a capital project and require a dollar-for-dollar match and full funding plan; and



WHEREAS, On June 22, 2021, the Board approved programming \$1,050,000 to the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project design phase and \$1,000,000 to the Yerba Buena Island (YBI) Multi-Use Pathway environmental phase to advance project development and competitiveness for future grants; and

WHEREAS, Transportation Authority staff recommend programming the remaining \$4,055,000 in LPP formula funds to the YBI West Side Bridges Seismic Retrofit Project (Project), as shown in Attachment 1, for the local contribution needed to close the project's remaining funding gap and leverage federal and state funds; and

WHEREAS, Scope, schedule, cost, funding and other details on the Project are contained in the attached Project Information Form (Attachment 2); and

WHEREAS, Transportation Authority staff have determined the project meets the requirements of the LPP Formulaic Program and advances a project priority included in the Transportation Authority's adopted work program that is otherwise difficult to fund with funds the Transportation Authority typically administers; now, therefore, be it

RESOLVED, That the Transportation Authority hereby programs \$4,055,000 of its share of LPP Formulaic Program funds in FY 2020/21 – 2022/23 for construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project; and be it further

RESOLVED, That the Executive Director is hereby authorized to communicate this information to the CTC and all other relevant agencies and interested parties.

Attachments (2):

1. Proposed LPP Formulaic Program Priorities
2. Project Information Form (1)

Attachment 1.
Proposed and Approved Local Partnership Program (LPP) Formulaic Program Priorities

Fiscal Year	Sponsor ¹	Project Name	Project Description	Phase(s)	District(s)	Cost of Requested Phase	LPP Funds Requested	LPP Funds Programmed
Proposed								
21/22 (anticipated)	SFCTA	Yerba Buena Island West Side Bridges Seismic Retrofit Project	The Project will seismically retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. One of the structures will be seismically retrofitted, while the remaining bridges will be demolished and replaced. These bridge structures are a critical connection between Yerba Buena Island, Treasure Island, and the Bay Bridge. This project is part of the I-80 Interchange Improvement Project, an effort to replace and retrofit key roads and on- and off-ramps that connect the I-80 and Yerba Buena Island. The project also includes new bicycle linkages with improved safety for thousands of expected new residents and visitors. Pending funding availability, we anticipate construction to begin summer 2022 and the project to be open for use by December 2025.	Construction	6	\$ 111,700,000	\$ 4,055,000	
Approved (Res 21-55, 06/22/2021)								
21/22	SFCTA	I-280 Southbound Ocean Avenue Off-Ramp Realignment Project	This project will improve safety and circulation by realigning the existing southbound Ocean Avenue off-ramp from a free flow right turn to a signalized T intersection. Work will be coordinated with SFMTA's planning for bike lanes on Ocean Avenue. We expect that design will be complete by Fall 2023, with construction to start in 2024, subject to funding availability.	Design	7	\$ 2,100,000		\$ 1,050,000
21/22	SFCTA	Yerba Buena Island Multi-Use Pathway Project	This project will provide new pedestrian and bicycle facilities that extend from the existing San Francisco-Oakland Bay Bridge (SFOBB) East Span Bicycle and Pedestrian Path's Yerba Buena Island terminus to the new Treasure Island Ferry Terminal. This path would also tie into the planned SFOBB West Span bicycle and pedestrian facility currently being developed by the Bay Area Toll Authority and Metropolitan Transportation Commission.	Environmental	6	\$ 3,000,000		\$ 1,000,000
Total						\$ 117,050,000	\$ 4,055,000	\$ 2,050,000

Total LPP Formulaic Funds Available \$ 6,105,000

LPP Formulaic Funds Remaining to Program \$ -

¹ Sponsor abbreviations include: the San Francisco County Transportation Authority (SFCTA).



**San Francisco
County Transportation
Authority**

**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island West Side Bridges Retrofit Project
Implementing Agency:	SFCTA
Project Location:	Yerba Buena Island, San Francisco, CA
Supervisory District(s):	District 6
Project Manager and Contact Information (phone and email):	Mike Tan, (415) 522-4826, mike.tan@sfcta.org
Brief Project Description (50 words max):	The YBI West Side Bridges Retrofit will seismically retrofit eight existing bridge structures along Treasure Island Road to meet current seismic safety standards. One of the structures will be seismically retrofitted, while the remaining bridges will be demolished and replaced. These bridge structures are a critical connection between Yerba Buena Island, Treasure Island, and the Bay Bridge. This project is part of the I-80 Interchange Improvement Project, an effort to replace and retrofit key roads and on- and off-ramps that connect the I-80 and Yerba Buena Island. The project also includes new bicycle linkages with improved safety for thousands of expected new residents and visitors.
Detailed Scope (may attach Word document): Describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward), and how the project would meet the Local Partnership Program screening and prioritization criteria (e.g., quantifiable air quality improvements, VMT reduction, increase safety, improve current system conditions, and advance transportation, land use, and housing goals). Please describe how this project was prioritized.	<p>The Project encompasses eight (8) existing bridge structures on the west side of Yerba Buena Island. These structures generally comprise a viaduct along Treasure Island Road, just north of the San Francisco-Oakland Bay Bridge (SFOBB). The Project limits along Treasure Island Road are from the SFOBB to approximately 2000-feet northward. This stretch of Treasure Island Road includes the bridge structures and portions of "at-grade" roadway. These bridges were constructed between 1937 and 1964 and have been determined to be seismically deficient. The San Francisco County Transportation Authority (Transportation Authority), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose to bring the bridge structures up to current seismic safety standards. The Project consists of the following seismic retrofit strategy, which has been determined to be the most cost-effective approach:</p> <ul style="list-style-type: none"> - Demolish seven (7) bridge structures; - Realign roadway into the hillside; - Construct six (6) retaining walls; - Construct one undercrossing structure; and - Pave/stripe for new class II bicycle facility on widened roadway; and - Seismically retrofit one bridge structure.
Community Engagement/Support (may attach Word doc): Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, etc.).	<p>SFCTA has worked closely with the community and stakeholders. SFCTA worked with Assemblyman David Chiu to implement legislation (AB2374) for the SFCTA to utilize the Construction Manager/General Contractor (CMGC) project delivery method. It was approved by the Governor on September 28, 2016. SFCTA Board approved contract for Golden State Bridge/Obayashi JV to perform CMGC Services in December 2018.</p> <p>SFCTA sought feedback from the San Francisco Bicycle Coalition and Bike East Bay regarding the project and a potential bike path next to the West Side Bridges Project on September 18, 2020. They were both very supportive of the project and consider it a high priority project. The project team also presented the project to the SFCTA Citizens Advisory Committee on September 23, 2020 and to the SFCTA Board on October 20, 2020.</p>
Additional Materials: Please attach maps, drawings, photos of current conditions, etc. to support understanding of the project.	Area Map Attached
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	Treasure Island Development Authority (TIDA) - Liz Hirschhorn Caltrans - Jimmy Panmai Federal Highway Administration - Lanh Phan



Type of Environmental Clearance Required/Date Received:	Categorically Exempt
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Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	100%	Contracted	Apr-Jun	2013	Jan-Mar	2015
Environmental Studies (PA&ED)	100%	Contracted	Oct-Dec	2014	Oct-Dec	2017
Design Engineering (PS&E)	100%	Contracted	Apr-Jun	2018	Oct-Dec	2020
Right-of-way	100%	Contracted	Apr-Jun	2018	Oct-Dec	2020
Advertise Construction	0%	N/A	Jan-Mar	2022	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2022	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

*LPP Formulaic funds may be used for any capital project component (PA&ED, PS&E, ROW, and Construction).

Comments

This project will be coordinated with several projects, including: Southgate Road, Hillcrest Road Widening, YBI Multi-use Pathway, and BATA's West Span Skyway. The project is utilizing the CMGC delivery method in which a contractor is brought onboard during design phase and may result in accelerated bid and award phase. Construction schedule is contingent on securing full funding for this phase.

**SB1 Local Partnership Program - Formula
Project Information Form**

Project Name:	Yerba Buena Island West Side Bridges Retrofit Project
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COST ESTIMATE AND FUNDING PLAN		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$1,600,000			\$1,600,000	Actual cost
Environmental Studies (PA&ED)	\$3,900,000			\$3,900,000	Actual cost
Design Engineering (PS&E)	\$14,600,000			\$14,600,000	Actual cost
Right-of-way	\$800,000			\$800,000	Actual cost
Construction	\$111,700,000	\$4,055,000		\$107,645,000	SFCTA Construction Management General Contractor (CMGC) Team
TOTAL PROJECT COST	\$132,600,000	\$4,055,000	\$0	\$128,545,000	
Percent of Total		3%	0%	97%	

FUNDING PLAN FOR REQUESTED PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL	Desired FY of Programming for LPP
LPP Formula	\$4,055,000	N/A	N/A	\$4,055,000	21/22
<i>Federal HBP</i>		\$54,840,000		\$54,840,000	
<i>RAISE</i>		\$18,000,000		\$18,000,000	
<i>State Prop 1B</i>		\$7,100,000		\$7,100,000	
<i>MTC / BATA</i>	\$5,300,000	\$2,700,000		\$8,000,000	
<i>TIDA</i>	\$890,000	\$3,480,000		\$4,370,000	
<i>State</i>	\$10,000,000			\$10,000,000	
<i>CCSF General Fund</i>	\$3,000,000			\$3,000,000	
<i>TBD (e.g. additional State funds)</i>	\$2,335,000			\$2,335,000	
TOTAL	\$25,580,000	\$86,120,000	\$0	\$111,700,000	

Comments/Concerns

Transportation Authority staff are actively working with Caltrans, MTC, TIDA and other key stakeholders to secure full funding for this critical safety project. CTC will only program LPP funds to projects with a fully funded useable segment/phase. We may request to program funds in FY 2022/23 if needed.





Memorandum

AGENDA ITEM 8

DATE: January 4, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 01/11/22 Board Meeting: Approve Programming of \$4,055,000 in Senate Bill 1 Local Partnership Program Formula Funds for Construction of the Yerba Buena Island West Side Bridges Seismic Retrofit Project

RECOMMENDATION ☐ Information ☒ Action

Program \$4,055,000 of the Transportation Authority's share of Senate Bill (SB) 1 Local Partnership Program (LPP) formula funds for construction of the Yerba Buena Island (YBI) West Side Bridges Seismic Retrofit Project

SUMMARY

In March 2020, the California Transportation Commission (CTC) adopted the LPP Formulaic Program funding distribution for Fiscal Years (FYs) 2020/21 - 2022/23. The LPP rewards jurisdictions that have voter-approved measures or imposed fees solely dedicated to transportation. As the taxing authority for Prop K and Prop AA, the Transportation Authority will receive \$6,105,000 in formula funds this cycle. On June 22, 2021, the Board programmed \$2.05 million of these funds to the YBI Multi-Use Pathway environmental phase and the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project design phase to advance project development and competitiveness for future grants. We recommend programming the remaining \$4,055,000 to the YBI West Side Bridges Seismic Retrofit construction phase which is estimated to cost \$111.7 million. The LPP funds are needed for the local contribution to help close the project's \$25.6 million funding gap and leverage federal and state funds including a recently awarded \$18 million federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The Project is at 95% design and ready to start construction once full funding is secured. It is part of the agency's adopted work program and is difficult to fund with any of the other fund programs that we administer.

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



BACKGROUND

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on March 25, 2020 that allocate 60% of the program funds through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The LPP Formulaic Program has broad project eligibility criteria which include capital projects that improve the state highway system, transit facilities, or expand transit services, local roads, bicycle and pedestrian safety, among others. Funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction) and require a dollar-for-dollar local match. The LPP Formulaic Program will only fund projects, or segments of projects, that are fully funded and have independent utility.

For this funding cycle covering FYs 2020/21 - 2022/23, we will receive \$6.105 million based on Prop K and Prop AA revenues. These funds require a 1:1 local match. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

DISCUSSION

Recommended LPP Formulaic Program Project Priorities. On June 22, 2021, the Board programmed \$2.05 million of the \$6.105 million in LPP Formulaic funds to the YBI Multi-Use Pathway environmental phase (\$1 million) and the I-280 Southbound Ocean Avenue Off-Ramp Realignment Project design phase (\$1.05 million) to advance project development and competitiveness for future grants. After considering LPP guidelines and assessing project status, we recommend programming the remaining \$4.055 million of the \$6.105 million in LPP Formulaic funds to the YBI West Side Bridges Seismic Retrofit Project (Project) as shown in Attachment 1. We believe this Project can meet the requirements of the LPP formula program, including 1:1 local match and strict timely use of funds requirements. The project is construction ready, pending securing the remaining \$25.6 million to close the funding gap. The Project is one of the final components of the Treasure Island and YBI Circulation Plan that will support a new sustainable neighborhood with significant amounts of housing, including affordable housing, and jobs. Details on the proposed project follow in the sections below.

The YBI West Side Bridges Seismic Retrofit Project will demolish eight bridge structures and reconstruct a realigned roadway, six retaining walls, and a new undercrossing structure. Additionally, one structure will be seismically retrofitted and requires a column relocation.



The scope also includes paving/stripping for a new class II bicycle facility on the widened roadway.

The Project is one of several roadway construction projects on YBI. The other major roadway construction projects include the Macalla Road Reconstruction Project, the Forest Road Detour Project and the I-80/YBI Ramps Improvement Project, Phase 1 (Westbound Ramps Project - Completed in October 2016 and opened to traffic) and Phase 2 (Southgate Road Realignment Project - Under Construction). Treasure Island Community Development is the lead for the Macalla Road Reconstruction Project and the Forest Road Detour Project, while the Transportation Authority is the lead for the Westbound Ramps Project and the Southgate Road Realignment Project. All four of these projects need to be essentially completed before construction of the Project can start.

When complete, the YBI and Treasure Island roadway network will be equipped for more frequent and new transit services. The future growth and development of the Treasure Island/Yerba Buena Development is anchored by transit and infrastructure investments to facilitate dense, walkable, mixed-use development. The entire redevelopment is framed around economic development, with the initial conversion from a prior Naval Station to a new sustainable neighborhood, complete with both market-rate and affordable housing, infrastructure improvements, and an array of new public benefits including parks and open space, neighborhood-serving retail, office space, a new school, and community facilities.

Construction is estimated to cost \$111.7 million and the project is at 95% design complete making it ready to start construction as soon as the project is fully funded. Assuming the project breaks ground by summer 2022, substantial completion is expected by December 2025. The Project's construction phase cost estimate and funding plan are shown in Tables 1 and 2, respectively.

We are working closely with the California Department of Transportation, the Metropolitan Transportation Commission, and many other key stakeholders to secure the remaining funds for construction. We cannot seek allocation of the LPP funds until all the funds have been committed to the project. Additional details on the Project are provided in Attachment 2.



Table 1. YBI West Side Bridges Seismic Retrofit Project Construction Cost Estimate

Construction Phase Item	Cost Estimate
Construction Line Items	\$85.1M
Agency Furnished Materials	\$2.3M
Contingency (7.7%)	\$6.6M
Construction Engineering	\$13.1M
Finance Cost	\$4.6M
Total Construction Phase	\$111.7M

Table 2. YBI West Side Bridges Seismic Retrofit Project Construction Funding Plan

<i>Committed Funding</i>	
Federal Highway Bridge Program	\$54.84M
State Proposition 1B Local Bridge Seismic Retrofit Account	\$7.1M
Treasure Island Development Authority (TIDA)	\$3.48M
Bay Area Toll Authority (BATA)	\$2.7M
Federal RAISE Grant	\$18M
Total Committed Funding	\$86.12M
<i>Planned Funding</i>	
SB1 LPP Formula Funds (subject of this memo)	\$4.055M
MTC / BATA	\$5.3M
TIDA	\$0.89M
State	\$10M
City and County of San Francisco General Fund	\$3M
TBD (e.g. additional State funds)	\$2.335M
Total Planned Funding	\$25.58M
Total Funding	\$111.7M



Next Steps. Following Board approval, we will submit the LPP project nomination to the CTC to be programmed by the CTC by the end of this fiscal year or once the project has secured a full funding plan. The CTC action is considered administrative provided that the project nominations comply with the LPP program guidelines, which include a fully funded scope of work.

FINANCIAL IMPACT

Construction activities for this Project are incorporated into the FY 2021/22 Annual Budget and Work Program. Additional grant funding for construction activities awarded through the LPP Formulaic Program will be incorporated into the mid-year budget amendment. We will bring a recommendation to award a construction contract to the Board for approval as part of a future agenda item.

CAC POSITION

None. The request has not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed LPP Formulaic Program Priorities
- Attachment 2 – Project Information Form



RESOLUTION ADOPTING THE TRANSPORTATION INVESTMENT AND GROWTH STRATEGY
2021 UPDATE

WHEREAS, Bay Area Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and regularly update a county-level Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission's (MTC's) One Bay Area Grant Program (OBAG); and

WHEREAS, The Transportation Authority adopted its first TIGS in 2013 and prepared updates in 2014, 2015, and 2017; and

WHEREAS, Completion of a TIGS update in 2021 is a prerequisite to receive OBAG Cycle 3 funds; and

WHEREAS, TIGS is intended to coordinate the county's housing and job growth with strategic investments in transportation, with the goal of focusing that housing and job growth alongside transportation improvements within established Priority Development Areas (PDAs); and

WHEREAS, TIGS is a tool by which CMAs may report their progress related to housing policy, housing production, and transportation planning and capital investment in PDAs; and

WHEREAS, The enclosed TIGS 2021 Update, which was prepared by Transportation Authority staff with support and input from Planning Department staff, documents adopted housing policies, actual housing production statistics, and transportation planning and investment efforts in PDAs since 2017; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts the enclosed TIGS 2021 Update; and be it further

RESOLVED, That the Executive Director is authorized to submit the TIGS 2021 Update to the MTC and to communicate this information to all interested parties.



Enclosure: Transportation Investment & Growth Strategy, 2021



Memorandum

AGENDA ITEM 9

DATE: January 5, 2021
TO: Transportation Authority Board
FROM: Rachel Hiatt - Acting Deputy Director for Planning
SUBJECT: 01/11/22 Board Meeting: Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the San Francisco Transportation Investment and Growth Strategy (TIGS) 2021 Update.</p> <p>SUMMARY</p> <p>As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for preparing a Transportation Investment and Growth Strategy (TIGS) bi-annually. The TIGS documents already-approved and adopted City and County policies and plans related to housing growth, transportation planning, and investments in San Francisco's Priority Development Areas (PDAs). The TIGS is a requirement of the Metropolitan Transportation Commission (MTC)'s One Bay Area Grant (OBAG) Program and is a prerequisite to receive OBAG funds. The Transportation Authority prepared the enclosed TIGS 2021 Update with support and contributions from the San Francisco Planning Department. This memorandum provides a summary of the San Francisco's TIGS.</p>	<p><input type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input checked="" 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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BACKGROUND

All Congestion Management Agencies (CMAs), including the Transportation Authority, are required to prepare and update a Transportation Investment and Growth Strategy (TIGS) as part of the Metropolitan Transportation Commission (MTC)'s One Bay Area Grant (OBAG) Program.

The OBAG Program seeks to integrate land use and transportation planning activities to reduce automobile travel and greenhouse gas emissions as required under Senate Bill 375. The Transportation Authority is responsible for administration of these funds to support



eligible projects that serve Priority Development Areas (PDAs), areas that local jurisdictions have identified for infill transit-oriented growth.

The OBAG 2 policy and project selection framework, MTC Resolution No. 4202, requires CMAs to develop a TIGS that describes transportation investments to support its PDAs. The TIGS must be updated every four years in parallel with updates to Plan Bay Area, with interim status reports provided two years after each update. The TIGS are intended to strengthen the alignment of transportation investments and local planning in each county.

Conformance with the TIGS is a requirement for the receipt of OBAG funding. The first TIGS was adopted in July 2013 and documented the coordination of the San Francisco's housing and job growth, particularly the growth within Priority Development Areas (PDAs), with strategic investments in transportation. San Francisco's second TIGS was adopted in May 2017. In 2019, MTC waived the requirement for CMAs to develop an interim progress report, as MTC staff satisfied the requirement through the PDA and OBAG Assessment Project, which it led.

TIGS Elements. The TIGS has several required elements, including:

- Summary of San Francisco PDAs;
- Housing Policies and Housing Production;
- Transportation Planning to support PDAs; and
- Summary of OBAG Fund Programming.

The TIGS 2021 Update closes the OBAG 2 cycle and will help shape OBAG 3 by identifying the existing, already-approved housing and transportation plans and policies that guide housing production and transportation investment in San Francisco's PDAs.

DISCUSSION

The TIGS 2021 Update summarizes housing production data for the years since the last TIGS was adopted, and documents recent policy developments related to housing production and relevant transportation investments. Key updates are summarized in the sections below.

Chapter 2, Overview of Priority Development Areas, introduces San Francisco's PDAs, Priority Conservation Areas (PCAs), and Priority Production Areas (PPAs) and identifies recently-approved land use plans and major development projects within those areas. Prior to 2019, San Francisco had twelve PDAs, predominantly located along the eastern portion of the city, which collectively made up 25% of San Francisco's land area and had the capacity to absorb approximately 80% of the forecast housing growth and 60% of the forecast job growth for San Francisco as a part of the Plan Bay Area process.

In May 2019, the MTC and Executive Board adopted a new PPA pilot program, which promotes middle-wage jobs and supports the region's industrial economy. In December 2019, the Board of Supervisors (BoS) expanded the coverage of PDAs to make other parts of



San Francisco eligible for regional funding and ensure more of the region's areas well-served by transit and with high access to opportunity are included in the PDA framework. Additionally, the BoS added eight new PCAs and one PPA. Fifteen PDAs have been adopted by San Francisco in total.

Chapter 3, Housing Production Trends, documents San Francisco's housing production over the last five years (Housing Permits by PDA and Income Level, and Affordable Housing Pipeline) and describes land use plans adopted since 2017.

For most forecasting activities, the Transportation Authority is required to use regionally adopted projections of future Bay Area land use growth. In 2021, ABAG adopted its most recent regional land use forecast as part of Plan Bay Area 2050, which indicates that San Francisco will absorb over 213,000 additional households between 2015 and 2050, bringing the number of households to 578,000. Employment in San Francisco is projected to increase by 236,000 jobs between 2015 and 2050, bringing the total to more than 918,000 jobs located in the city.

Between 2014 and 2019, San Francisco issued housing permits for over 24,000 housing units at all income levels, 98% of which are located in PDAs. An additional 6,000+ units make up the San Francisco Public Affordable Housing Pipeline. The greatest number new market rate (plus inclusionary) housing units are located in both the Eastern Neighborhoods and Downtown/Van Ness/Northeast Neighborhoods, followed by Transbay/Rincon Hill and Market Octavia. The Public Affordable Housing Pipeline shows most projects located in Bayview/Southeast Neighborhoods and Downtown/Van Ness/Northeast Neighborhoods, followed by the Eastern Neighborhoods.

Chapter 4, Transportation Plans to Support PDAs, describes recently completed and currently underway transportation planning efforts that support PDAs. Overarching these transportation planning efforts is the Transportation Authority's current update to the San Francisco Transportation Plan (SFTP) as the investment and policy blueprint for San Francisco's transportation system development and investments.

Chapter 5, Transportation Funding for PDAs, documents San Francisco's programming of OBAG funds. The OBAG 1 San Francisco County Program, covering Fiscal Years 2012/13 - 2016/17, provided \$35 million for nine competitively selected projects. OBAG 2, covering Fiscal Years 2017/18 to 2021/22, has provided \$42.2 million for seven projects focusing on complete streets, bicycle and pedestrian safety, and public transit improvements.

Next Steps. MTC asks CMAs to submit TIGs, with approval from the Transportation Authority Board, by January 30, 2022, to maintain eligibility for OBAG 3 funds.

FINANCIAL IMPACT

The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget.



CAC POSITION

None. The request has not been reviewed by the CAC since no CAC meeting is held at the end of December due to year-end holidays.

SUPPLEMENTAL MATERIALS

- Enclosure - Draft San Francisco Transportation Investment and Growth Strategy 2021 Update