



AGENDA

San Francisco County Transportation Authority Meeting Notice

Date: Tuesday, January 25, 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 944 0197 # #

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

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

Clerk: Britney Milton

Remote Access to Information and Participation:

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

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

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1. Roll Call
2. Chair's Report - **INFORMATION**
3. Approve the Minutes of the January 11, 2022 Meeting - **ACTION***

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Consent Agenda

4. **[Final Approval]** Appoint Eric Rozell and Kevin Ortiz to the Community Advisory Committee - **ACTION*** 11
5. **[Final Approval]** Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests - **ACTION*** 17
 Projects: (SFMTA) Replace 27 Paratransit Vehicles (\$1,503,640), Traffic Signal Hardware FY22 (\$660,000).
6. **[Final Approval]** Accept the Audit Report for the Fiscal Year Ended June 30, 2021 - **ACTION*** 51
7. **[Final Approval]** 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*** 59
8. **[Final Approval]** Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update - **ACTION*** 71

End of Consent Agenda

9. **[Final Approval on First Appearance]** Adopt the 2021 Annual Report - **ACTION*** 77
 In lieu of the Executive Director's Report this month, the Executive Director will present the 2021 Annual Report.
10. San Francisco's Climate Action Plan 2021 Update - **INFORMATION*** 79

Other Items

11. Introduction of New Items - **INFORMATION**
 During this segment of the meeting, Commissioners may make comments on items not specifically listed above or introduce or request items for future consideration.
12. Public Comment
13. Adjournment

*Additional Materials

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

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

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



**San Francisco
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Board Meeting Agenda

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48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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San Francisco
County Transportation
Authority



DRAFT MINUTES

San Francisco County Transportation Authority

Tuesday, January 11, 2022

1. Roll Call

Chair Mandelman called the meeting to order at 10:03 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] Approve the 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 Commissioner Preston.

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. Approve the Minutes of the December 14, 2021 Meeting - ACTION*

There was no public comment.

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

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)

4. Election of Chair and Vice Chair for 2022 - ACTION

Chair Mandelman called the nominations for Chair to order.

Commissioner Melgar expressed her admiration for Commissioner Mandelman's chairmanship in the past year. She shared that outside of the meetings they have had great conversations surrounding everything transportation, and how they are approaching the planning issues their districts share at a local and regional level.

Commissioner Melgar motioned to nominate Chair Mandelman to serve another year as Chair.



Commissioner Ronen seconded the motion.

There were no further nominations for Chair.

There was no public comment on the nominations for Chair.

The motion to elect Commissioner Mandelman as Chair 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)

Chair Mandelman thanked his colleagues for reappointing him as Chair and added that there are major tasks ahead of them in the upcoming year including the renewal of sales tax, moving the Downtown Extension forward, and ultimately getting beyond the pandemic, and he looks forward to accomplishing those tasks alongside his colleagues on the Board.

Chair Mandelman called nominations for Vice Chair to order.

Commissioner Chan nominated Vice Chair Peskin to serve another term as Vice Chair. She appreciated his willingness to share his experience as former Chair, supporting Chair Mandelman and helping the Board move forward. She thanked Commissioner Peskin for his service thus far.

Chair Mandelman echoed Commissioner Chan's comments, stating that he appreciates the support and guidance given by Vice Chair Peskin over the last year.

Vice Chair Peskin accepted the nomination and said he looks forward to supporting the Chair in the upcoming year.

There were no further nominations for Vice Chair.

There was no public comment.

Commissioner Chan moved to approve the nomination, seconded by Commissioner Ronen.

The motion to elect Commissioner Peskin as Vice Chair 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)

5. Appoint Up to Two Members to the Community Advisory Committee - ACTION*

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

Eric Rozell Prodan Statev, Tre Ely, and Sauod Alzahrani spoke to their interest in and qualifications for serving on the CAC for District 6.

During public comment, Evan Oravec voiced his support for the candidacy of Eric Rozell and said they can't think of a better person to serve for the committee. They added that Mr. Rozell's community improvement efforts have made San Francisco



streets safer and he's confident he'll be a great asset to the CAC.

Commissioner Ronen remarked that Kevin Ortiz has been an excellent District 9 representative to date. She added that as an advocate for the Latinx community, and a staffer for Speaker Pelosi, he brings a different dynamic including bringing transportation and funding issues from a federal level to the committee. She expressed her support towards his reappointment and invited her colleagues to join her.

Commissioner Ronen motioned to reappoint Kevin Ortiz to the CAC, seconded by Commissioner Preston.

The item was approved without objection by the following vote:

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

Absent: Commissioners Mar and Safai (2)

Commissioner Haney thanked all the District 6 applicants and said it's wonderful to see so many members of the community step up. He added that he will do what he can to find opportunities to allow them to serve their community on behalf of District 6 and encouraged them to reach out to his office directly. Commissioner Haney continued by expressing that he is proud to nominate Eric Rozell for the District 6 vacancy. He highlighted some of Mr. Rozell's work, stating that he is deeply connected to the community, and has been involved in efforts that have made transportation safer.

Commissioner Haney motioned to appoint Eric Rozell to the CAC, seconded by Commissioner Ronen.

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

6. Allocate \$2,163,640 in Prop K Funds, with Conditions, for Two Requests - ACTION*

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

Commissioner Melgar commented that paratransit had been a lifeline for District 6 during the COVID-19 pandemic, particularly with transit service reductions.

There was no public comment.

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

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)



7. Accept the Audit Report for the Fiscal Year Ended June 30, 2021 - ACTION*

Cynthia Fong, Deputy Director for Finance and Administration introduced the item, and Nathan Edelman, Audit Partner. Eide Bailly LLP presented the item per the staff memorandum.

Prior to the presentation, Commissioner Ronen acknowledged Ms. Fong's exemplary work, and appreciated how her and her team produce clean audits year after year.

During public comment, David Pilpel referenced slide 5 asking if the phrase "passed adjustments" was supposed to read "past adjustments". He concluded his remarks stating that a clean audit is always a good audit.

Mr. Edelman affirmed that it was passed adjustments, which are audit adjustments that were not posted, but passed by the Transportation Authority.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Safai (1)

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*

Kaley Lyons, Senior Transportation Planner, and Eric Cordoba, Deputy Director for Capital Projects, presented the item per the staff memorandum.

During public comment, David Pilpel asked about construction staging locations, construction mitigation and how that would impact the Bay Bridge and access to and from Yerba Buena Island and Treasure Island. He also noted it was a 40-month construction project with a constrained site location and access.

Eric Cordoba confirmed that access was limited. He said the Southgate Road project, which was highlighted on one of the presentation slides, would allow them to open the previously closed east bound off ramp to Southgate Road for traffic coming from San Francisco, planned for later this spring. He explained that this would provide the ability to limit vehicular traffic to the western side of the island during construction. He said construction staging had been planned for and incorporated as part of the overall infrastructure need on the island.

Chair Mandelman noted the gap in funding and asked when staff would know if the project was going to construction in 2022.

Mr. Cordoba responded that the next two months were critical, and staff were working closely with Caltrans Headquarters and other partners and were hoping to come back to the Board in April to award a construction contract in order to begin construction in June.

Commissioner Haney moved to approve the item, seconded by Commissioner Chan.

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)

9. Approve the San Francisco Transportation Investment and Growth Strategy 2021 Update - ACTION*

Rachel Hiatt, Deputy Director for Planning, presented the item per the staff memorandum.

There was no public comment.

Commissioner Mar moved to approve the item, seconded by Commissioner Chan.

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

Absent: (0)

Other Items

10. Introduction of New Items - INFORMATION

There were no new items introduced.

11. Public Comment

There was no general public comment.

12. Adjournment

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

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San Francisco
County Transportation
Authority



RESOLUTION APPOINTING KEVIN ORTIZ AND ERIC ROZELL 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 recommended appointing Kevin Ortiz and Eric Rozell to serve on the CAC for a period of two years; now therefore, be it

RESOLVED, That the Board hereby appoints Kevin Ortiz and Eric Rozell 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 4

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 Essex*	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 Vehicles 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	

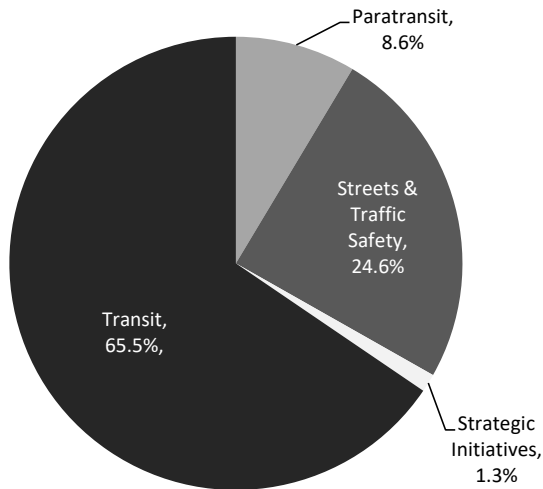
¹ See Attachment 1 for footnotes.

Attachment 4.
Prop K Allocation Summary - FY2021/22

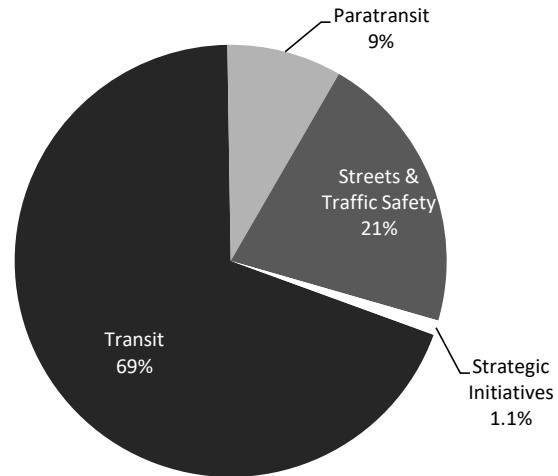
PROP K SALES TAX						
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 47,253,178	\$ 16,996,381	\$ 18,798,044	\$ 8,423,632	\$ 2,151,909	\$ 883,212
Current Request(s)	\$ 2,163,640	\$ -	\$ 1,903,640	\$ 230,000	\$ 30,000	\$ -
New Total Allocations	\$ 49,416,818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

2019 Prop K 5-Year Project List (FY 2019/20 - FY 2023/24)
Vehicles - Muni (EP 17M)
Programming and Allocations to Date
 Pending January 25, 2022 Board

Agency	Project Name	Phase	Status	Fiscal Year					Total
				2019/20	2020/21	2021/22	2022/23	2023/24	
Carry Forward From 2014 5YPP									
SFMTA	Replace 30 30-foot Hybrid Diesel Motor Coaches ^{2,3}	CON	Programmed	\$0					\$0
SFMTA	Replace 85 40-Foot Trolley Coaches ^{5,6}	CON	Programmed	\$0					\$0
SFMTA	Replace 28 Paratransit Vans ⁵	CON	Allocated		\$1,156,151				\$1,156,151
2019 5YPP Programming and Allocations									
SFMTA	Rehabilitation of 5 Vintage Streetcars ²	CON	Allocated	\$700,788					\$700,788
SFMTA	Transit Vehicle Replacement or Rehabilitation - Placeholder ³	CON	Programmed	\$0					\$0
SFMTA	Replace 30 30-foot Hybrid Motor Coaches ⁶	CON	Allocated		\$16,195,602				\$16,195,602
SFMTA	New Flyer Midlife Overhaul Phase 1 ³	CON	Allocated	\$17,937,483					\$17,937,483
SFMTA	Rehabilitate Historic & Milan Streetcars ⁷	CON	Programmed		\$0	\$3,304,749			\$3,304,749
SFMTA	Placeholder - Purchase or Rehab Muni Vehicles ^{4,8}	CON	Programmed	\$0					\$0
SFMTA	Mid-life Overhauls Placeholder ⁸	CON	Programmed			\$2,035,607			\$2,035,607
SFMTA	Mid-life Overhauls Placeholder ⁸	CON	Programmed			\$12,309,576			\$12,309,576
SFMTA	Light Rail Vehicle Procurement ^{1,4}	CON	Allocated	\$50,089,416					\$50,089,416
SFMTA	Replace 27 Paratransit Vehicles ⁹	PS&E, CON	Pending			\$1,503,640			\$1,503,640
SFMTA	Light Rail Vehicle (LRV) Procurement (151 Replacement + 68 Expansion) - Additional ^{1,4}	CON	Programmed	\$0					\$0
Total Programmed in 2019 5YPP				\$68,727,687	\$17,351,753	\$19,153,572	\$0	\$0	\$105,233,012
Total Allocated and Pending				\$68,727,687	\$17,351,753	\$1,503,640	\$0	\$0	\$87,583,080
Total Unallocated				\$0	\$0	\$17,649,932	\$0	\$0	\$17,649,932
Total Programmed in 2021 Strategic Plan				\$68,727,687	\$17,351,753	\$17,649,932	\$0	\$0	\$103,729,372
Deobligated Funds						\$5,489,179	\$0	\$0	\$5,489,179
Cumulative Remaining Programming Capacity				\$0	\$0	\$3,985,539	\$3,985,539	\$3,985,539	\$3,985,539
Pending Allocation/Appropriation									
Board Approved Allocation/Appropriation									

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

- | | |
|--|---|
| <ul style="list-style-type: none"> • Construction • Construction Support | <ul style="list-style-type: none"> SFMTA Sustainable Streets Division – Signal Shop 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.

Traffic Signal Hardware FY 22

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

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

Traffic Signal Hardware FY 22

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 5

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)



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 6

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 7

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 8

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



MOTION ADOPTING THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY 2021
ANNUAL REPORT

Pursuant to Section 131303 of the California Public Utilities Code, the Transportation Authority hereby adopts the San Francisco County Transportation Authority 2021 Annual Report.

Enclosure:

1. Draft 2021 Annual Report

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San Francisco
County Transportation
Authority

San Francisco's Climate Action Plan 2021

EXECUTIVE SUMMARY



The consequences of a changing climate are all around us. Rising seas and extreme weather are creating increased flooding and more frequent heat waves, which inflict the most harm on the city's most vulnerable populations. Reduced snowpack in the Sierra Nevada mountains is threatening the City's water and hydropower supplies. Ever more destructive fires are polluting the air throughout the state and overwhelming its emergency resources and ability to respond to multiple disasters.

San Francisco, like cities around the world, is faced with the threat of a climate emergency, coupled with long-standing challenges of economic inequality and racial injustice. Local skies have turned orange from wildfires, fueled by decades of unchecked carbon pollution. The American economy is more precarious for working people than it has been in decades, with inequities exacerbated by COVID-19. Demands for action are growing louder, including calls for climate justice, racial justice, disability justice, and economic justice. The most recent [Intergovernmental Panel on Climate Change \(IPCC\) report](#), an international scientific assessment of the threats presented by climate change, was released in August 2021 and indicates that the window in which to act continues to shrink. The most important thing to limit the worst impacts is to rapidly reduce greenhouse gas (GHG) emissions, especially carbon dioxide and methane. This summer, Mayor London Breed sponsored legislation to address the urgent threat of climate change and set new, ambitious goals to slash GHG emissions in San Francisco and reach net-zero emissions by 2040.

While San Francisco is proud of its record on local climate action and pursuit of environmental justice, there is an opportunity to make San Francisco a more affordable, equitable, just and sustainable city for all. The window to avoid climate catastrophe is closing, but there is still time to act. There is an urgent need — and opportunity — to not only reduce emissions, but to build equity,

resilience, and opportunity for the entire city. Bold climate action must give everyone a seat at the table to create a more just society and ensure communities can thrive by guaranteeing clean air and access to good jobs, green space, and healthy housing, and by developing and implementing a shared vision of how to live better together in the face of the growing climate crisis.

LEADING ON CLIMATE ACTION

Since its first Climate Action Plan in 2004, San Francisco has been leading the way on local climate action, environmental justice, and launching innovative community programs and outreach campaigns for residents and businesses.

For decades, San Francisco has created plans, implemented policies, and crafted engaging frameworks to reduce emissions. As of 2019, the city has achieved a 41% reduction in emissions from 1990 levels, while its economic productivity as measured by gross domestic product (GDP) has increased by 199%, and its population has grown by 22%. Its emissions reductions have been driven primarily by cleaner electricity supply, improved energy codes, and city-wide energy efficiency. This progress has not just reduced emissions, but has also come with additional important benefits, such as cutting air pollution and limiting other environmental stressors.



Cities are rapidly growing across the world. Most people live in cities and the cities, in turn, create 70% of global emissions. This means cities have great responsibility and great potential for providing solutions. Further, cities are engaged in international diplomacy on climate change and as a respected leader on the world stage, San Francisco has a vital role to play in modeling climate action for cities around the world.

CLIMATE ACTION PLAN OVERVIEW

Net-Zero Emissions means cutting the overwhelming majority of emissions to zero while relying on biological and technological solutions and offsets to balance out remaining emissions

Tackling the interwoven climate, equity, and racial justice challenges we face has been the driving force for the development of this Climate Action Plan (CAP). It provides a summary of progress through existing programs, and a detailed list of priority actions that San Francisco can take that will have the greatest potential to reduce emissions, while also having the greatest potential to provide an equitable distribution of benefits. The process of creating the CAP brought City departments, residents, community-based organizations, and businesses together to craft a plan focused on science and equity and grounded in compassion and lived experience. This data-driven, community-based plan outlines a detailed list of strategies and actions to achieve net-zero emissions by 2040, while creating solutions that serve intersectional challenges of racial and social equity, public health, economic recovery, and resilient communities (Figure 1).

SAN FRANCISCO'S CLIMATE ACTION FRAMEWORK

Net-Zero Emissions Citywide By 2040
Racial, Social & Economic Equity

SECTORS



THE PATH TO REACH NET-ZERO BY 2040

The imperative to address climate change is simple: cut emissions as quickly as possible. But achieving these goals is complex and demands an integrated approach across society. San Francisco's approach to reaching net-zero emissions is first and foremost grounded in equity. The most significant consequences of climate change will be felt by Black, Indigenous, and People of Color (BIPOC) communities, people with disabilities, and other vulnerable populations. Climate action must also prioritize a just transition, which calls for a strategic, people-focused approach to phasing out polluting industries while creating employment pathways for workers in those industries and a new generation of workers to transition to quality jobs that support economic and climate justice. Further, communities that have been and will continue to be most harmed by climate change have not historically benefited from climate solutions in the past.

To advance climate justice, the CAP makes four core commitments:

- Build greater racial and social equity
- Protect public health
- Increase community resilience
- Foster a more just economy

By integrating these four climate justice commitments, the CAP proposes two ambitious and achievable climate emission reduction targets:

- An interim target of cutting sector-based emissions 61% below 1990 levels by 2030; and
- Net-zero sector-based emissions by 2040, a 90% reduction from 1990 levels

Sector-based emission inventories track traditional emissions in categories produced within municipal boundaries such as transportation, energy use in buildings, and solid waste. The City is beginning to account for the impacts of its "upstream" emissions, which include emissions from the consumption of services and goods produced outside San Francisco. In essence, these emissions are outsourced to other communities, generating harmful climate pollution and exacerbating environmental injustice. In keeping with its commitment to equity, San Francisco is determined

to reduce the impacts of these outsourced emissions and has set two targets:

- A 40% reduction in consumption-based emissions by 2030
- An 80% reduction in consumption-based emissions by 2050
- In total, the Climate Action Plan provides an innovative framework to reach its sector-based (Figure 2) and consumption-based emission targets, while also removing carbon from the atmosphere.

ENGAGING OUR DIVERSE COMMUNITIES

Led by the San Francisco Department of the Environment (SF Environment), crafting the CAP was a highly collaborative process, which engaged expert City staff, community-based organizations, residents, businesses, and other stakeholders to identify high-impact opportunities to reduce emissions and support equity. The CAP public engagement process brought together San Francisco residents with honesty, transparency, and respect. It reached hundreds of thousands of people through social media, websites, surveys, web-based workshops and presentations, and online open houses. Over the course of four months, SF Environment hosted a kick-off webinar with Mayor London Breed, which was followed by eleven public workshops, including in-language sessions in Spanish and Chinese, and eleven additional community presentations. Further, the Department received more than 1,400 comments on the online open house platform as well as nine emailed comment letters from different stakeholder groups. This process ensured the community could identify new actions and integrate their priorities, data, and best practices into the plan.

SAN FRANCISCO'S

CLIMATE ACTION GOALS

BUILDINGS

By 2021, require zero onsite fossil fuel emissions from all new buildings; By 2035, require zero onsite fossil fuel emissions from all large existing commercial buildings and all buildings by 2040

'21

ZERO WASTE

By 2030, reduce solid waste generation by at least 15% and reduce the amount of solid waste disposed of by incineration or landfill by at least 50% below 2015 levels

TRANSPORTATION

By 2030, increase low-carbon trips to at least 80% of all trips and increase EVs to at least 25% of all private vehicles registered, and by 2040, increase EVs to 100% of all private vehicles registered

ROOTS

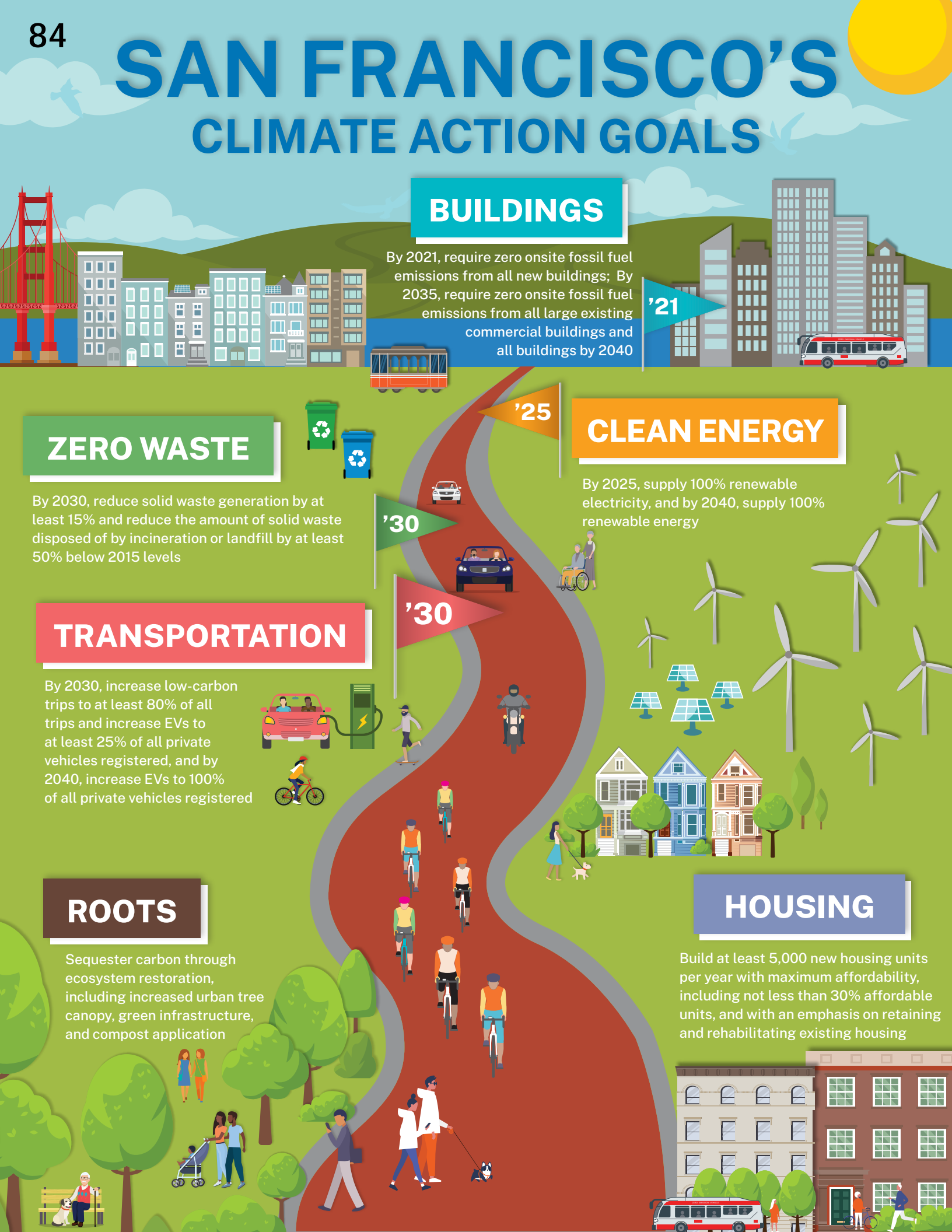
Sequester carbon through ecosystem restoration, including increased urban tree canopy, green infrastructure, and compost application

CLEAN ENERGY

By 2025, supply 100% renewable electricity, and by 2040, supply 100% renewable energy

HOUSING

Build at least 5,000 new housing units per year with maximum affordability, including not less than 30% affordable units, and with an emphasis on retaining and rehabilitating existing housing



PRIORITY SOLUTIONS

Through this robust engagement process the CAP identified 31 strategies (Table 1) and 159 supporting actions for San Francisco to achieve its climate and equity goals across six key areas, or sectors: Energy Supply, Building Operations, Transportation and Land Use, Housing, Responsible Production and Consumption, and Healthy Ecosystems.

Along with stakeholder input, key criteria used to inform the development of the strategies and supporting actions included their emissions reduction potential and their contribution to the four lenses of racial and social equity, public health, community resilience, and a just economy. While the CAP identifies hundreds of possible pathways needed to reach San Francisco's slated target of achieving net-zero emissions by 2040, not all have the same impact. The most critical stand-alone or subsets of strategies and actions have been summarized in the **top ten climate solutions:**

Energy Supply: Use 100% renewable electricity and phase out all fossil fuels

Building Operations: Electrify existing buildings

Transportation and Land Use:

- Invest in public and active transportation projects
- Increase density and mixed land use near transit
- Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure
- Utilize pricing levers to reduce private vehicle use and minimize congestion
- Implement and reform parking management programs

Housing: Increase compact infill housing production near transit

Responsible Production and Consumption: Reduce food waste and embrace plant-rich diets

Healthy Ecosystems: Enhance and maintain San Francisco's urban forest and open space

Now that San Francisco has laid the foundation for a new, more inclusive climate agenda, it is time to move forward from planning to execution. New approaches will be needed to spur action across City departments and change underlying systems to embed climate considerations into municipal operations and ensure the timely delivery of projects.

TRANSPARENCY AND REPORTING

The CAP is not a “stand-alone” document. It leverages progress and momentum from complementary plans and policy initiatives, such as CleanPowerSF; building electrification code efforts; the [Housing](#) and [Transportation Element](#) updates of the General Plan; [urban forest](#) and [biodiversity plans](#); and [zero waste](#) work. These other plans and policies give the CAP a solid platform to help the city meet these pressing issues.

The CAP must and will be revisited and updated regularly, with a formal update every five years. Transparency is crucial for creating a plan that serves all San Franciscans. Further, the CAP is not just a summary of actions government will take on its own. Addressing climate change will require ongoing engagement with the entire community. Indeed, residents are parts of the implementation process too. To that end, the City will create a robust and accessible monitoring, evaluation, and reporting system to track and review the intended results and real progress of the targets, goals, strategies, and actions. This is essential to monitoring the success and effects of climate actions across the city, quantifying the benefits of the policies, and ensuring stakeholders can actively contribute to progress toward our climate goals.

TABLE 1: STRATEGIES IN 2021 CLIMATE ACTION PLAN

ENERGY SUPPLY (ES)	
ES 1	Supply 100% renewable electricity to residents and businesses.
ES 2	Invest in local renewable energy and energy resilience projects.
ES 3	Design and develop the reliable and flexible grid of the future.
ES 4	Develop workforce capacity to deliver clean energy resources.
ES 5	Plan for the equitable decommissioning of the City's natural gas system.
BUILDING OPERATIONS (BO)	
BO 1	Eliminate fossil fuel use in new construction.
BO 2	Eliminate fossil fuel use in existing buildings by tailoring solutions to different building ownership, systems, and use types.
BO 3	Expand the building decarbonization workforce, with targeted support for disadvantaged workers.
BO 4	Transition to low-global warming potential refrigerants.
TRANSPORTATION & LAND USE (TLU)	
TLU 1	Build a fast and reliable transit system that will be everyone's preferred way to get around.
TLU 2	Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.
TLU 3	Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects, and correct for inequities of past investments and priorities.
TLU 4	Manage parking resources more efficiently.
TLU 5	Promote job growth, housing, and other development along transit corridors.
TLU 6	Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.
TLU 7	Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.
HOUSING (H)	
H 1	Anchor BIPOC families and advance their return to San Francisco through robust housing and stabilization programs.
H 2	Support vulnerable populations and underserved communities through both the preservation and rehabilitation of existing housing and new housing development that serves their needs.
H 3	Advance zoning and implementation improvements that support new housing production sufficient to meet goals, especially sustainable, small, mid-sized, family, and workforce housing in lower density neighborhoods.
H 4	Expand subsidized housing production and availability for low-, moderate-, and middle-income households.
RESPONSIBLE PRODUCTION & CONSUMPTION (RPC)	
RPC 1	Achieve total carbon balance across the buildings and infrastructure sectors.
RPC 2	Reduce the carbon footprint of the food system by reducing waste, promoting climate friendly diets, and getting excess food to communities in need.
RPC 3	Promote reduction, reuse, repair, and recovery of goods and materials.
RPC 4	Lead the aviation sector by reducing emissions across the airline passenger journey.
HEALTHY ECOSYSTEMS (HE)	
HE 1	Advance citywide collaboration to continually refine nature-based climate solutions that sequester carbon, restore ecosystems and conserve biodiversity.
HE 2	Increase equitable community participation and perspectives in nature-based climate solutions, including meaningful efforts to prioritize Indigenous science and Traditional Ecological Knowledge.
HE 3	Restore and enhance parks, natural lands and large open spaces.
HE 4	Optimize management of the city's entire urban forest system.
HE 5	Maximize trees throughout the public realm.
HE 6	Maximize greening and integration of local biodiversity into the built environment.
HE 7	Conduct carbon sequestration farming pilot projects and research.

ACTION MOVING FORWARD

In addition to reducing emissions to net-zero over the next 18 years, the CAP strives to ensure all San Franciscans have the skills, knowledge, and resources to meet the challenges of climate change that lie ahead. Communication will be key to engaging businesses, residents, and communities in ongoing action and ensuring that all San Franciscans benefit from climate action. Climate change is inherently a complicated challenge: it encompasses major sectors of the economy, draws heavily on scientific research and data, merges private and public interests, and has outsized equity implications.

Funding the strategies and actions in the CAP is imperative for success. While the expected initial cost of implementing CAP strategies will be immense, research and the experience of cities already being confronted by climate change show that the financial consequences of inaction will be even worse.² In mid-2021, after strong advocacy from local residents inspired to act by the unfolding climate emergency, the City committed funding to develop high-level accounting of the cost of implementation and perform in-depth research and analysis to identify successful funding models to support implementation of the strategies included in this CAP.

The City must implement policies and creative financing mechanisms to provide ongoing and stable funding and build on support from the private sector and philanthropy, as well as federal, state, and regional agencies. It must continue to illustrate the case for climate action and secure commitments from a range of diverse stakeholders to invest in solutions, while creating incentives to support these investments. As a leader in global sustainability, San Franciscans have a chance to prove to the world that a net-zero future is achievable, advances justice, and creates a vibrant, diverse city where people can thrive.

A CALL TO ACTION

This path forward will be challenging. San Franciscans will need to be bold and courageous to achieve our vision of a city that provides adequate and healthy housing, safe transportation, green space in every community, and expansive employment opportunities. While individual action is important, including each City department, business, and resident working to reduce emissions, collective action will be vital. That includes rapidly getting off fossil fuels, understanding the science of climate change, and helping others grasp the magnitude of the threats to where we live, work, worship and play. Collective action includes listening to and learning from each other, lifting one another up to move forward together, and showing the entire world that San Francisco can lead the way in addressing the climate crisis.





Transportation and Land Use

Addressing climate change means addressing San Francisco's transportation and land use issues head on. At nearly 50% of total city emissions, the transportation system must be transformed to reduce overall reliance on cars and equitably and efficiently connect people to where they want to go by transit, walking, and biking. All remaining vehicles must steadily transition to zero emissions.

SECTOR GOALS:

By 2030, 80% of trips taken by low-carbon modes such as walking, biking, transit, and shared EVs.

By 2030, increase vehicle electrification to at least 25% of all registered private vehicles, and to 100% of all vehicles by 2040.

CONTEXT

Transportation and land use policies are an essential part of San Francisco's plan to reach net-zero emissions by 2040. Getting the city on a path to a healthier, cleaner and more equitable future will require significant investments in reducing emissions from transportation. Climate action through transportation and land use means reversing the deliberate failures of past policies that heavily prioritized automobiles over modes that are safer, healthier, less carbon intensive, and more efficient. Ensuring that these low-carbon modes are less costly and more convenient to use than higher-carbon modes is key to achieving our climate goals and creating a socially equitable and environmentally sustainable future.

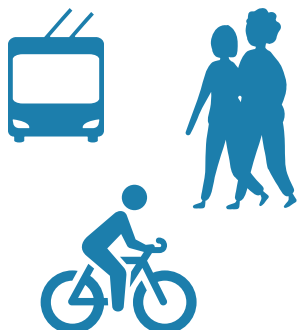
San Francisco has a goal that by 2030, 80% of trips are taken by low-carbon modes such as walking, biking, and transit.³² Strategies to help people make more trips without a car and reduce emissions include: improving transit service, expanding bicycle lanes and safe places for people to walk, increasing housing production density and development that puts people closer to destinations, and implementing pricing policies and parking management programs that better align with climate goals. While these investments will create many quality-of-life benefits for the city, they will not be enough to adequately cut emissions, so shifting remaining cars to electric vehicles that run on renewable electricity, will be necessary to meet the City's climate goals. San Francisco has set a goal that by 2030, vehicle electrification will increase to at least 25% of all registered private vehicles, and to 100% of all by 2040. Expanding access to affordable and convenient charging options will be primary way the City supports these goals.

Eliminating emissions from transportation will require a fundamental change in how people move around and how transportation and land use efforts are prioritized, funded, and implemented. Major adjustments will be required at all levels: citywide, neighborhood, and

Accomplishments

Market Street

significantly reduced traffic to enable safer use of low-carbon modes by banning private vehicles in 2019



Completed

42

total miles

of protected bike lanes in 2019, with 49 targeted by 2022

50%

low-carbon mode share goal reached, new target set for **80% by 2030**

Slow Streets

program dedicated more than

20 corridors

to active transportation, with four being made permanent so far

individual. Continuing down the same path of over-using single-occupancy private vehicles is the wrong direction, and will only exacerbate existing climate, health, equity, and transportation problems.

To meet San Francisco's climate action goals, policymakers and the public will need to evaluate significant trade-offs and then agree on and implement actions that go beyond the status quo. For example, acknowledging the total societal costs—on health, congestion, and climate—of planning cities around automobiles, and then taking strong action to prioritize people over cars. Such trade-offs may mean changing expectations about time devoted to commuting and running errands, adjusting subsidized parking and residential permits fees to create funding for new public spaces, more housing, and improved transit services.

Transportation Impacts

San Francisco faces many transportation challenges: safely and efficiently moving people around the city and region; serving the mobility needs of individuals with disabilities; managing, repairing, and expanding aging infrastructure; and responding to new mobility technologies and related regulatory issues. At the same time, people of color and low-income communities

have been underserved by existing transportation infrastructure, which has prioritized costly private cars over lower emissions alternatives such as public transit.

The transportation sector currently creates 47% of San Francisco's emissions. That share is rising due to meaningful advancements in the building and energy sectors and a comparative lack of progress in confronting automobile dependency and fossil fuels used for transport. As San Francisco prepares for rapid changes to reach net-zero emissions, it must ensure that costs and other burdens do not disproportionately fall on low-income people, people of color, and other populations that have faced a history of marginalization.

The transportation policies of the 1950s-1980s negatively impacted the wealth of BIPOC families and individuals and isolated entire communities from opportunity. Highway and transit investments scored better for federal funding when they removed "blight," defined as areas with more BIPOC communities. Policies of the time then began to promote automobile dependency and petroleum consumption, resulting in streets that made walking, biking, and taking transit more difficult. Even though these overtly racist policies have been rescinded, lower-income and BIPOC populations continue to face disproportionate harm.

Examples of these inequitable outcomes include:

- Lower income households have been forced into long commutes from auto-dependent places, greatly increasing time spent commuting.³³
- While Muni is the top carrier of low-income riders in the region and key to providing access to jobs and livelihoods for San Franciscans, bus speeds and reliability continue to be hindered by congestion from private vehicles.³⁴
- Residents living in proximity to freeways suffer disproportionately higher rates of cancer and respiratory diseases with larger racial and ethnic disparities.³⁵
- People of color are more likely to die of traffic-related crashes because streets in formerly redlined neighborhoods were built to accommodate faster car traffic, resulting in less safe conditions for non-motorists.

Past efforts to manage the City's limited street space and achieve better outcomes for travelers have led to stalemates, inaction, and the maintenance of the status-quo. Meanwhile, the costs of driving and car-dependence — including air pollution, traffic collisions, decreased mobility for low-income and communities of color, wasted time stuck in traffic — have gone unaddressed and in many instances have worsened. In most cases, these external costs are drastically underrepresented in the actual cost of owning a car, especially when compared to less harmful methods of transportation. For example, a monthly transit pass costs almost as much as what a residential parking permit costs for an entire year in San Francisco.

The City's efforts to decarbonize the transportation system must not repeat the mistakes of the past, but rather correct for past injustices and create a future that is safer, healthier, and more equitable. Transportation and land use investments that create the greatest benefits for historically marginalized people need to be prioritized, including:

- Reducing noise and air pollution in lower-income neighborhoods.
- Improving safety outcomes, especially for vulnerable populations, including travelers with disabilities.

- Expanding access to jobs, services, and education by increasing reliability of low-carbon transportation modes and reducing their financial and time cost.

The COVID-19 pandemic has exacerbated existing challenges with our transportation system and highlighted the major class and race divides in how we commute and work. It also forced agencies to quickly adapt. The City added new bike and pedestrian networks, modified transit service, added new transit-only lanes, and did more to meet the needs of essential workers and individuals who rely on transit. Many of these emergency efforts have been successful.

Even before the pandemic, San Francisco began to transform some of its streets. For instance, the downtown section of Market Street prohibits private vehicle use and speed limits were lowered in the Tenderloin to improve safety. Additionally, newly implemented transit-only lanes on Geary Boulevard, one of the busiest transit corridors in San Francisco, improved bus travel time with minimal traffic impacts to that corridor and surrounding streets.³⁶ As the City recovers from the pandemic, there is an opportunity to build on these successes to improve our non-driving travel options and enable transportation choices that address long-standing challenges, reduce emissions, and advance equity.

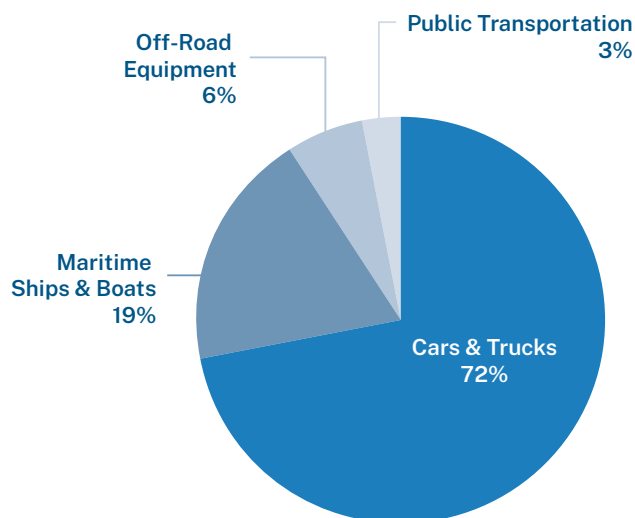


FIGURE 18: 2019 SAN FRANCISCO'S GHG INVENTORY - TRANSPORTATION SECTOR EMISSIONS³⁸

Increasing transit, biking, and walking

San Francisco has set a target of 80% of trips to, from, and within San Francisco to be made by low-carbon modes by 2030. In 2019, approximately 45% of all trips in, to and from San Francisco were made by driving.³⁷ Achieving San Francisco's climate goals for transportation will require a dramatic and sustained shift away from driving as the main travel choice. Of the 47% of total city emissions attributed to transportation in 2019, cars and trucks were responsible for the supermajority of emissions (72%), while local and regional public transportation contributed just 3% (Figure 18).

Often, people travel by car because it is their only practical option or is simply more predictable and time-efficient than the alternatives. Despite investments by the City, some transit routes can be slow and unreliable, and biking and walking are more dangerous on streets designed for motor vehicles. Successfully shifting trips to transit, walking, and biking means making these choices safe, convenient, reliable — and even fun. This can be done by redesigning streets to prioritize efficient movement of transit vehicles and reimagining streets as places for people of all ages and abilities. Examples of this include transit-only lanes, protected bikeways, HOV/carpool lanes, shared spaces, car-free roads in parks, and slow streets.

Integrating Transportation and Land Use

Land use refers to the location and intensity of “uses” such as housing, retail, open space, and commerce. Land use decisions directly affect people's travel choices, since how people get around depends on where and how far they need to go, and the effectiveness of available travel options. Cities like San Francisco that were originally built before the popularization of the automobile often have denser development patterns that are well suited to travel by foot or transit. As automobiles gained prominence, streets and buildings were increasingly redesigned to serve cars over pedestrians. In recent years, San Francisco has reversed that trend by removing parking requirements and revising density controls to enable the denser housing more reflective of older San Francisco construction. Still, much more can be done in San Francisco to further coordinate transportation and land use.

Through comprehensive area plans, improved street designs, and enhanced transit service, San Francisco is starting to shift back towards people-centered neighborhoods, with recent examples found in the Mission, Hayes Valley, and South of Market districts. There are many opportunities to create more of these amenity-filled areas and to enhance existing ones in a manner that benefits current residents and welcomes new neighbors. Neighborhoods that are further from the city core with less transit access end up experiencing higher driving rates; it is critical that new housing in the outer neighborhoods has access to additional transit service to support the use of non-driving modes.

Neighborhoods built with a mix of housing, services, and amenities close together, especially those with reduced or priced parking, encourage and allow people to walk, bike or use other zero-emissions means of travel for everyday needs. On the other hand, car-dependent neighborhoods take space from people and give it to roads and parking spaces. Suburban-style land use is hard to serve by transit, which leads to an increase in driving and climate pollution. Therefore, regional collaboration, creating new housing, and investing in regional transit continue to be major strategies for the CAP and Plan Bay Area 2050.

Housing, and where it is located, also plays a critical role in determining transit choices. As discussed in Section 5.4: Housing, substantially increasing housing near services, jobs, and other activities helps with shifting people's decisions to walk, bike, or take transit, rather than to drive.

While the San Francisco has made progress in developing more affordable housing, the production of new affordable units is not equitably distributed across neighborhoods. Affordable units tend to be concentrated in areas of the city with higher levels of environmental pollution and greater rates of poverty. Land use policies that encourage more transit use could include engaging with communities to strategically rezone high-opportunity areas to accommodate new multi-family housing, specifically in places that currently have strong economic, environmental, and educational outcomes including more parks, better air quality, and higher performing schools.^{39 40}

PURSuing SHARED GOALS

San Francisco's Transit First policy, which was added to the city charter in 1973, prioritizes land uses and street space for transit, walking, and explicitly discourages inefficient cars and parking. A vigorous, renewed commitment to implementing the Transit First policy directly supports climate action.

Vision Zero (adopted in 2014) commits resources to eliminate traffic fatalities, the vast majority of which occur due to interactions between large motorized vehicles and pedestrians and cyclists. Reducing car travel and car speeds will greatly reduce injuries and deaths on our roads.

Transit, walking and biking improve local air quality for everyone, especially people who suffer from respiratory illnesses like asthma. Similarly, low-carbon modes increase physical activity which can reduce the likelihood of health problems like diabetes and depression.

Car ownership, including loan payments, insurance, and fuel costs, creates significant financial burdens. Allowing people to meet their daily needs without having to own a personal vehicle lessens this financial burden and can give time back to families by shortening commute times and reducing car congestion.

Switching from Fossil Fuels to Renewable Electricity

Investing in transit system improvements and making land use changes will have long lead times before impacts are felt and measurable. Even with significant investments in transit and policies that encourage people to get out of their cars, reaching zero emissions by 2040 will also require an accelerated transition away from gasoline and diesel-fueled cars and trucks to zero-emission vehicles (ZEVs), primarily electric vehicles (EVs) that run on renewable electricity. By 2030, 25% of all registered private vehicles in San Francisco need to be zero emission, and by 2040, 100% of vehicles need to be zero emission.

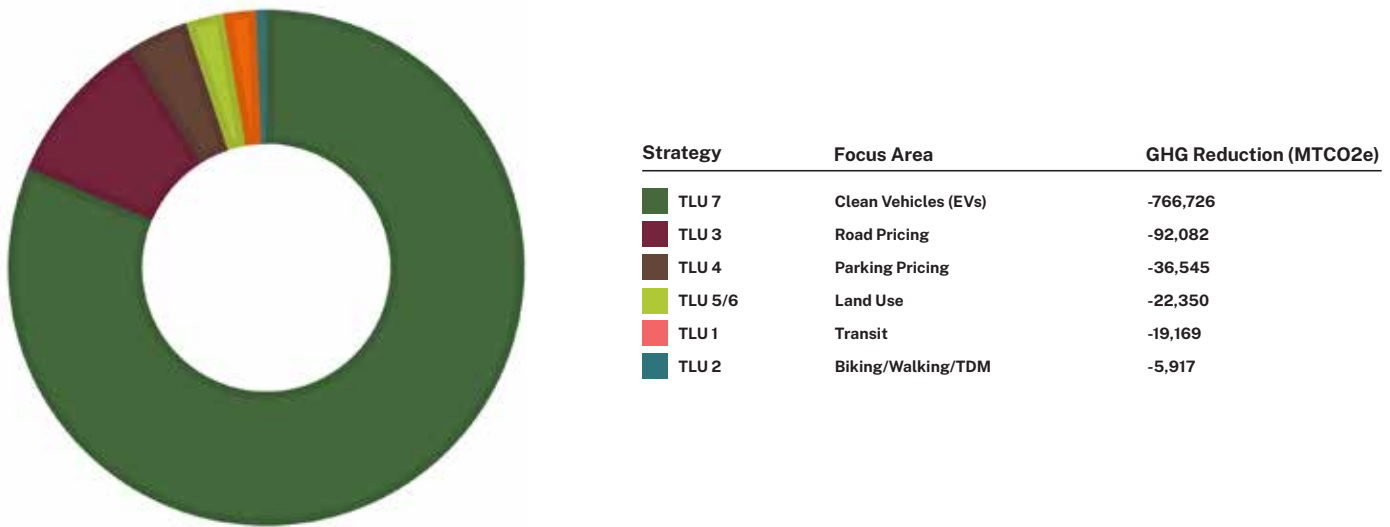
As is the case today, cars and trucks will still be needed in the future. With our current transportation infrastructure, private vehicles are often the best option for people with limited mobility such as youth or seniors, or people with disabilities. Support for transitioning to EVs should focus on these types of trips and drivers. As in any dense city, there are challenges to broad adoption of EVs in San Francisco. These include currently limited charging infrastructure, the unique challenges of multi-unit residential buildings such as limited parking, common garage meters, landlord-tenant "split incentives", as well as a general lack of off-street parking where charging is easier to install and access. These issues must be addressed for people to feel comfortable switching to EVs. San Francisco will continue to invest in expanding the network of public charging infrastructure, promote the adoption of zero emission vehicles, and make progress transitioning the City's non-revenue fleet to zero emission vehicles, among other policies.

While expanding vehicle electrification is essential to reducing emissions, there are uncertainties around the travel behavior associated with their use. For example, if EV adoption is led by those with higher incomes, it will worsen existing socio-economic disparities in the transportation sector. If not well managed and mitigated, these impacts could move San Francisco away from its long-range transportation and equity goals and result in increased congestion, unsafe roadways, and more inequity. Another specific challenge to address is that there are currently no wheelchair-accessible electric vans, which calls on San Francisco to develop solutions to this problem. Policies such as "Transit First" and principles such as "equitable access" in the "Electric Vehicle Roadmap for San Francisco" are aimed to safeguard against the potential unintended consequences of rapid electrification.

GHG Pathways for Emission Reductions and Co-Benefits

The pathways for projected emissions reductions from ground transportation are shown in Figure 19. Major changes to emissions result from actions affecting vehicle miles travel (VMT), and from the further adoption of EVs. See **Appendix C-3** for a technical

FIGURE 19: 2050 GHG REDUCTION POTENTIAL PATHWAYS (MTCO2E) BY FOCUS AREA FOR THE TRANSPORTATION AND LAND USE SECTOR⁴¹



overview. Figure 19 shows the projected emissions impact of each individual TLU strategy compared to the 2050 baseline scenario. When all strategies are implemented simultaneously, each strategy’s individual effectiveness is impacted by others, therefore the total reduction does not equal the exact sum of all strategies. Furthermore, the City will play a major role in integrating the shift to low-carbon modes with major transit improvements and land use strategies that can create significant regional emission reductions not included in the analysis.

With cars and trucks contributing such a large portion of sector emissions, electrifying private vehicles is projected to have a significant impact on emissions reductions. However, this focus does not reflect the full range of potential benefits that could come from transforming the transportation sector. To have a holistic approach to transportation policy, a co-benefit framework is critical to understand the synergies between current local impacts along with emissions reductions. This approach encourages decision making to account for multiple benefits and may assist with

funding efforts and garnering public support. Table 7 depicts six transportation co-benefits (emissions, congestion, equity, public health, safety, and economic vitality) and the alignment with each transportation action. This co-benefits framework acknowledges the multiple indirect climate change benefits that are clearly important as additional or primary motivations for adopting or implementing many of the transportation strategies and actions. It is essential to examine Figure 18 along with Table 7 to understand the total impact of each transportation action. For example, the actions in strategy TLU 2 that support walking, biking, and transportation demand management have lower emission reduction potential, but substantially align with important co-benefits and should still be considered an important climate mitigation strategy.

TABLE 7: CO-BENEFITS OF LOW CARBON TRANSPORTATION⁴²

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 1: Build a fast and reliable transit system that will be everyone's preferred way to get around.						
TLU 1.1	*	*	*	*	*	*
TLU 1.2	*	*	*	*	*	*
TLU 1.3	*	*	*	*	*	*
TLU 1.4			*	*	*	
TLU 1.5	*		*	*	*	*
TLU 1.6	*	*	*	*	*	*
TLU 1.7			*			
TLU 1.8	*	*	*	*	*	*

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 2: Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.						
TLU 2.1	*	*	*	*	*	*
TLU 2.2	*	*	*	*	*	*
TLU 2.3	*	*	*	*	*	*
TLU 2.4	*	*	*	*	*	*
TLU 2.5	*	*	*	*	*	*
TLU 2.6	*	*	*	*	*	*
TLU 2.7	*	*		*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 3: Develop pricing and financing of mobility that reflects the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.						
TLU 3.1	*	*	*	*	*	*
TLU 3.2	*	*	*	*	*	*
TLU 3.3	*	*			*	*
TLU 3.4	*	*	*	*	*	*
TLU 3.5	*	*	*	*	*	*
TLU 3.6	*	*	*			

 = Alignment with co-benefit

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 4: Manage parking resources more efficiently.						
TLU 4.1	*	*	*	*	*	*
TLU 4.2	*	*	*	*	*	*
TLU 4.3	*	*	*	*	*	*
TLU 4.4	*	*	*	*	*	*
TLU 4.5	*	*	*	*	*	*
TLU 4.6			*	*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 5: Promote job growth, housing, and other development along transit corridors.						
TLU 5.1	*	*	*	*	*	*
TLU 5.2	*	*	*	*	*	*
TLU 5.3	*	*	*	*	*	*

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 6: Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.						
TLU 6.1	*	*	*	*	*	*
TLU 6.2	*	*	*	*	*	*
TLU 6.3	*	*	*			*
TLU 6.4	*	*	*	*	*	*
TLU 6.5	*	*	*	*	*	*
TLU 6.6	*	*	*	*	*	*
TLU 6.7			*	*	*	

CO-BENEFIT	EMISSIONS	CONGESTION	EQUITY**	PUBLIC HEALTH	SAFETY	ECONOMIC VITALITY
TLU 7: Where motor vehicle uses or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEV's) and other electric mobility options.						
TLU 7.1	*		*			
TLU 7.2	*		*	*		*
TLU 7.3	*			*		*
TLU 7.4	*			*		
TLU 7.5	*	*		*	*	*
TLU 7.6	*			*		*
TLU 7.7	*	*	*	*		*

Strategies Overview

The seven Transportation and Land Use strategies, and their supporting actions, must be implemented together to advance San Francisco's vision for a transformed, low carbon, healthy, and equitable city. Implementation will require public engagement and support, significant funding, and in the case of some policies, formal adoption. New concepts will require technical studies, planning, and extensive outreach.

To produce equitable outcomes, public engagement must include robust multilingual public outreach and education campaigns that help communities understand, contribute to, and navigate the transition to a low carbon system. Implementation of actions must consider and proactively strive to prevent displacement. Integral to building a robust, efficient, and safe transportation system means building one that is accessible and useful to everyone, including people with disabilities, low-income households, and marginalized communities.

Top Climate Solutions:

- Invest in public and active transportation projects
- Increase density and mixed land use near transit
- Accelerate adoption of zero emission vehicles and expansion of public charging infrastructure
- Utilize pricing levers to reduce private vehicle use and minimize congestion
- Implement and reform parking management programs



Did you know?

Co-Benefits of Climate Action:⁴³ Creating an active transportation network to shift trips from driving to walking, biking, and other low-carbon modes could result in:

VALUE OF A LIFE YEAR (VOLY) FROM INCREASED ACTIVITY

\$258 M
2030 – 2050

The mode shift toward active transport leads to significant positive health outcomes for new cyclists

REDUCED SOCIAL COSTS DUE TO REDUCED EMISSIONS

\$143,000
2030 – 2050

Fewer cars on the road means reduced air pollution and improved health outcomes.



Transportation & Land-Use

TLU.1

STRATEGY

Build a fast and reliable transit system that will be everyone's preferred way to get around.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose public transit.



GHG REDUCTION POTENTIAL BY 2030

100,000 - 250,000 mtCO₂e



ESTIMATED COST BY 2030

\$\$\$\$\$: 500 million+



CLIMATE METRIC

Increase in transit mode share



EQUITY METRIC

TBD

COMMUNITY BENEFITS

RACIAL AND SOCIAL EQUITY**

JUST TRANSITION

HEALTH

RESILIENCE

Supporting Actions

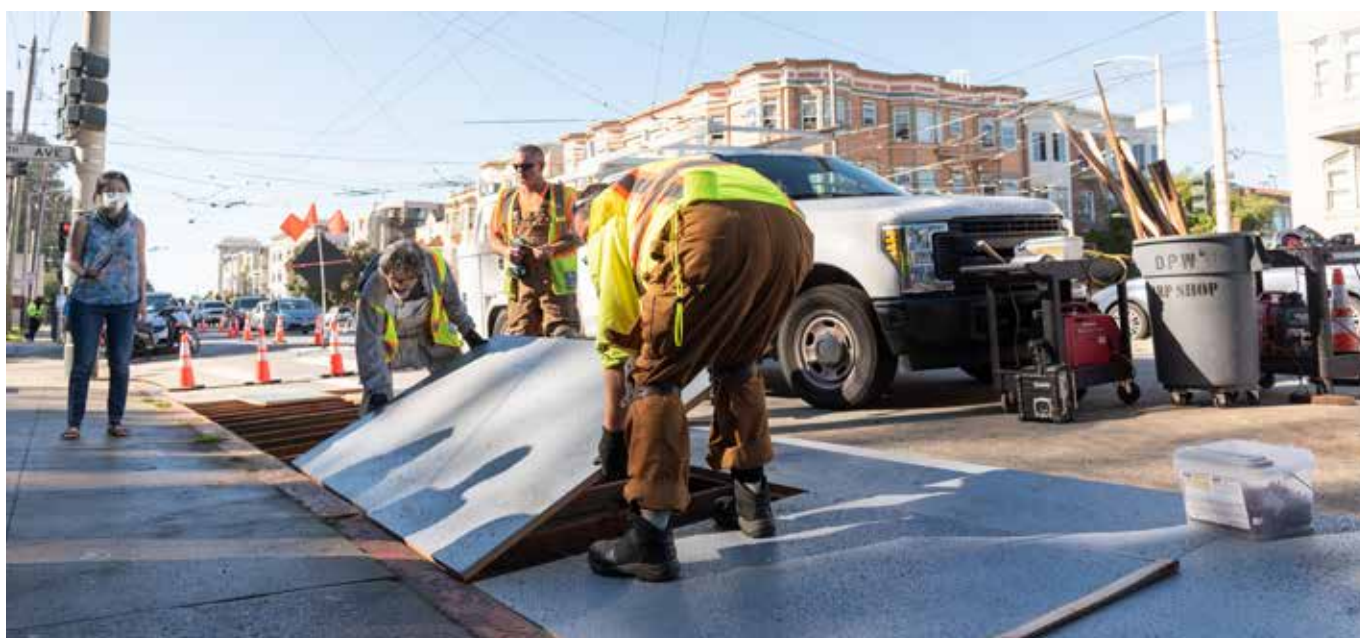
TLU.1-1 Fund and implement the recommendations of the ConnectSF Transit Corridors Study and Muni Forward Plan, including taking steps to:

- a) Identify and implement key transit corridors for service every 5 minutes or better all day long.
- b) Ensure transit on frequent corridors is not delayed by recurring congestion by investing in transit-only lanes, signal management, queue-jump lanes and other transit priority treatments.
- c) Retime traffic lights to minimize signal delay for frequent lines.
- d) Optimize stop spacing on frequent lines to maximize transit ridership.
- e) Advance major transit capital projects, including a new Westside Subway along 19th Avenue and Geary, the Caltrain Downtown Extension, Central Subway extension, and the Link21 new transbay tube.

TLU.1-2 Improve transit reliability by bringing infrastructure into a state of good repair. Adequately fund State of Good Repair with at least \$300 million annually.

TLU.1-3 Greatly improve rider comfort, safety, and experience on transit across age, gender, race, and ability to encourage more people to ride transit. Example activities include data collection, reporting, sensitivity training of fare inspectors, and expanding the Muni Transit Assistance Program.

- TLU.1-4 Implement Phase One of SFMTA's Racial Equity Action Plan to improve working conditions and initiate the development of Phase Two in 2021 and then implement Phase Two in 2022 to improve safety, access, and opportunities for the public.
- TLU.1-5 While meeting transit ridership goals, prioritize services and reduce obstacles for more vulnerable populations, neighborhoods with fewest mobility options, and populations that have faced historic disinvestment.
- TLU.1-6 By 2025, implement 50 miles of Muni Forward transit priority improvements, including 30 miles of new transit-only lanes. to increase reliability, frequency and safety for riders.
- TLU.1-7 By 2022, study the role of Muni fare programs on equity, climate, and mobility goals and adopt recommendations.
- TLU.1-8 Improve connectivity between regional and local transit service by:
- a) Funding targeted projects that improve physical connections and make transfers seamless between local and regional transit systems
 - b) Collaborating with regional partners to improve coordination between regional operators and secure funding for projects, including Caltrain Downtown Rail Extension, Caltrain Service Vision, Second Transbay Crossing, California's State Rail Plan, and ferry projects.



Fulton Bus Bulb installation. Photo Credit: SFMTA

Transportation & Land-Use

TLU.2

STRATEGY

Create a complete and connected active transportation network that shifts trips from automobiles to walking, biking, and other active transportation modes.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco has a transportation system that is reliable and affordable and makes it easy to choose active modes like walking and biking.



GHG REDUCTION POTENTIAL BY 2030

Less than 100,000 mtCO₂e



ESTIMATED COST BY 2030

\$\$\$: 10-100 million



CLIMATE METRIC

Increase in walk and bike mode share



EQUITY METRIC

TBD

COMMUNITY BENEFITS

RACIAL AND SOCIAL EQUITY**

JUST TRANSITION

HEALTH

RESILIENCE

Supporting Actions

- TLU.2-1 Continue to expand programs that provide corridors that are attractive to all demographics for walking, biking, and using scooters, wheelchairs, and other small mobility devices. Connect the Slow Streets network, car-free roads in parks, and the protected bikeway network to neighborhoods in San Francisco.
- TLU.2-2 Expand community programs and partnerships to make biking more accessible, via safety and maintenance classes, community parking, and subsidies for electric bikes for low-income residents.
- TLU.2-3 By 2022, establish a modal planning framework, placing transit and active modes at the forefront, that will guide decisions about design and utilization of the City's rights-of-way.
- TLU.2-4 Expand the protected bikeway network by at least 20 miles by 2025.
- TLU.2-5 Establish and utilize design guidelines to improve connectivity and access to active transportation options at major transit stops.
- TLU.2-6 Update San Francisco's Bike Plan by 2023 to improve and expand the active transportation network with robust community input.

- TLU.2-7 Encourage employers to further reduce auto commutes through incentives such as transit benefits and universal passes, e-bike incentives, active transportation support, telework policies, and carpool programs.
- a) Continue promoting Transit First initiatives and incentives for all City employees
 - b) Integrate existing SFO Employee and Airline Employee BART Discount Programs



Photo Credit: SFMTA

STRATEGY

Develop pricing and financing of mobility that reflect the carbon cost and efficiency of different modes and projects and correct for inequities of past investments and priorities.



WHAT WOULD SUCCESS LOOK LIKE?

Less congested streets and a more equitable transportation system through targeted re-investment of fees, discounts, and/or incentives to help disadvantaged travelers and advance the use of low carbon modes.



GHG REDUCTION POTENTIAL BY 2030

Greater than 400,000 mtCO2e



ESTIMATED COST BY 2030

\$: 0-1 million



CLIMATE METRIC

Reduced vehicle miles traveled (VMT)



EQUITY METRIC

TBD

Supporting Actions

TLU.3-1 By 2022, develop recommendations for programs and policies that will advance equity (e.g., provide discounts and exemptions for low-income individuals), reduce vehicle traffic, and increase transit service to downtown. For example, complete the Downtown San Francisco Congestion Pricing Study recommendations, and by 2026, study and implement the appropriate pricing policies.

TLU.3-2 Advance local, regional, state, and federal opportunities to transition away from fossil fuels by increasing fees to drive.

- a) By 2022, identify and consider pricing mechanisms that can be implemented locally (e.g. vehicle license fee).
- b) By 2022, establish priorities to advocate for regional, state and federal legislation (e.g. increase gas tax, application of road user charges).

TLU.3-3 By 2023, introduce new tools to manage short-term curb uses, such as flexible regulations and pricing.

TLU.3-4 Develop and take all necessary steps to implement an integrated system of tolling for bridges and freeways and on Treasure Island to prioritize transit and higher occupancy vehicles.

TLU.3-5 Implement the Treasure Island Mobility Management Program including new ferry service, East Bay bus service, and island tolling.

TLU.3-6 Apply policy tools to reduce impacts on low-income and historically marginalized communities and ensure that money generated from pricing programs is invested in transportation improvements, especially for those communities.

COMMUNITY BENEFITS



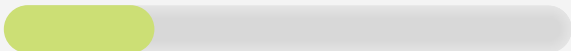
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE





STRATEGY

Manage parking resources more efficiently.



WHAT WOULD SUCCESS LOOK LIKE?

Parking resources in San Francisco are managed in a more efficient way that better reflects our climate and transit-first priorities.



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)



ESTIMATED COST BY 2030

\$: 0-1 million



CLIMATE METRIC

of parking spaces and amount of curbside that is actively managed
of vehicles registered in San Francisco



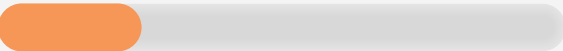
EQUITY METRIC

TBD

COMMUNITY BENEFITS



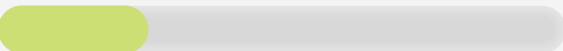
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

Supporting Actions

- TLU.4-1 Prioritize enforcement of parking and curb regulations that impact street safety and efficiency
- TLU.4-2 Expand paid parking citywide, where appropriate Set prices at a level that reduces demand for parking so that drivers can always find a parking space near their destination.
 - a) Reinvent and expand the Residential Parking Permit program.
 - b) Expand paid hourly parking to Sundays and evenings, where appropriate.
 - c) Expand demand-responsive parking meter and garage pricing.
- TLU.4-3 Steadily reduce the City's overall parking supply in keeping with traffic reduction and emissions reduction goals, and convert underutilized public and private parking lots, parking spaces, and garages to more productive uses, such as housing and car-free roads in parks.
- TLU.4-4 Reinvent and expand the parking tax on private parking to reduce congestion, air pollution and emissions.
- TLU.4-5 While using pricing to balance parking supply and demand, develop programs to reduce impact on low-income, auto-dependent people and ensure net benefit to low-income individuals.
- TLU.4-6 Implement a program to prioritize access and parking for people-with-disability parking placards.

106 STRATEGY

Promote job growth, housing, and other development along transit corridors.

Transportation & Land-Use

TLU.5



WHAT WOULD SUCCESS LOOK LIKE?

San Franciscans have access to good jobs, housing, services within a transit-accessible corridor.



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

Reduced vehicle miles traveled (VMT)



EQUITY METRIC

TBD

Supporting Actions

- TLU.5-1 Expand housing capacity (for example, by increasing heights and removing restrictions on density) in areas where existing or new high-capacity transit is planned.
- TLU.5-2 Locate jobs close to existing or new high-capacity transit corridors.
- TLU.5-3 Use streamlined approval processes, such as Housing Sustainability Districts, in the 1/4-mile areas around major transit stations to build housing and mixed-use developments more quickly.

COMMUNITY BENEFITS



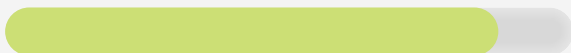
RACIAL AND SOCIAL EQUITY**



JUST TRANSITION



HEALTH



RESILIENCE

TLU.6

STRATEGY

Strengthen and reconnect communities by increasing density, diversity of land uses, and location efficiency.



WHAT WOULD SUCCESS LOOK LIKE?

San Francisco neighborhoods are compact and have a variety of uses (stores, services, amenities) that residents can easily access



GHG REDUCTION POTENTIAL BY 2030

Enabling/Accelerating
(no direct reduction)



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

Reduced vehicles miles traveled (VMT)



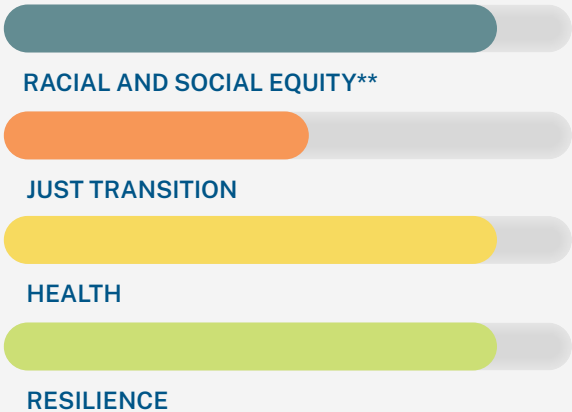
EQUITY METRIC

TBD

Supporting Actions

- TLU.6-1 Facilitate the development of neighborhoods where people live within an easy walk or roll of their daily needs. Create a working group of City agencies and residents to plan and design for such neighborhoods.
- TLU.6-2 Examine rezoning to allow for multi-family housing throughout San Francisco.
- TLU.6-3 By 2023, increase the types of home-based businesses allowed in residential districts.
- TLU.6-4 Identify and reimagine under-utilized publicly owned land and roadways that could be transformed or repurposed.
- TLU.6-5 Design public space and the transportation system (including roadways) to advance racial and social equity by co-developing plans and projects with BIPOC community members and understanding their needs before designing the space.
- TLU.6-6 Update the Transportation Element of the City’s General Plan.
- TLU.6-7 Design public space and the transportation system to advance disability justice by co-developing plans and projects with diverse elements of the disability community and understanding their needs before designs are complete.

COMMUNITY BENEFITS





Transportation & Land-Use

TLU.7

STRATEGY

Where motor vehicle use or travel is necessary, accelerate the adoption of zero-emissions vehicles (ZEVs) and other electric mobility options.



WHAT WOULD SUCCESS LOOK LIKE?

100% car sales by 2030 are EV's without increasing number of vehicles in SF



GHG REDUCTION POTENTIAL BY 2030

Greater than 400,000 mtCO₂e



ESTIMATED COST BY 2030

\$\$: 1-10 million



CLIMATE METRIC

% of electric vehicles in new vehicle sales



EQUITY METRIC

community-endorsed charging infrastructure projects in communities with environmental justice burden as identified in [EJ Communities Map](#)*

COMMUNITY BENEFITS

RACIAL AND SOCIAL EQUITY**

JUST TRANSITION

HEALTH

RESILIENCE

Supporting Actions

- TLU.7-1 By 2023, launch a public awareness campaign, including messaging tailored to specific communities, with the goal of educating residents about the health, economic, and environmental benefits of transit, active transportation, and electric vehicles.
- TLU.7-2 Expand publicly available EV charging across the city that is financially and geographically accessible to low-income households and renters.
- a) By 2022, complete an evaluation framework to develop curbside charging pilots
 - b) By 2023, expand charging to 10% of spaces in municipally owned parking lots
 - c) By 2023, expand charging to 10% of spaces within privately owned large commercial garages
 - d) By 2023, create three “fast-charging hubs” with one serving a disadvantaged community within San Francisco.
 - e) By 2025, install charging to 10% of SFO-owned parking stalls supported by load management software.
- TLU.7-3 By 2024, develop a plan to help the City’s non-revenue fleet and small and locally owned businesses build infrastructure that allows for zero emission delivery, drayage, and longer haul trucks.
- TLU.7-4 By 2023, establish a pathway to incentivize ZEVs for passenger service vehicles operating at the airport.

TLU.7-5 By 2024, launch a pilot to advance the use of ZEVs, e-bikes, and other low-carbon modes for door-to-door goods and meal delivery services.

TLU.7-6 By 2030, create incentives for the use of renewable diesel and emerging zero-emission technologies to reduce emissions from construction equipment at least 50% from 2020 levels.

TLU.7-7 Design by 2023 and launch by 2024 a pilot project to test the use of accessible bicycles, e-bicycles and e-scooters for commuting, as well as recreation.



Photo Credit: SFMTA