



# AGENDA

## San Francisco County Transportation Authority Meeting Notice

**Date:** Tuesday, May 10, 2022; 10:00 a.m.  
**Location:** Legislative Chamber, Room 250, City Hall (hybrid)  
 Watch SF Cable Channel 26  
 Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1 (415) 655-0001; Access Code: 2495 871 8322 # #

To make public comment on an item via the public comment call-in line, 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, Mar, Melgar, Preston, Ronen, Safai, Stefani, and Walton

**Clerk:** Angela Tsao

**Remote Access to Information and Participation:**

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

Members of the public may comment on the meeting during public comment periods in person or remotely. In-person public comment will be taken first; remote public comment will be taken after.

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto: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 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.



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1. Roll Call	
2. <b>[Final Approval on First Appearance]</b> Approve the Resolution making findings to allow teleconferenced meetings under California Government Code Section 54953(e) - <b>ACTION*</b>	<b>5</b>
3. Chair's Remarks - <b>INFORMATION</b>	
4. Executive Director's Report - <b>INFORMATION</b>	
5. Community Advisory Committee Report - <b>INFORMATION*</b>	<b>9</b>
6. Approve the Minutes of the April 12, 2022 and April 26, 2022 Meetings - <b>ACTION*</b>	<b>17</b>
7. State and Federal Legislation Update - <b>ACTION*</b>	<b>27</b>
<b>Support:</b> Assembly Bill 2147 (Ting) and Senate Bill 942 (Newman)	
8. Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests - <b>ACTION*</b>	<b>33</b>
<b>Projects:</b> BART: Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000), Traction Power Substation Replacement, Powell St. Station (\$1,500,000)	
9. Adopt the One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects- <b>ACTION*</b>	<b>65</b>
10. Award a Three-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project - <b>ACTION*</b>	<b>123</b>
11. Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project- <b>ACTION*</b>	<b>135</b>
12. Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services - <b>ACTION*</b>	<b>147</b>
<b>Recommended Consultant Teams:</b> Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.	
13. Sales Tax Reauthorization Voter Survey Results - <b>INFORMATION*</b>	<b>177</b>
14. Preliminary Fiscal Year 2022/23 Budget and Work Program - <b>INFORMATION*</b>	<b>193</b>



**Other Items**

**15. 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.

**16. Public Comment**

**17. 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](http://www.sfgovtv.org). To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at [clerk@sfcta.org](mailto: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 5 p.m. on the day before the meeting will be distributed to Board members before the meeting begins.

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

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

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

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

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

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

WHEREAS, While Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing, regardless of vaccination status, to prevent the spread of COVID-19, and the City's Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at [www.sfdph.org/healthorders](http://www.sfdph.org/healthorders)) and one directive (Health Officer Directive No. 2020-33i, available online at [www.sfdph.org/directives](http://www.sfdph.org/directives)) that continue to recommend measures to promote safety for indoor gatherings, such as vaccination, masking, improved ventilation, and other measures, in certain contexts; and

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

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City's Department of Public Health, in



coordination with the City's Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California's indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

WHEREAS, The San Francisco County Transportation Authority Board began meeting in person on April 12, 2022, allowing members to participate by teleconferencing from a separate location for COVID-related health reasons and providing members of the public an opportunity to observe and provide public comment either in person or remotely; now, therefore, be it

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

1. As described above, the State of California and the City remain in a state of emergency due to the COVID-19 pandemic. At this meeting, San Francisco County Transportation Authority Board has considered the circumstances of the state of emergency.

2. As described above, because of the COVID-19 pandemic, conducting meetings of this body and its committees in person without allowing certain members of this body to attend remotely would present imminent risks to the health or safety of certain attendees due to COVID-19, and the state of emergency continues to directly impact the ability of members to meet safely in person; and, be it further

RESOLVED, That for at least the next 30 days, the San Francisco County Transportation Authority Board and the Personnel Committee will hold in-person meetings, with some members possibly appearing remotely. If all members of the San Francisco County Transportation Authority Board or Personnel Committee are unable to attend in person for COVID-related health reasons, then the San Francisco County Transportation Authority Board



or Personnel Committee will hold the meeting remotely without providing an in-person meeting location. The Community Advisory Committee ("CAC") will continue to hold meetings exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). All meetings of the San Francisco County Transportation Authority Board and its committees will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing; and, be it further

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

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# **DRAFT MINUTES**

## **Community Advisory Committee**

**Wednesday, April 27, 2022**

### **1. Call to Order**

Chair Larson called the meeting to order at 6:15 p.m.

Present at Roll: Nancy Buffum, David Klein, John Larson, Eric Rozell, Kat Siegal, and Peter Tannen (6)

Absent at Roll: Rosa Chen (arrived during Consent Agenda), Robert Gower, Jerry Levine (arrived during Item 8), and Kevin Ortiz (arrived during Item 2) (4)

### **2. Chair's Report - INFORMATION**

Chair Larson led members in bidding farewell to Sophia Tupuola, representative for District 10, who had stepped down from the CAC. He thanked and recognized her service to the CAC, bringing a needed voice to the CAC, and wished her well in all her endeavors. Vice Chair David Klein appreciated Ms. Tupuola's advocacy for inclusion across all communities, ensuring the city was being proactive about supporting and including marginalized and underserved communities. Chief Deputy Director Maria Lombardo echoed member's comments and appreciated Ms. Tupuola's service on the CAC on behalf of staff.

Ms. Tupuola noted the experience taught her to continue to bring forth her most authentic self in these discussions, pointing out the need to thrive in safe places. She expressed hope for an environment that support folks most impacted by institutional harms, and said she hoped the vacancy would be filled by someone who is also surviving at the margins of society and taking a place of power.

Member Kevin Ortiz recognized and thanked Ms. Tupuola for her work on the CAC, advocating for equity and underserved communities. He noted the difference her contributions had made on the CAC.

Chair Larson said that the first ever joint meeting of the Transportation Authority and the Board of Supervisors was a 12+ hour meeting, focused on John F. Kennedy Drive in Golden Gate Park. He said the Transportation Authority Board unanimously approved the Access Equity Study prepared by Transportation Authority staff. He said there was extensive public comment which included thoughtful perspectives on access equity from various perspectives such as income, race, geography (e.g., distance from the park), age, and disability. Chair Larson continued that the Board of Supervisors approved the Mayor's car free ordinance with some amendments and sent Supervisor Chan's ordinance to Land Use Committee pending California Environmental Quality Act analysis.

Chair Larson reported that due to the length of yesterday's joint meeting, there was no Executive Director's Report presented to the Board at the April 26 meeting.



Chair Larson announced that three Neighborhood Transportation Program planning studies have outreach underway with efforts specifically in Districts 5, 6, and 7. He listed:

- The Octavia Improvements Study sought a final round of input to prioritize recommendations for implementation through Octavia Impact Fee funds with the survey live and a virtual town hall scheduled for May 3 at 6 pm.
- The Treasure Island Supplemental Transportation Study was launching initial outreach to understand Treasure Island resident and workers' unmet needs for on-off Island travel with public surveys planned to go live in May, in parallel with other multilingual outreach efforts including town halls, community meetings, and social media engagement.
- The Ocean Avenue Mobility Action Plan outreach was a partnership with Task Force members to bring the project priorities of the broader community into the Task Force's deliberation process with public surveys planned to go live in May, in parallel with other multilingual outreach efforts including town halls, community meetings, and social media engagement

The Chair added that people could visit [sfcta.org](http://sfcta.org) to learn more about each study's outreach opportunities.

Chair Larson also announced that the Metropolitan Transportation Commission approved the 2022 Transportation Expenditure Plan earlier in the day. He said the next step would be introduction of an ordinance to reauthorize the sales tax to fund the new expenditure plan at the Board of Supervisors, which was expected in early May, anticipated to be followed by actions in the June/July timeframe to place it on the November 2022 ballot.

There was no public comment.

### **Consent Agenda**

- 3. Approve the Minutes of the March 23, 2022 Meeting - ACTION**
- 4. Adopt a Motion of Support to Award a Three-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project - ACTION**
- 5. Community Advisory Committee Vacancy - INFORMATION**
- 6. Internal Accounting Report, Investment Report, and Debt Expenditure Report for the Nine Months Ending March 31, 2022 - INFORMATION**

During public comment, Edward Mason asked about the contract award for the Hillcrest Road Widening Project. He wondered if the single lane would go southbound from Treasure Island to Yerba Buena Island, if the bicycle lane would be bi-directional or one directional, and if any of the private property development companies on Yerba Buena Island would help fund the infrastructure necessary for the island's growing development.

After public comment, Chair Larson commented that the caller's questions would be addressed at a later meeting as the project moved forward.

David Klein motioned to approve Items 3 and 4 on the consent agenda, seconded by Nancy Buffum.

The motion was approved by the following vote:



Ayes: Buffum, Chen, Klein, Larson, Ortiz, Rozell, Siegal, and Tannen (8)

Absent: Gower and Levine (2)

### **End of Consent Agenda**

#### **7. Adopt a Motion of Support to Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests - ACTION**

**Projects: BART: Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000), Traction Power Substation Replacement, Powell St. Station (\$1,500,000).**

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

Member Kevin Ortiz thanked staff for the presentation and asked whether, if other funds, such as a Federal earmark, were received for this elevator work, could the Prop K funds be repurposed. He said that he had heard of an earmark for an Embarcadero Station elevator. Ms. LaForte answered that the Embarcadero project was a separate project that focused on constructing a new elevator at that station. She said that the Transportation Authority had supported that project with One Bay Area Grant funds and that those local funds supplemented and were not replaced by the Federal earmark funds. She said that the subject project was part of a larger project including elevators at other stations and that it could be possible there would be an earmark request for other elements of the larger project or the construction phase of the project in the future.

Vice Chair David Klein asked how the disability community was being consulted on the elevator designs to ensure these improvements are what they want. He said that he remembered detailed discussions around seating design for Muni's light rail vehicles and buses and how they did or didn't address the needs of people with disabilities.

Aileen Hernandez, BART Principal Grants Officer, said that the project team had presented to BART's Accessibility Task Force multiple times, including in January, and that they had provided input on elements of the project and that they requested to be involved in testing the improvements. She said that since this request was meant to modernize existing elevators, there were fewer options to change accessibility.

Jin Cao, BART Project Manager, added that the project is still early in development and that during the design phase accessibility of the elevators would be assessed.

Mr. Klein suggested that the project team continue to discuss the project with accessibility stakeholders during the design phase.

There was no public comment.

Peter Tannen motioned to approve the item, seconded by Kevin Ortiz.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Ortiz, Rozell, Siegal, and Tannen (8)

Absent: Gower and Levine (2)

#### **8. Adopt a Motion of Support to Adopt the One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation**



**Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects - ACTION**

Kaley Lyons, Senior Transportation Planner, and Crysta Highfield, SFMTA Safe Routes to School Program Coordinator, presented the item per the staff memorandum.

Member Buffum asked if the planned restructuring of the Safe Routes to School (SRTS) Non-Infrastructure Program would have an impact on the level of funding available for direct services, i.e., activities conducted at schools.

Ms. Highfield responded that a complete response would not be available until bids come in during the Request for Proposals (RFP) process, but the RFP solicitation would have a higher budget level than what currently goes to the consultants on the project, so proportionally there would be more going to the implementation side. She said, however, that this was not certain until RFP responses came in because it would depend on the internal division of the contractors between administration and implementation.

Member Kat Siegal asked if there was an element of the SRTS Non-Infrastructure that included identifying and mitigating safety barriers in the environment around schools, in particular at schools with a high active mode share already.

Ms. Highfield responded that the SRTS Non-Infrastructure Program provided a coordination role and there were SFMTA teams focused on infrastructure improvements. She said the SRTS Non-Infrastructure Program heard and collected concerns from schools and provided that information to the appropriate SFMTA team to do physical inspections and implement improvements based on site feasibility.

Ms. Lyons added that the funds being discussed were for the SRTS Non-Infrastructure Program but that did not preclude SRTS capital projects from receiving funding under the OBAG Cycle 3 County Program open call for projects.

During public comment, Edward Mason asked what the youngest age was for engagement in the program, the youngest age for bicycle training, and the average distance traveled by the various modes. He also asked if there was a program regarding appropriate behavior on transit by young individuals and what program there was to encourage proper behavior by young people on transit.

After public comment, Chair Larson noted the caller's questions and commented that hopefully these would be addressed staff gave updates on the program in the coming months.

Kat Siegal motioned to approve the item, seconded by David Klein.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Siegal, and Tannen (6)

Abstain: Levine and Rozell (2)

Absent: Gower and Ortiz (2)

**9. Adopt a Motion of Support to Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project - ACTION**

Mike Tan, Senior Engineer, presented the item per the staff memorandum.



Chair Larson commented that it had taken eight years, since he first came on the CAC, to address this location and didn't see much difference in the rendering for improvement but understood that there have been permits and environmental reviews that may have taken awhile.

Member Siegal asked if the new traffic signal was for the westbound direction and if it would involve adding a pedestrian crossing across Ocean Avenue at the intersection.

Mr. Tan answered the K-line light rail is half inch above the street surface which would require the street grade to be evened out and this could lead to challenges such as track replacement there are beyond the scope of the project. He added, if the project installs a signal for the crosswalk, then the K-line may experience additional delays at this location due to a series of traffic signals within a short distance. However, Mr. Tan said the project team will consider this request with the understanding that there may be tradeoffs such as K-line and eastbound traffic delays. Lastly, he noted that adjusting the tracks and street grade for ADA could also be challenging.

Member Eric Rozell echoed Ms. Siegal's comments to add a crosswalk on Ocean Avenue, and he suggested exploring a speed table as a potential option for raising the surface without changing the track.

Member Buffum asked if the projections made assumptions on traffic volume.

Mr. Tan responded that the project team has analyzed traffic projections out to 2035 and this work led to a decision to expand the off-ramp to two lanes to increase capacity. He said Ocean Avenue would also see an increase in traffic due to development west of City College.

There was no public comment.

Chair Larson motioned to approve the item, seconded by Eric Rozell.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Levine, Rozell, Siegal, and Tannen (8)

Absent: Gower and Ortiz (2)

**10. Adopt a Motion of Support to Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services - ACTION**

**Recommend Consultant Teams: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.**

Yana Waldman, Assistant Deputy Director for Capital Projects, presented the item per the staff memorandum.

Chair Larson asked if staff reached the Disadvantaged Business Enterprise (DBE) they set.

Ms. Waldman answered that all the teams met or exceeded the DBE goal [12%] in their Statements of Qualifications. She continued by explaining that the agency would set



DBE, Small Business Enterprise, and/or Local Business Enterprise goals for each future task order issued.

There was no public comment.

Nancy Buffum motioned to approve the item, seconded by Jerry Levine.

The motion was approved by the following vote:

Ayes: Buffum, Chen, Klein, Larson, Levine, Rozell, Siegal, and Tannen (8)

Absent: Gower and Ortiz (2)

### **11. Preliminary Fiscal Year 2022/23 Budget and Work Program - INFORMATION**

Chair Larson continued the item to next meeting.

Ms. Lombardo commented that if members had questions on the item, to contact staff, and noted that the item would come back as an action item at the next meeting.

### **12. Golden Gate Park, John F. Kennedy Drive Access Equity Study Report - INFORMATION**

Aliza Paz, Senior Transportation Planner, presented the item.

Member Kat Siegal asked for clarification on the differences in the change in visits by race and ethnicity between the data collection efforts.

Mx. Paz responded that the phone/email survey found that there was not a big difference in respondents within Equity Priority Communities (EPCs) in Districts 3, 10, and 11 between pre- and during-COVID periods. She said the intercept survey was showing the race and ethnicity by their overall representation in their survey compared to the representation of the 10% of respondents who reported that they visit the park less after the full time close of John F. Kennedy (JFK) Drive to vehicle.

Mr. Klein asked for clarification on where the project is at in the sequence of events.

Mx. Paz responded that the Transportation Authority Board accepted the Golden Gate Park JFK Drive Access Equity Study Report and the Board of Supervisors voted to approve the full closure of JFK Drive and that there was a resolution to maintain the existing closure of JFK Drive, paired with programmatic improvements, some of which were included in the Access Equity Study report. Mx. Paz noted that there were other programs that the City had included.

Ms. Buffum thanked Mx. Pax for the study, noted that it was important work, and that one takeaway was that there were challenges with accessing the park. She expressed hope that access was not focused only on JFK Drive in the future and that the city looked at access on a larger scale, rather than focused on parking and driving.

Member Peter Tannen asked if there was an intention to build protected bike lanes to the park from each of the three district studies.

Mx. Paz responded that the bike lane improvements were identified in the focus groups, related to a discussion on access barriers, and were not included in the alternatives that were assessed by the Transportation Authority.

Chair Larson asked for clarification on the Community Based Organization (CBO) Shuttle, and if these shuttles would have set routes and which CBOs would participate. He noted that the shuttles had the potential to solve some transit issues.



Mr. Stokle offered to follow-up with a response as he was not able to reply due to audio issues.

Ms. Siegal thanked the Mx. Paz for the study and expressed that the study was valuable in a larger context, not just related to JFK Drive, and would like to see more of this type of work. She specifically asked about the opportunity for direct and fast transit connections to the park and if there were collaborations with the city to implement these, specifically related to next steps.

Mx. Paz offered to follow-up with a response from City staff.

Chair Larson echoed the comments from Ms. Siegal and applauded Commissioner Shamann Walton for spearheading the study to allow for a better understanding of equity questions.

Mx. Paz noted that in the appendix of the report and towards the end of the report that there were more details on the programs that were assessed, with information from City staff.

Ms. Buffum asked if access had been focused heavily on parking and commented that it would be better solved for the broader park access issue, rather than focused on just one issue.

Mr. Stokle responded that, in general, RPD wanted to get people to anywhere in the park but recognized that the eastern park was the focus. He expressed that there needed to be coordination between RPD and SFMTA because RPD could address transportation within the park but SFMTA had to get people from the city and region to the park. He clarified that the city was not focused on JFK Drive and was focused on getting people to the full park. Mr. Stokle said the Golden Gate Park Master Plan recognized that the city needed to get people to the park by all modes but, to a lesser extent, by driving.

Chair Larson thanked Mr. Stokle for the response and asked Mx. Paz to circle back with unanswered questions.

Mr. Stokle added that there was a Museum Access for all Program that had already been started to bring people from the focus districts of the Access Equity Study to the park.

During public comment, a caller expressed that the study was cutting out people with disabilities and expressed that they would never be able to use the shuttle because of the programming that RPD was planning. The caller commented that the study was being dishonest about the work and the impact it had on people with disabilities and seniors and noted that it was very hard to walk from the parking garage to where they want to go and it was even harder to park outside the park and walk in, since they couldn't walk that far. They noted that of the ferris wheel ride (within the park) \$18 per ticket proceeds, only \$1 went back to the city. The caller also said the study did not talk about regular working class families who do not know about the program and wanted to take their whole family, including grandparents, children, and picnic supplies into the park.

### **Other Items**

#### **13. Introduction of New Business - INFORMATION**



Chair Larson reported that he did a follow-up on CAC meeting format, in-person versus remote, and the result was that members did not have a strong opinion on either method of meeting. He said that members and staff would try to have an in-person meeting in May at the Transportation Authority offices on 1455 Market Street, but would await word from staff if that would be possible.

Member Jerry Levine commented that it had been so long since the CAC had met at the Transportation Authority offices that he looked forward to meeting again in-person.

Mr. Levine commented that a restaurant owner from Van Ness Avenue that he spoke with was unhappy with the lack of the support from Muni. He asked if there was a way to connect this person to Muni staff. Ms. Lombardo answered that the correct contact would be at the Office of Economic and Workforce Development and she could pass the information directly to Mr. Levine.

Member Eric Rozell asked how overall impact of the city's redistricting process would affect CAC member representation, commenting that his neighborhood would likely no longer be part of District 6. Chair Larson answered that staff would have some information at the next meeting.

There was no public comment.

#### **14. Public Comment**

During general public comment, Julie Soo, Commissioner for the San Francisco Sheriff's Department Oversight Board speaking on her own behalf, commented that it seemed that there was not enough information on the JFK Drive item for the CAC to assess everything, particularly since Supervisor Connie Chan's proposal was continued to a future San Francisco Board of Supervisors Committee of the Whole hearing with California Environmental Quality Act and ADA issues remaining to be addressed. She also expressed concern about the surveys since many of the RPD staff were members of the San Francisco Bicycle Coalition and were biased in terms of the actual survey results. Ms. Soo asked the CAC to re-review and look more robustly at the equity and ADA issues, citing that Supervisor Catherine Stefani was also troubled by the equity and ADA issues. Ms. Soo noted that a lot of monolingual communities came out to speak during the Joint Special Transportation Authority Board Meeting with the Board of Supervisors and wondered if the CAC conducted meetings with language access, especially with surveys, citing that the City and County of San Francisco had an equal access to services ordinance requiring meetings, surveys, and materials to be relayed in various languages.

A caller echoed some comments from the previous caller and said that San Francisco voters in the year 2000 rejected the previously temporary closures on Saturdays, so with Mayor London Breed's ordinance to keep JFK Drive closed 24/7, seniors or those with disabilities could never visit any park attractions at night. The caller continued that it was not necessary to close the road at night and called it unfair and cruel to voters who rejected the road closure before. They hoped the CAC could make a difference as representatives and give feedback to city decision makers to reverse the closure because it completely favored bicyclists, and the majority of people weren't aware of the closure and would find the park blocked off to them. They called the closure racist, classist, and ageist.

#### **15. Adjournment**

The meeting was adjourned at 8:22 p.m.





# DRAFT MINUTES

## San Francisco County Transportation Authority

Tuesday, April 12, 2022

### 1. Roll Call

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

**Present at Roll Call:** Commissioners Chan, Haney, Mandelman, Mar, Melgar, Peskin, Preston, Ronen, Safai, Stefani, and Walton (9)

**Absent at Roll Call:** Commissioners Stefani (excused) and Safai (entered during Item 7)(2)

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

Angela Tsao, Acting Clerk, presented the item.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Stefani (excused) and Safai (2)

### 3. Community Advisory Committee Report - INFORMATION

John Larson, Community Advisory Committee (CAC) Chair, presented the report on the virtual meeting held on March 23. He noted that the CAC recommended both the 2022 Prop AA Strategic Plan/5-Year Prioritization Programs and Prop K Allocations on the April 12 Board meeting agenda for approval, with CAC discussion concentrated on the Prop K bicycle facilities maintenance request for \$400,000 and whether there were any alternatives to the plastic lane delineators that seemed vulnerable to frequent auto damage. He reported that San Francisco Municipal Transportation Agency (SFMTA) staff responded that the current delineators were preferable due to their ease of installation and inexpensive cost compared to concrete buffers, and SFMTA staff clarified that all bike lanes were eligible for maintenance improvements, not just green carpet lanes.

CAC Chair Larson also discussed informational presentations given to the CAC on the topics of SFMTA Subway Renewal and the Transportation Authority's public engagement methodology. He said CAC members asked about whether the subway renewal work entailed any expansion or just improving state of good repair, such as for the train control system. He said that SFMTA Director of Transit Julie Kirschbaum answered that the Core Capacity Study did include some funds to make technical



improvements but no longer included the extension of the M line beyond West Portal. He continued to say that Ms. Kirschbaum clarified that the plan for the new train control system was to set it up to receive automatic software updates and that life cycle management of the system would be improved by anticipating maintenance benchmarks at the beginning of the asset replacement.

CAC Chair Larson also commented that CAC members had questions for Director of Communications Eric Young relating to the maintenance and updates of contact information for community groups, and regarding the means to solicit input on new community representatives and stakeholders that could provide the Transportation Authority with insights relevant to the particular effort being undertaken. In response to CAC questions about forming focus groups, Chair Larson said that staff explained the factors involved were dependent on the project, and may include considerations such as language spoken, ethnic background, residential location, work location, and commute habits. Chair Larson noted that one CAC member said that broad based input should always include consideration of families with children, along with teenage children, as important communities that are frequently overlooked and that cross ethnic and language lines. Lastly, Chair Larson said the CAC also suggested that outreach plans for large projects be presented to the CAC ahead of time for their review and input.

There was no public comment.

**4. Approve the Minutes of the March 22, 2022 Meeting - ACTION**

There was no public comment.

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

The minutes were approved without objection by the following vote:

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

Absent: Commissioners Stefani (excused) and Safai (2)

**Consent Agenda**

**5. [FINAL APPROVAL] Release \$1,200,000 of Prop K Funds Held on Reserve for the Geary Bus Rapid Transit Phase 2 Conceptual Engineering Report - ACTION**

**6. [FINAL APPROVAL] Amend the Adopted Fiscal Year 2021/22 Budget to Increase Revenues by \$1.7 Million, Decrease Expenditures by \$13.3 Million and Decrease Other Financing Sources by \$50.0 Million for a Total Net Decrease in Fund Balance of \$34.7 Million - ACTION**

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

The item was approved without objection by the following vote:

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

Absent: Commissioners Stefani (excused) and Safai (2)



**End of Consent Agenda**

**7. Appoint One Member to the Community Advisory Committee - ACTION**

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

Commissioner Melgar said she would like to nominate John Larson and thanked him for his service and for very competently chairing the CAC, voicing the concerns of residents in District 7.

John Larson, incumbent and District 7 applicant, spoke to his interests and qualifications in seeking reappointment to the Community Advisory Committee (CAC).

There was no public comment.

Commissioner Melgar made a motion to appoint John Larson to the CAC, seconded by Vice Chair Peskin.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

**8. Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs - ACTION**

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

Commissioner Preston thanked Mr. Pickford and staff for their work on the Japantown Buchanan Mall Improvements project. He recognized the leadership of Assemblymember Phil Ting in helping District 5 receive significant funds for improvements nearby in Japantown, in addition to the Prop AA funds. He also noted the importance of funding improvements for Fillmore Street, including repair of sidewalks that had been a tripping hazard to people and were neglected for a long time, which was being addressed with San Francisco Public Works on a site-by-site basis.

There was no public comment.

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

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

**9. Allocate \$645,108 and Appropriate \$557,156 in Prop K Funds, with Conditions, for Two Requests - ACTION**

Andrew Heidel, Principal Transportation Planner, and Anna LaForte, Deputy Director for Policy & Programming, presented the item per the staff memorandum.



Commissioner Melgar thanked staff and Director Tilly Chang for supporting the request to further evaluate connecting the westside by subway, particularly by BART. She said her district was developing thousands of units of new housing in Stonestown with possible underground parking and significant student housing expansion at San Francisco State, so connectivity both regionally and throughout the rest of the San Francisco transportation network would support the changes in the westside. She appreciated the vision and foresight on it and thinking about the future of the city with sustainability and public transportation connected to everything being developed. Commissioner Melgar said she had had the developers to consider designing the underground parking in such a way that it could have an opening to a subway some day. Commissioner Melgar said that the vision was for Districts 7, 4, and 1 to have subway access to downtown, and she observed that the conversations being had today about access to Golden Gate Park would be so different if there were subway access. She also requested more green carpet lanes throughout the city to make it safer for bicyclists to get around.

Commissioner Mar expressed support for the Geary/19th Avenue Subway Strategic Case, seeing the long process of bringing BART to the westside take its first formal step forward. He said that Commissioner Melgar's office had worked closely with both his office and Commissioner Chan's office on determining priorities, and he thanked Commissioner Melgar for her leadership and partnership. He continued that the westside was constantly discussing the lack of north-south transit options, and filling the gap with efficient, effective, accessible, and affordable transits service would be a transformation not only for their neighborhoods but also for the entire city and the region. Commissioner Mar said that as Central Subway project was approaching completion, there was a need to seriously plan where the subway system should go and grow next. He said the strategic case study was the right first step and he was looking forward to see what the Strategic Case produces.

Commissioner Chan thanked Commissioner Melgar for initiating the study. She expressed concerns for the outer and central Richmond, in being able to help residents get out of their cars, and that controversial issues like the Great Highway didn't have to be controversial if there was efficient public transit in the north-south direction, citing a statistic of 64% of drivers through the Great Highway being Richmond residents. She continued that in thinking about the study and the possible alignment options and subway locations, it was still missing parts for outer and central Richmond. She said was looking forward to consideration in the study of how to efficiently transport outer and central Richmond residents in the north-south direction, especially with Golden Gate Park as a physical barrier, for north-south travel.

Chair Mandelman said he shared the enthusiasm of his westside colleagues for the planning and thinking about the transportation future for the westside to downtown. He reflected on people like Jane Morrison, who advocated for decades for the downtown extension of high speed rail and was unable to see it come to fruition in their lifetime, and hoped that current folks would be able to the subway extension in their lifetimes. He spoke of the future second transbay tube to connect the city to the East Bay and up to Sacramento. He said transportation infrastructure was necessary in supporting population density.

During public comment, Patricia Arack, expressed concern over the extent to which the city was using Prop K funds for bicycle riders and suggested, as a more effective



way to reduce greenhouse gases, directing funding to charging stations for electric vehicles and providing a financial incentive for drivers to switch to electric vehicles, as called for in the city's Climate Action Plan.

After public comment, Commissioner Melgar moved to approve the item, seconded by Commissioner Mar.

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

**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 10:45 a.m.



# DRAFT MINUTES

## Joint Special Meeting with the San Francisco Board of Supervisors and San Francisco County Transportation Authority Board

Tuesday, April 26, 2022

### ROLL CALL

President Walton called the joint special meeting to order at 9:02 a.m.

**BOS Present at Roll Call:** Supervisors Chan, Haney, Mar, Mandelman, Melgar, Preston, Ronen, Safai, Stefani, and Walton (9)

**BOS Absent at Roll Call:** Supervisors Mar (entered during Item 2) and Peskin (entered during Item 5) (2)

Chair Mandelman called for SFCTA Board membership attendance.

**SFCTA Present at Roll Call:** Commissioners Chan, Haney, Mandelman, Melgar, Preston, Ronen, Safai, Stefani, and Walton (9)

**SFCTA Absent at Roll Call:** Commissioners Mar (entered during Item 2) and Peskin (entered during Item 5) (2)

President Walton and Chair Mandelman requested the Items 1-2, and Board of Supervisors' Items 3-4 be called together.

1. [220370](#) [Hearing - Joint Committee of the Whole - SFCTA Equity Study - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures - BOS Park Code, GGP Access and Safety Program, Slow Street Road Closures, Modified Configurations]
2. [FINAL APPROVAL ON FIRST APPEARANCE] Accept the Golden Gate Park, John F. Kennedy Drive Access Equity Study Report - ACTION\*

Aliza Paz, Senior Transportation Planner, and Joe Castiglione, Deputy Director for Technology, Data, & Analysis, presented the item.

Commissioner Chan asked whether providing programmatic improvements for passenger drop-off could improve the score of the on-way vehicle loop alternative. Mx. Paz responded affirmatively.

Commissioner Chan asked the Transportation Authority to summarize an analysis of San Francisco Municipal Transportation Agency (SFMTA) and Recreation and Park Department (RPD) data which Commissioner Chan requested through a letter to the agency. Mr. Castiglione answered with information from the Trip Analysis Kezar Drive and Tea Garden Drive presentation.

Commissioner Chan asked whether the analysis showed visits to Golden Gate Park



dropped during the pandemic from Districts 3 and 10.

Mr. Castiglione replied that previous RPD and SFMTA materials had stated that there was no change in park visits from any supervisorial district. The Transportation Authority found that the CityDash data could not support that conclusion for three reasons. The first reason was definitional. The CityDash data showed trips on John F. Kennedy (JFK) Drive only, not trips to all of Golden Gate Park. The second reason was that the data showed an overall reduction in trips to JFK Drive. The final limitation was that the data included cut-through traffic with no park purpose. Mr. Castiglione said that, after acknowledging those limitations, the Transportation Authority found that there were changes in the share of visitors by supervisorial district. The share of visitors grew for districts near Golden Gate Park, a finding which was aligned with the findings of the Golden Gate Park, John F. Kennedy Drive Access Equity Study Report. For example, the share of visitors from District 4 increased by 19% while the share of visitors from Districts 3 and 10 declined by 15% and 9% respectively.

Commissioner Walton remarked that it was clear from the Transportation Authority study that the population of people visiting Golden Gate Park prior did not change after the closure of JFK Drive. He said this showed that park access in San Francisco had never been equitable. Commissioner Walton said that the closure had not made Golden Gate Park more diverse, a goal the city should be striving for. He said that closing portions of the park communicated to certain groups that park access was reserved for others. Commissioner Walton said that the conversation around JFK drive had always been about more than just vehicle access.

During public comment:

Speaker; David Miles; Lewis Key; Steve Gambowa; Susan George; Marcel Roman; Greg Garr; Zach Lipton; Mary Davis; Michael Howley; Don Holenberg; Kimberly; Speaker; Leslie Beback; Kyle Peacock; Jen Higgins; Janell Wong; Herbert Tashi; Heather Zen; Nancy Arbuckle; Carol Branson; Eso Echo; Liz; Amy Sherwood; Speaker; Lindsay Chung; Dr. Hansen Ramirez; Pedro Cassell; John Elliott; Danny Kussler; Ravi Mandafrey; Ruth Hall; Danny Soder; Justin; Michael Smith; Jenny Wong; Mara Lindsay; Samir; Robert Tao; Vern Haley; Robin Pam; Susan Whitcomb; Dean Alexander; Jacob; Lane; Suzie Falcone; Rachel Clyde; Frank; Justin Frazier; Bob Hurley; Speaker; Adam Engleman; Elizabeth Chur; Martin Munoes; Brooke Cune; Josh; Amy Morris; Monica; Friday; Rosie Wong Dilley; Kit Hodge; Hansel; Laura Vocal; Alexis Wallace; Sawyer Blatz; Chris Merrill; Cris Evair; John; Jason Henderson; alicia Dua; Lindsay; Kristin Peterson; Alec Holly; Brian Kim, Charlie Watson; Speaker; Kate Bloomberg; Nancy Malane; Speaker; Speaker; Mario Polari; Nadine Helusick; Melinda; Ronnie Wong; Karen Kolpackian; Elizabeth Creely; Paul Valdez; Joe Kunzler; Elliott Schwartz; Natalie Calhoun; Jessica Polar; Speaker; Valerie Letsy; Andrea Koonz; Sarah Kat-Himen; Speaker; Marie Jonas; Chris; Speaker; Jeff Rigo; Jennifer Peggy; Madison Tam; Lilian Archer; Mark and Trevor Sullivan; Lian Chang; Julie Nicholson; Brian McSkeen; Adam Leonard; Jonathan Bunamum; Heidi Peterson; Will Vargas; Matt Bezina; Laine; Andrew Singer; Speaker; Shelley; Justin Hale; Zoey Asterkan; Speaker; Andrew Sullivan; Dale; Sarah Hart; Calvin Biggins; Eliana Market-Taylor; Listana; Matt Dove; Elizabeth Stance; Bill; Kelsey Wellstrop; Bryan; Megan Arnold; Curtis Bradford; Mark Halman; Connor Kelly; Jessica Jenkins; Angela; Shai Chen; Miles Borgen; Speaker; Madeline Johns; Jennifer Fox; John Winston; Beau Whitka; Leah Shaya; Speaker; Peter Belden; Ali Gellar; Andrea Davis; Zack Shikama; Steven Breach; Sarah



Patel; Anthony Ryan; Dave Lipinski; Will Frankel; Ewan Parker-Plummer; Hayden Miller; Julian Lato; Mike Chen; Brian Anderson; Speaker; Joy Katsika; Sasha Ortega; Lester Freaze, Jr.; Anne Doiker; Tracy Segal; Lynn Chen; Dennis Minick; Debra Solomon; Speaker; Erin Banks; Neve Billingsly; Thomas Sorkin; Amanda Borgin; Eric Chase; Billy Carol; Jason; Zack; Lauren DiMartini; Adam Brion; Speaker; Kieran Far and Avery; Jamie Nicholson; Liam Crawford; David Freedlander Holmes; Sam Moore; Jeremy Lassen; Speaker; Tim Hicke; Kirsten Lissinger; Steven Ortega; Mauricio; Kristen; Annie Margraff; Rachel; Roberta Nash; Sean McGeever; Olivia Gamboa; Jen Nasokoff; Vanessa Gregson; Tellulah and Tanzina; Lindasey; Khana O'Neill; Heather Miller; Donovan Lacy; Speaker; Jay Dean; Citizen 22; Matt Hill; Andrew Steele; Jason Mason; Brandon Benides; Robin; Amy; Seamus McGeever; Phoebe Ford; Kim Toye; Helena Lindsay; Drew; Speaker; Katie Dewer; Melanie Houston; Parker Day; Speaker; Amelia Miller; Speaker; Eric Grotsky; Lauren Girarden; Brandon; Tiffany; Ryan Anderson; Sarah; Mark Hogan; Jonathan Gilette; Emily; Armond Lewisky; Joe DiMento; Speaker; Rachel Reynolds; Steve Lamb; Travis Close; Diana Anderson; Kyle Groffman; Sanay; James; Frances Seyer; Kate Reed; Speaker; Dermit; Alex Greggor; Josiah Hout; Cassius; Lizzy; Hazel; John Draper; Jason Bitterman; Denice O'Sullivan; Emily; Joanna Gubman; Jesse; Will Holleran; Laura Dilly; Adam; Liz Donahue; Kate Alston; Dane; Calvin Quick; Allie Bitsy; Alec; Dr. Heidi Josephson; Andy Thornling; Speaker; Patrick; Peter Seen; Speaker; Lauren White; Speaker; Lauren; Rinad; Alex DeKentary; Speaker; Sean Cage; Speaker; Andy; Speaker; Eric Kaplan; Lucia Coronell; Thomas Fuller; Speaker; Ian Bronstein; Jonah Kim; Laurie Pachinko; Ruth Landy; Richard; Octavio; Ben; Jen; Nancy Buffen; Tony Hawk; Katherine; Speaker; Speaker; Lena; Peter O'Neill; Jessica Lam; Speaker; Speaker; Nancy DeSantis; Gina; Scott Miller; Speaker; Kate Jenning; Kristina Sheen; Ahmandeep Jarra; Michael Adams; Tag; Speaker; Rebecca Gurney; Jonah Roberts; Steve Leads; Claire Amable; Shosha Dew; Wallen Tam; Gordon; Andrew Fitzer; Erik Mebust; Warren Wells; Raul Santos; Jalana Collenbach; Speaker; James Grady; Speaker; Zachary Schwartz; Luke; Alex Starr; Christoff Crum; Julian; Speaker; Tony Chan; Christina; Scott Feeny; Jennifer Bower; Leanne Hicke; Rebecca; Kyle; Yvonne Molina; Calvin; Ming Wei; Amir Roche; Josephine; Shirley; Lawanda Muhammed; Lee Wornheimer; Jodi Medeiros; Marvel; Tom; Andrew Chen; Margaret Bonner; Jake; Stephanie Bane; Adam James; Luke; Speaker; Angela Pane; Andrea Jay; Manish Transey; spoke in support of the Golden Gate Park street closures.

Kurt Cornell; Mary Robertson; Wynn Winkelhoff; Speaker; Tom Campbell; Carolyn Karvahall; Aria; Megan Bourne; Sheila Presley; BettyTrainor; Mary Eliza; Elisa Smith; Li Ting So; Speaker; Speaker; Speaker; Speaker; Speaker; Ma Tsuwang; Han Si Lee; Jay Phan Su; Mr. Pan; Suto Wanshan; Lupe Nak; Steve Summers; Nikki Tresvenia; John Woods; Cindy Yuwers; Linda Chapman; Katie Warner; Pam Garvis; Frank Noble; Thuy Yen; Wu Kay Phen; Lee Tsu; Wang Tsing Tso; Speaker; Yen Chi Lee; Anne Harvey; Leah; Ike Kwon; Speaker; Speaker; Charles Head; Jean Barrish; Speaker; Christopher Kwok; Trist Johnson; Steven Gorsky; Speaker; Charles Perkins; Marty Cleveland; Tyrone; Lindsay Ganter; Speaker; Connie Arnold; Herbert Weiner; Ann Cervantes; Speaker; Kathy DeLuca; Ryan; Linda Rovano; Evelyn Gray; Rosario Cervantes; Albert Sandoval; Kristin Sieste; Felicia Demonte; Speaker; Jennifer Peggy; Speaker; Speaker; Susan Felan; Richard Scaff; Roy; Speaker; Karen Reiskin; Ben Johnston; Victoria Ranell; Speaker; Danielle Snow; Judy Gorskey; Shoshanna Dobriv; Speaker; Kathy Cone; Andrew Son; Speaker; Jane Natolli; Greg; Stella Gates; Paul Wermer; Ho Lang Woo; Judy Grossman; Speaker; Speaker; Eric Stevens; Sarah; Art Perseco; Lorraine; Alice Mosley; Eileen Wong; Louise Whitlock; Melissa; Mike Gruberg; Jim Billings;





Mario Maganam; Barry Taranto; Howard Chabner; Jennifer; Tomasita Medal; Speaker; Jackie; Barbara Etard; Debra Hall; Michael Lyon; David Williams; Speaker; Ray DeFazio; Steven Hill; Wayne Metcalfe; Gilberto Vargas; Sharrie Ziner; Ms. Margarita; Nayelli; Speaker; Speaker; Speaker; Speaker; Speaker; Marie Sorenson; Speaker; Speaker; Marc Jacobs; Speaker; Paulina Fayer; Speaker; Linda Abbey; Eileen Louie; Speaker; Jeff; Speaker; Gwendolyn; Sally; Lisa Church; Harold Haney; Speaker; Sandy; Harry Bernstein; spoke in opposition to some or all of the Golden Gate Park street closures.

Commissioner Walton moved to approve Item 2, 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: none (0)

**Agenda Item Nos. 3 and 4** were San Francisco Board of Supervisors (BOS) action items only (see [BOS Agenda](#)).

Items 5 through 7 were called out of order before Item 2.

5. **Chair's Report - INFORMATION**
6. **Executive Director's Report - INFORMATION**
7. **Approve the Minutes of the March 22, 2022 Meeting - ACTION\***

Commissioner Vice Chair Peskin moved to continue Items 5 through 7, seconded by Commissioner Walton.

The items were continued without objection.

### **Consent Agenda**

The consent agenda was called out of order and voted on before Item 2.

8. **[FINAL APPROVAL] Reappoint John Larson to the Community Advisory Committee - ACTION\***
9. **[FINAL APPROVAL] Approve the 2022 Prop AA Strategic Plan and 5-Year Prioritization Programs (5YPPS) and Amend the Prop K Bus Rapid Transit/Transit Preferential Streets/Muni Metro Network and Transit Enhancements 5YPPs - ACTION\***
10. **[FINAL APPROVAL] Allocate \$645,108 in Prop K Funds, with Conditions, and Appropriate \$557,156 for Two Requests - ACTION\***

**Projects: Multi-Agency: Geary/19th Ave Subway Strategic Case (SFCTA: \$557,156; SFMTA \$170,367; SF Planning \$74,741). SFMTA: Bicycle Facility Maintenance (\$400,000).**

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

The motion was approved without objection by the following vote:



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

Absent: Commissioner Mar (1)

### **End of Consent Agenda**

#### **11. Joint General Public Comment - INFORMATION**

Speaker; thanked the members for their attention and service.

Joe Kunzler; expressed concerns regarding unic and the mask mandates.

Jennifer Li; thanked the members and the Clerk for their service.

Barry Taranto; expressed concerns regarding taxi drivers and the need for funding.

Speaker; expressed concerns regarding reopening the Great Highway and the need to improve transit.

Adam; expressed concerns regarding reopening the Great Highway and the need to improve transit.

Evelyn Graham; expressed concerns regarding reopening the Great Highway.

Adam Jamin; expressed support of other slow streets programs.

Speaker; expressed concerns regarding the Bicycle Coalition and their relationship with City departments.

Citizen 22; expressed concerns regarding bicyclists on slow streets.

Hayden Miller; expressed concerns regarding the goals and objectives of projects not being met.

Speaker; expressed concerns regarding the Bicycle Coalition and their relationship with City departments.

Matthew; expressed concerns regarding the bicyclists.

Steve Zeltzer; expressed concerns regarding non-profits and corruption.

Speaker; expressed concerns regarding reopening the Great Highway.

Speaker; expressed concerns regarding transportation network companies.

Shirley Sue; expressed concerns regarding transit first policies.

### **ADJOURNMENT**

The meeting was adjourned at 9:28 pm.



RESOLUTION ADOPTING SUPPORT POSITIONS ON ASSEMBLY BILL 2147  
(TING) AND SENATE BILL 942 (NEWMAN)

WHEREAS, The Transportation Authority approves a set of legislative principles to guide transportation policy advocacy in the sessions of the Federal and State Legislatures; and

WHEREAS, With the assistance of the Transportation Authority's legislative advocate in Sacramento, staff has reviewed pending legislation for the current Legislative Session and analyzed it for consistency with the Transportation Authority's adopted legislative principles and for impacts on transportation funding and program implementation in San Francisco and recommended adopting new support positions on Assembly Bill (AB) 2147 (Ting) and Senate Bill (SB) 942 (Newman), as shown in Attachment 1; and

WHEREAS, At its May 10, 2022 meeting, the Board reviewed and discussed AB 2147 (Ting) and SB 942 (Newman); now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts new support positions on AB 2147 (Ting) and SB 942 (Newman); and be it further

RESOLVED, That the Executive Director is directed to communicate this position to all relevant parties.

Attachment:

1. State Legislation - May 2022

## San Francisco County Transportation Authority

**State Legislation - May 2022**

(Updated May 6, 2022)

To view documents associated with the bill, click the bill number link.

Staff is recommending a new support position on Assembly Bill (AB) 2147 (Ting) and Senate Bill (SB) 942 (Newman) and adding AB 2237 (Friedman) and AB 2594 (Ting) to the watch list as show in **Table 1**.

**Table 2** provides an update on SB 917 (Becker) which is on the watch list.

**Table 3** shows the status of active bills on which the Board has already taken a position, or we have been monitoring on the watch list.

**Table 1. Recommended New Positions and Additions to Watch List**

Recommended Positions	Bill # Author	Title and Update
Support	<a href="#">AB 2147</a> Ting D	<p><b>Pedestrians.</b></p> <p>This bill would generally prohibit the enforcement of jaywalking laws by preventing a police officer from stopping a pedestrian for traffic infractions unless a reasonably careful person would realize there is an immediate danger of a collision. It specifies that its provisions do not relieve either a pedestrian from using due care for their safety or a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within the roadway.</p> <p>In 2021 the Transportation Authority adopted a support position on a similar bill, AB 1238 (Ting), which would have repealed the prohibition on pedestrians entering the roadway outside of a crosswalk. The Governor vetoed that bill, citing concerns over reducing pedestrian safety, but also noted he was committed to working to address the unequal enforcement of jaywalking laws.</p>

## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 2237</a> <a href="#">Friedman D</a>	<p><b>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</b></p> <p>This bill would impose a number of new requirements on local and regional agencies including the Transportation Authority and the Metropolitan Transportation Commission (MTC), as well as multiple state agencies, aiming to better align transportation planning and investment with state climate goals. Specifically, the bill would:</p> <ul style="list-style-type: none"> <li>• Require the Strategic Growth Council, in consultation with the California Air Resources Board (CARB), the Department of Housing and Community Development, and the California Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations, such as the MTC in the Bay Area, and to define “sustainable community” in the context of the mandated regional sustainable communities strategy (SCS).</li> <li>• Require that projects receiving funding from a Regional Transportation Improvement Program (RTIP), also be consistent with a region’s SCS as well as state climate goals. The Transportation Authority currently programs RTIP funds for San Francisco, which vary greatly but average \$10-\$15 million every two years.</li> <li>• Require that MTC and other Regional Transportation Planning Agencies (RTPAs) rank all nominated transportation projects in the Bay Area according to the SCS and state climate goals and then both CARB and the California Transportation Commission (CTC) would need to make a determination on their compliance with both regional and state goals.</li> <li>• Require that MTC and other RTPAs submit a report on local transportation tax measures to the CTC along with recommendations on how to realign them with the region’s SCS and the state’s climate goals to the extent permitted by the local tax measure. This would apply to the Transportation Authority’s Prop K sales tax and Prop AA vehicle registration fee, and potentially other city measures.</li> </ul> <p>This is a far-reaching bill that would introduce myriad new review and reporting requirements impacting dozens of state, regional, and local agencies as well as increase state involvement in local transportation planning and funding. Problematically, it proposes these sweeping changes in order to align transportation spending with the state’s climate goals, without consideration of other important state and local goals, such as safety, state of good repair, and equity.</p> <p>The Self Help Counties Coalition, trade organizations, and numerous regional and local governments as well as organizations representing them have adopted oppose positions on this bill. Supporters include the Coalition for Clean Air, the California Bicycle Coalition, and other advocacy organizations. We are not recommending taking a position at this time, as we would like to further study the bill’s impact on our agency and would also like to engage with the author first.</p>

## San Francisco County Transportation Authority

Recommended Positions	Bill # Author	Title and Update
Watch	<a href="#">AB 2594</a> <a href="#">Ting</a> D	<p><b>Vehicle registration and toll charges.</b></p> <p>This bill contains a package of new provisions to reform roadway and bridge tolling practices in California. It is meant to make it easier for drivers to access transponders (such as FasTrak) and to address some equity concerns related to the toll evasion penalty process. It would, among other things, establish requirements for toll agencies regarding the number and timing of violation notices, limit what penalties can be charged and at what point in the process, require transponders to be available to those without access to banking services, require the availability of in-person payment locations, and require the provision of payment plans for outstanding violation penalties.</p> <p>We are recommending adding this project to our watch list rather than recommending a position at this time because significant modifications to the bill are anticipated. The author has been working with toll operators and other advocacy and equity organizations on amended language that achieves his intent while maintaining financial viability for toll operators.</p>
Support	<a href="#">SB 942</a> <a href="#">Newman</a> D	<p><b>Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program.</b></p> <p>Five percent of the state's annual cap-and-trade auction revenues are dedicated to LCTOP. Of this, half is distributed directly to transit operators based on operating revenue and half goes to regions based on population. Currently, transit agencies may only use LCTOP funds as part of the initial launch of a local free or reduced fare transit program, and not to continue operating them, even if they are shown to curb greenhouse gas emissions. This bill would permit transit agencies to use their LCTOP formula funds for free or reduced transit ridership programs on an ongoing basis.</p> <p>We are recommending a support position on this bill because it would provide SFMTA and other transit operators with flexibility on how future LCTOP funds are expended. SFMTA's target for LCTOP formula funds in Fiscal Year (FY) 2021/22 is \$17.5 million, which was approved for expenditure on Free Muni for Seniors and People with Disabilities. SFMTA also participates in the Regional Means-Based Transit Fare Pilot and was approved to receive \$6.3 million in FY 2021/22 LCTOP funds from MTC to implement it. This bill would allow MTC, SFMTA, and other agencies to consider expending future LCTOP to continue these fare programs.</p>

## San Francisco County Transportation Authority

**Table 2. Notable Updates on Bills in the 2021-2022 Session**

Adopted Positions	Bill # Author	Title and Update
Watch	<a href="#">SB 917</a> <a href="#">Becker</a> D	<p><b>Seamless Transit Transformation Act.</b></p> <p>This bill would require the Metropolitan Transportation Commission (MTC) to adhere to a number of different requirements to advance the region's Transit Transformative Action Plan, including adopting a Connected Network Plan, adopting an integrated transit fare structure, implementing universal mapping and wayfinding, and making real-time transit information available across all transit operators. An earlier version of the bill stipulated that if a transit agency did not comply with any of the regional standards, it would not be eligible to receive key state funding for transit operations.</p> <p>Since our last report, the bill has been amended to address some of the issues identified by MTC and transit operators, while other concerns remain. The most significant change is that the bill now ties the implementation of the integrated transit fare structure to the availability of sufficient funding to cover implementation costs. The amended bill also provides MTC with flexibility to set a timeline for corrective actions if a transit agency is found out of compliance, rather than immediately making them ineligible to receive transit formula funds.</p>

**Table 3. Bill Status for Positions Taken in the 2021-22 Session**

Below are updates for the two-year bills for which the Transportation Authority have taken a position or identified as a bill to watch. Bills that were chaptered, vetoed, or otherwise died during the first year of the 2021-22 session have been removed from the table. Updates to bills since the Board's last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 05/06/2022)
Support	<a href="#">AB 117</a> <a href="#">Boerner Horvath</a> D	<p><b>Air Quality Improvement Program: electric bicycles.</b></p> <p>Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.</p>	Senate Appropriations
	<a href="#">AB 455</a> <a href="#">Wicks</a> D  Coauthor: <a href="#">Wiener</a> D	<p><b>Bay Bridge Fast Forward Program.</b></p> <p>Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.</p>	Senate Transportation
	<a href="#">AB 2197</a> <a href="#">Mullin</a>	<p><b>Caltrain electrification project: funding.</b></p> <p>Appropriates \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.</p>	Assembly Transportation

## San Francisco County Transportation Authority

	<a href="#">AB 2336</a> <a href="#">Ting</a> D <a href="#">Friedman</a> D	<b>Vehicles: Speed Safety System Pilot Program.</b>  Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	<i>Assembly Appropriations</i>
Watch	<a href="#">ACA 1</a> <a href="#">Aguiar-Curry</a> D Lorena Gonzalez D	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b>  Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections.	Assembly Local Government
	<a href="#">SB 66</a> <a href="#">Allen</a> D	<b>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</b>  Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.	Assembly Appropriations
	<a href="#">SB 917</a> <a href="#">Becker</a> D	<b>Seamless Transit Transformation Act.</b>  Advances recommendations from the Metropolitan Transportation Commission's Transit Transformative Action Plan, including the development of a Connected Network Plan and the implementation of an integrated transit fare structure.	<i>Senate Appropriations</i>
	<a href="#">SB 922</a> <a href="#">Wiener</a> D	<b>California Environmental Quality Act: exemptions: transportation-related projects.</b>  Extends until January 1, 2030 the California Environmental Quality Act (CEQA) statutory exemptions for specified sustainable transportation projects that were authorized in SB 288 (Wiener, 2020), and expands upon them.	<i>Senate Floor</i>
	<a href="#">SB 1049</a> <a href="#">Dodd</a> D	<b>Transportation Resilience Program.</b>  Establishes a new competitive grant program for transportation resilience projects, administered by the California Transportation Commission, utilizing new formula funds the state will receive from the federal Infrastructure Investment and Jobs Act.	<i>Senate Appropriations</i>
	<a href="#">SB 1050</a> <a href="#">Dodd</a> D	<b>State Route (SR) 37 Toll Bridge Act.</b>  Establishes a new SR-37 Toll Authority to operate and maintain a tolling program on SR-37 that funds projects to help make the facility more resilient to sea level rise.	<i>Senate Appropriations</i>

<sup>1</sup>Under this column, "Chaptered" means the bill is now law, "Dead" means the bill is no longer viable this session, and "Enrolled" means it has passed both Houses of the Legislature. Bill status at a House's "Desk" means it is pending referral to a Committee.





RESOLUTION ALLOCATING \$2,790,000 IN PROP K FUNDS, WITH CONDITIONS, FOR TWO REQUESTS

WHEREAS, The Transportation Authority received two requests for a total of \$2,790,000 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 Facilities–BART and Guideways–BART categories of the Prop K Expenditure Plan; and

WHEREAS, As required by the voter-approved Expenditure Plan, 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, Both of the requests are consistent with the 5YPP for their respective category; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$2,790,000 in Prop K funds, with conditions, for two requests, 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 amended Fiscal Year 2021/22 budget to cover the proposed actions; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$2,790,000 in Prop K funds, with conditions, for two requests, 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 enclosed allocation request forms; and be it further

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project 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 Allocation Summary - FY 2021/22
5. Allocation Request Forms (2)

## Attachment 1: Summary of Requests Received

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	\$ 2,025,000	90%	36%	Design	3, 6
Prop K	22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	\$ 2,500,000	78%	40%	Design	3, 6
<b>TOTAL</b>				<b>\$ 2,790,000</b>	<b>\$ 4,525,000</b>	<b>83%</b>	<b>38%</b>		

## Footnotes

<sup>1</sup> "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.

<sup>2</sup> Acronyms: BART (Bay Area Rapid Transit District)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	Requested funds will be used to modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. BART and SFMTA have confirmed that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. The scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. BART anticipates completing the design phase by December 2024, with the project open for use by December 2027. On April 12th, the Board gave first approval of programming \$3,441,270 in Prop AA funds to the construction phase of the project. The scope of this project will be included in the base contract for a larger construction project which includes modernizing a total of eight elevators at five San Francisco stations.
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	This request will fund the replacement of the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help improve BART system reliability and sustain service in San Francisco. BART anticipates that it will complete the design phase of the project by December 2022, with the project open for use by June 2026.
<b>TOTAL</b>			<b>\$2,790,000</b>	

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

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

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EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
20B	BART	Elevator Modernization, Phase 1.3: Powell St. and Civic Center	\$ 1,290,000	
22B	BART	Traction Power Substation Replacement, Powell St. Station	\$ 1,500,000	
<b>TOTAL</b>			<b>\$ 2,790,000</b>	

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

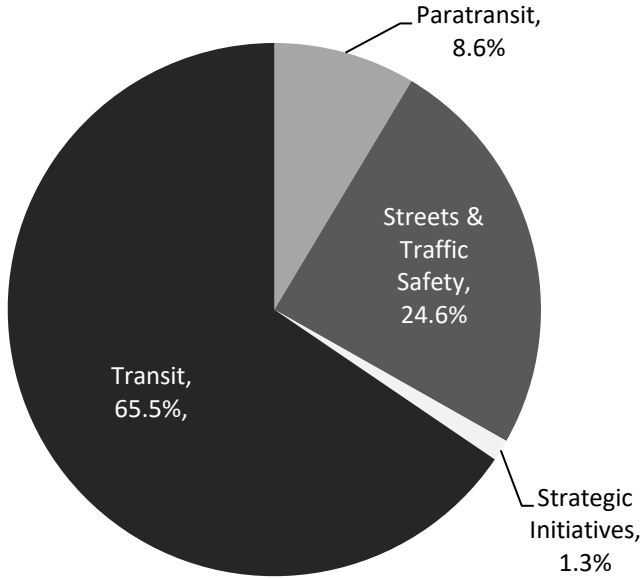
**Attachment 4.  
Prop K Allocation Summary - FY2021/22**

**PROP K SALES TAX**

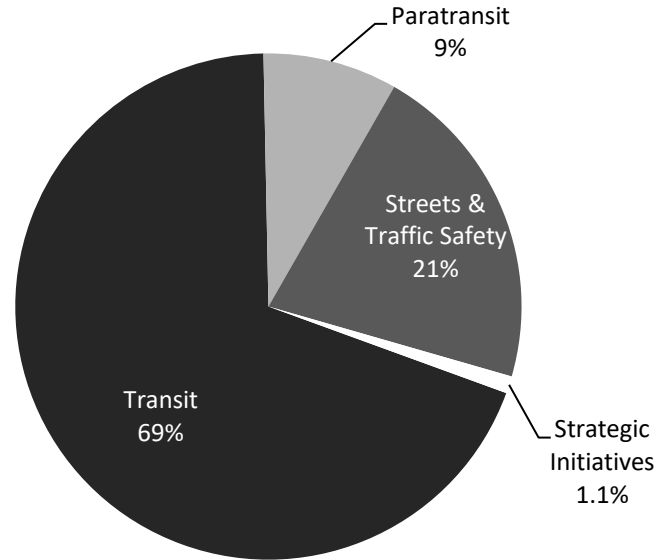
FY2021/22	Total	FY 2021/22	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 52,560,840	\$ 17,578,207	\$ 22,068,880	\$ 9,688,632	\$ 2,341,909	\$ 883,212
Current Request(s)	\$ 2,790,000	\$ -	\$ 1,395,000	\$ 1,195,000	\$ 200,000	\$ -
New Total Allocations	\$ 55,350,840	\$ 17,578,207	\$ 23,463,880	\$ 10,883,632	\$ 2,541,909	\$ 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

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Other Transit Enhancements, Facilities - BART
<b>Current PROP K Request:</b>	\$1,290,000
<b>Supervisory Districts</b>	District 03, District 06

## REQUEST

### Brief Project Description

Modernize and renovate two existing elevators (one street level and one platform level) at the Powell St. Station and one existing elevator (platform level) at the Civic Center Station to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability at these joint BART/Muni stations. Scope includes modernizing guides, cab and hoistway door panels, HVAC, and communication systems. This work will be included in the base contract for a larger construction project, which includes modernizing a total of eight elevators at five San Francisco stations.

### Detailed Scope, Project Benefits and Community Outreach

The project will modernize and renovate two elevators at the Powell St. Station and one elevator at the Civic Center Station. Elevator work at these two stations is part of a larger construction project, the Elevator Modernization Project, Phase 1.3. This project will include elevator modernization work at five San Francisco Stations: Embarcadero, Montgomery Street, Powell St., Civic Center, and Glen Park. This funding request is for work to be performed at the Powell St. and Civic Center Stations, as project work at these stations will be included in the first phase of the larger construction contract.

Over the last several years, BART has been working to accomplish several critical elevator improvements. These improvements include replacing flooring in all passenger elevators throughout the system to make them safer and easier to clean, upgrading protective material at the sides of the elevators to prevent liquid from flowing under the sub-floor and damaging elevator equipment, and replacing all elevator emergency call boxes. However, elevators located in high service areas are in dire need of modernization to increase accessibility, reduce elevator service interruptions, and improve elevator maintainability. The project work at the Powell St. Station will focus on one street level elevator and one platform level elevator. The work at the Civic Center Station will focus on the platform level elevator. These elevators are traction or hydraulic, the two types of elevators that BART currently operates. Traction elevators utilize steel ropes or belts on a pulley system, and hydraulic elevators are powered by a hydraulic jack or fluid-driven pistons that travel inside of a cylinder.

The project is currently at Conceptual Engineering Report development phase. The current phase includes field assessment details, code review of existing system with respect to current codes, high

level cost estimate for construction along with construction schedule, based on review of internal and external potential impacts.

The project work at both stations will include:

- Removing existing elevator equipment in the hoistway and machine room
- Cleaning and painting machine room and elevator cab
- Steam cleaning hoistway and pit floor, applying epoxy coatings to pit floor and cab floor
- Upgrading machine room and elevators' electrical, HVAC, and communication system
- Replacing guides, cab and hoistway doors panels, cab enclosures, door equipment, cab top equipment, and cab frame
- Installing new hoistway equipment including various switches and fascia
- Refurbishing buffers, pit channels, guide rails, and brackets
- Replacing controller

Scope of work specific to the traction elevator: M30-55 (Powell St.) and M40-57 (Civic Center)

- Replacing traction machine, governor, safety, and ropes

Scope of work specific to the hydraulic power elevator: M30-54 (Powell St.)

- Replacing pump unit including tank, valves, motor, and pipes
- Replacing hydraulic ram and cylinder

BART has engaged with community members and obtained input and support for the Elevator Modernization Project work through various forums:

- 2015 Powell St. BART Station Modernization Program and the 2016 Civic Center Station Modernization Plan. BART conducted extensive community outreach including a series of open houses, surveys, fliers, BART news stories, and social media engagement events. The purpose of the outreach was to inform BART riders and the public about BART's planning process, share efforts to implement capacity and modernization at the stations (including elevator renovation), build awareness and understanding of challenges and potential solutions, and survey riders on preferences for improvements.
- 2020 Customer Satisfaction Study. Since 1996, BART has conducted these studies, performed by an independent research firm, to help the agency prioritize efforts to achieve higher levels of customer satisfaction. The study involves surveying BART customers onboard randomly selected train cars. In the 2020 BART Customer Satisfaction Study, elevator availability and reliability received low customer ratings, highlighting the need for elevator modernization.
- BART has also been obtaining on-going community input regarding elevators through the Elevator Attendant Program. This program, receiving Lifeline Transportation Program funds from SFCTA, was first launched in April 2018 at the Powell St. and Civic Center stations, and expanded to Embarcadero and Montgomery St. stations in November 2019. The program provides elevator attendant services to address sanitation, safety, and security concerns inside station elevators. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and attempt to deter inappropriate behavior. According to Daniel Cooperman, Senior Manager of Social Service Partnerships at BART, elevator attendants at the Powell St. and Civic Center stations provided services to 39,243 customers, including 3,424 people with disabilities, in 2020 (data from 2021 is being consolidated). Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. After six months of the program being in place, community members expressed satisfaction. Community members' comments included "very good for people with disabilities," and "please keep this going. I feel so much safer." Elevator modernization work, along with continuation of Elevator Attendant Program services at the Powell St. and Civic Center stations, is vital to ensure elevators consistently remain safe, clean, and in working order for all BART/Muni patrons.



BART staff members obtained input from the BART Accessibility Task Force (BATF) about the Elevator Modernization Project work, at Powell St. and Civic Center stations, at the January 27, 2022 BATF Meeting. BATF members were in support of BART seeking additional funding for the program.

### Project Location

BART/SFMTA Civic Center and Powell St. Stations

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$1,290,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
----------------------------	----------------------

## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Apr-May-Jun	2021	Oct-Nov-Dec	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2024
Advertise Construction	Apr-May-Jun	2025		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2025		
Operations (OP)				
Open for Use			Oct-Nov-Dec	2027
Project Completion (means last eligible expenditure)				

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-120B: Facilities - BART	\$0	\$1,290,000	\$0	\$1,290,000
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$735,000	\$735,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$1,290,000</b>	<b>\$735,000</b>	<b>\$2,025,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$3,441,270	\$0	\$0	\$3,441,270
PROP K	\$0	\$1,290,000	\$0	\$1,290,000
BART Funds	\$698,223	\$0	\$390,900	\$1,089,123
FTA Section 5337 (BART)	\$2,792,892	\$0	\$1,151,100	\$3,943,992
SFMTA Operating (SFMTA/BART Joint Maintenance Agreement)	\$0	\$0	\$6,323,115	\$6,323,115
<b>Funding Plan for Entire Project Total:</b>	<b>\$6,932,385</b>	<b>\$1,290,000</b>	<b>\$7,865,115</b>	<b>\$16,087,500</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$562,500		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,025,000	\$1,290,000	Estimated market value based on historical projects
Construction	\$13,500,000		Estimated market value based on historical and similar scoped projects with bids received
Operations	\$0		
Total:	\$16,087,500	\$1,290,000	

<b>% Complete of Design:</b>	5.0%
<b>As of Date:</b>	03/25/2022
<b>Expected Useful Life:</b>	N/A

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

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### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
Total BART Labor	\$ 487,380	24%
Consultant	\$ 1,474,669	73%
3. Other Direct Costs *	\$ -	
4. Contingency	\$ 63,000	3%
<b>TOTAL PHASE</b>	<b>\$ 2,025,049</b>	

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$1,290,000	<b>Total PROP K Recommended</b>	\$1,290,000

<b>SGA Project Number:</b>		<b>Name:</b>	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP16)
<b>Sponsor:</b>	Bay Area Rapid Transit District	<b>Expiration Date:</b>	06/30/2025
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	63.7%

### 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-116	\$0	\$500,000	\$0	\$0	\$0	\$500,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, 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. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

### Special Conditions

1. Recommendation is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

<b>SGA Project Number:</b>		<b>Name:</b>	Elevator Modernization Project, Phase 1.3: Powell St. and Civic Center (EP 20B)
<b>Sponsor:</b>	Bay Area Rapid Transit District	<b>Expiration Date:</b>	06/30/2026
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	63.7%

### 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-120B	\$0	\$145,000	\$445,000	\$200,000	\$0	\$790,000

**Deliverables**

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, 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. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page or copy of workorder). BART shall also provide an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with a Prop AA allocation request for construction.

**Special Conditions**

1. This request is conditioned upon BART and SFMTA confirming that the agencies are in agreement on cost sharing and funding strategy for the project, as well as overall scope and schedule. [condition met April 18, 2022]

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	36.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	91.98%	No TNC TAX	78.61%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Elevator Modernization, Phase 1.3: Powell St. and Civic Center
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$1,290,000
--------------------------------	-------------

- 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:

AHDR

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Jin Cao	Rob Jaques
<b>Title:</b>	Project Manager	Principal Financial Analyst
<b>Phone:</b>	(510) 852-5824	(510) 203-0895
<b>Email:</b>	jcao@bart.gov	rob.jaques@bart.gov





Elevator Modernization Project, Phase 1.3  
Powell Street and Civic Center/UN Plaza Stations

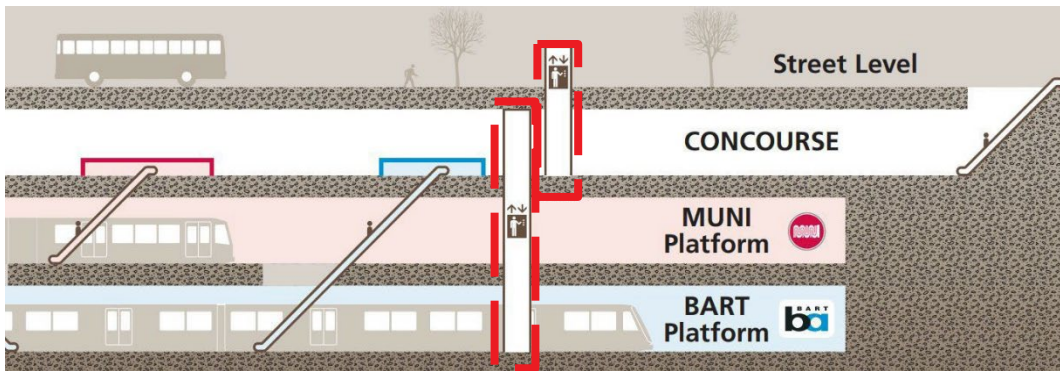


Figure 1. Powell St. Station map section view, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.



Figure 2. Powell St. Station map, <https://www.bart.gov/sites/default/files/documents/station/powell-street-station-map.pdf>.

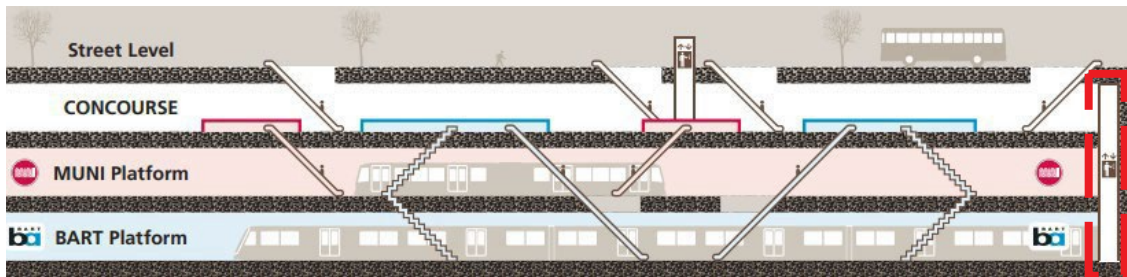


Figure 3, Civic Center Station map section view, <https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

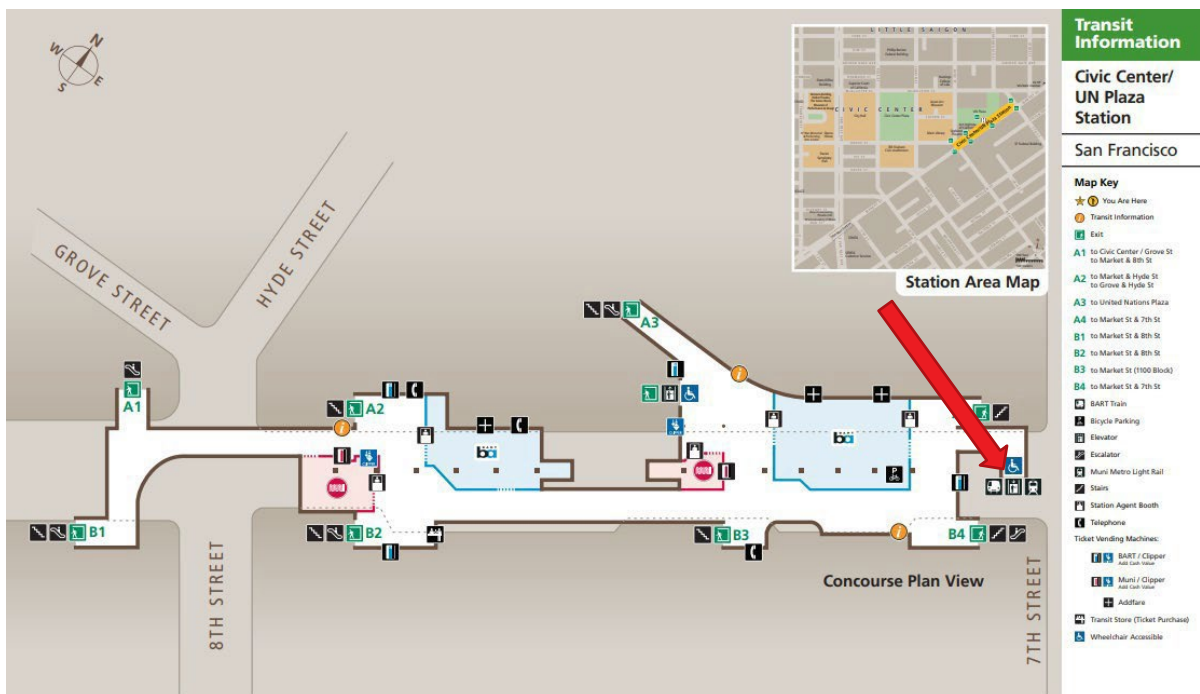


Figure 4, Civic Center Station map, <https://www.bart.gov/sites/default/files/documents/station/civic-center-station-map.pdf>.

## Current Conditions

Major components such as elevator doors / door operators and hydraulic cylinders are built for a specific conveyance with precise technical specification. When these components fail, they are required to be removed, overhauled, and reinstalled. These repairs go beyond routine maintenance and are classified as extensive heavy repairs. Older equipment with a high degree of ridership, operational hours, and environmental abuse, such as at the Powell St. and Civic Center stations, have exceeded their useful life, see figures 6 - 9.



Figure 6. Street elevator at Powell St. Station, December 2021.



Figure 7. Street elevator at Civic Center Station, December 2021.



Figure 8. Vandalism to destination buttons at Powell St. Station platform elevator, December 2021.



Figure 9. Vandalism to destination buttons at Civic Center Station street elevator, December 2021.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Guideways - BART
<b>Current PROP K Request:</b>	\$1,500,000
<b>Supervisorial Districts</b>	District 03, District 06

## REQUEST

### Brief Project Description

Replace the existing 50 year old BART traction power substation located at the Powell St. Station. The traction power substation will convert electric power to the appropriate specifications to supply energy to the BART system and will help to improve BART system reliability and sustain service in San Francisco.

### Detailed Scope, Project Benefits and Community Outreach

BART's ridership combined with an aging infrastructure created a need for an increase in electrical supply to power higher frequency service. BART must make significant upgrades to its traction power supply. Replacement of the BART Powell St. Station traction power substation, which is the subject of this request, is part of a larger project to replace traction power facilities at 3 locations in San Francisco by 2028. The old facility will be demolished and removed. New equipment will be placed within the existing substation area. This project will help to improve BART system reliability and sustain service in San Francisco.

BART is a traction power, protected right-of-way commuter rail system that spans 131 miles of double track, 50 stations, and five counties—Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara. BART service lines run through urban and suburban landscapes, crossing the San Francisco Bay via an underwater passageway (the “Transbay Tube”), and connecting passengers to San Francisco International Airport, Oakland International Airport, Caltrain, Capitol Corridor, and San Francisco Municipal Railway (“MUNI”), Alameda-Contra Costa Transit (AC Transit) and numerous other transit operators across the Bay Area. In the past few years, BART conducted an extensive outreach initiative called Better BART to educate the Bay Area's public about the system and the various critical infrastructure investments that it needs. An important component of this outreach was to communicate the need for an increased electrical supply and upgrades to the traction power supply. The outreach process included over 400 presentations to diverse stakeholder groups. BART distributed survey questionnaires in order to collect feedback from the public and received more than 1500 responses. The need for upgrades to BART's traction power system was also documented in MTC's Core Capacity Transit Study (2017), which also included a public outreach component. Traction power substation replacements are capital improvement priorities identified in BART's FY

BART does not expect for the project work to impact BART service. BART does expect impacts to traffic and MUNI service, as the project requires for traffic (and possibly buses) to be re-routed next to the station on Cyril Magnin Street when the hatch is opened as it is in the middle of one lane on the street. Additionally, there might be some impacts to the public with regards to construction staging areas.

### Project Location

Powell Street BART/SFMTA Station

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$1,500,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Categorically Exempt
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jul-Aug-Sep	2015	Jul-Aug-Sep	2016
Environmental Studies (PA&ED)	Jul-Aug-Sep	2018	Jul-Aug-Sep	2019
Right of Way	Oct-Nov-Dec	2018	Jul-Aug-Sep	2019
Design Engineering (PS&E)	Apr-May-Jun	2022	Oct-Nov-Dec	2022
Advertise Construction	Jan-Feb-Mar	2023		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Apr-May-Jun	2026
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2027

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-122B: Guideways - BART	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,000,000	\$1,000,000
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$1,000,000</b>	<b>\$2,500,000</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,500,000	\$0	\$1,500,000
BART Funds	\$0	\$0	\$1,060,000	\$1,060,000
BART Funds TBD (e.g. Capital Allocations, Measure RR, FTA Formula Funding)	\$0	\$33,000,000	\$0	\$33,000,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$34,500,000</b>	<b>\$1,060,000</b>	<b>\$35,560,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$60,000		Actuals
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$2,500,000	\$1,500,000	Based on the Conceptual Engineering as well as final costs of other similar projects.
Construction	\$33,000,000		Based on the Conceptual Engineering as well as final costs of other similar projects.
Operations	\$0		
Total:	\$35,560,000	\$1,500,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	03/28/2022
<b>Expected Useful Life:</b>	30 Years



**San Francisco County Transportation Authority  
Allocation Request Form**

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM - DESIGN</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Total Labor BART	\$ 500,000	20%
2. Consultant	\$ 1,650,000	66%
3. Other Direct Costs	\$ 50,000	2%
4. Contract Procurement	\$ 100,000	4%
5. Contingency	\$ 200,000	8%
<b>TOTAL PHASE</b>	<b>\$ 2,500,000</b>	

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$1,500,000	<b>Total PROP K Recommended</b>	\$1,500,000

<b>SGA Project Number:</b>	122-xxxxxxx	<b>Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Sponsor:</b>	Bay Area Rapid Transit District	<b>Expiration Date:</b>	06/30/2023
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	60.0%

### 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-122B	\$0	\$750,000	\$750,000	\$0	\$0	\$1,500,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, 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. With the first quarterly report, BART shall provide 2-3 photos of before conditions. BART shall also provide photos during construction activities and after construction is completed.
3. Upon completion, BART shall provide evidence of completion of 100% design (e.g., copy of certifications page).

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	40.0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	95.78%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2021/22
<b>Project Name:</b>	Traction Power Substation Replacement, Powell St. Station
<b>Grant Recipient:</b>	Bay Area Rapid Transit District

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$1,500,000
--------------------------------	-------------

- 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.

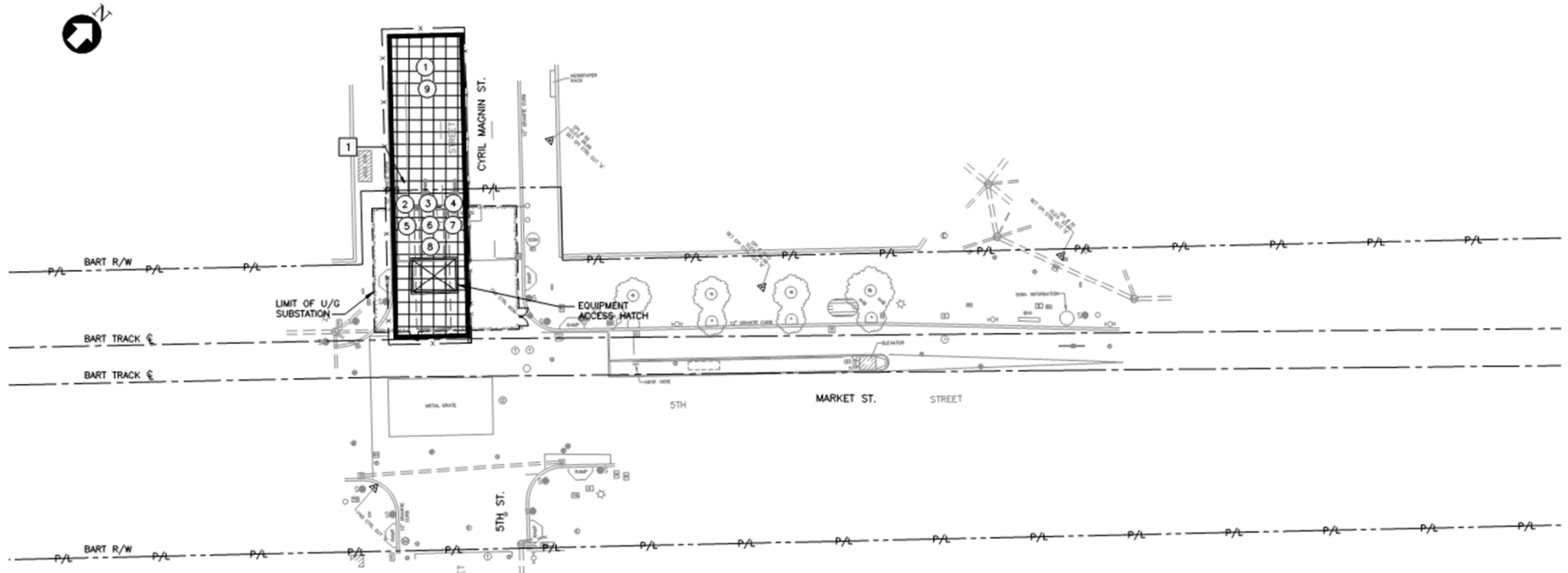
Initials of sponsor staff member verifying the above statement:

AHDR

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Bryant Fields	Rob Jaques
<b>Title:</b>	Project Manager	Principal Financial Analyst
<b>Phone:</b>	(510) 504-7082	(510) 203-0895
<b>Email:</b>	bfields@bart.gov	rob.jaques@bart.gov

# Site Layouts – Powell Street (MPS)



## CONSTRUCTION STAGING PLAN

**GENERAL** CONSTRUCTION STAGES WILL CONSIST OF COMMUNITY NOTIFICATION, SITE ESTABLISHMENT, MOBILIZATION, SITE CLEARING, DEMOLITION AND TRACTION POWER SYSTEM REPLACEMENT (INCLUDING FOOTINGS AND MODULAR UNIT CONSTRUCTION). THE PROJECT WILL ALSO CONSIST OF TESTING AND COMMISSIONING, FOLLOWED BY DE-MOBILIZATION.

### STAGE 1 – NOTIFICATION AND SITE ESTABLISHMENT

- 1 NOTIFY COMMUNITY ABOUT UPCOMING WORK AND ANY ROAD/SIDEWALK CLOSURES.
- 1 MOBILIZE TO LAYOUT STAGING AREA. INSTALL TEMPORARY FENCING WITH GATE.

### STAGE 2 – SITE CLEARING AND DEMOLITION

- 2 COORDINATE TEMPORARY LANE CLOSURE WITH THE CITY.
- 3 OPEN EQUIPMENT ACCESS HATCH STEEL PLATE OVER OPENING.
- 4 DECOMMISSION AND REMOVE EXISTING SUBSTATION EQUIPMENT.

### STAGE 3 – NEW INSTALLATION

- 5 POUR CONCRETE PADS AND OIL CONTAINMENT CURBS.
- 6 INSTALL SUBSTATION EQUIPMENT.

### STAGE 4 – TESTING, COMMISSIONING AND DEMOBILIZATION

- 7 FIELD TEST, INTEGRATE, AND COMMISSION SUBSTATION EQUIPMENT.
- 8 INSTALL NEW ACCESS HATCH COVER. REPAIR AND REPAVE PAVEMENT.
- 9 RESTORE STAGING AREA AT CONCLUSION OF THE PROJECT.

### IMPACT TO BART OPERATIONS

- NORMAL REVENUE OPERATIONS, ALL TRACKS AVAILABLE.
- CONSTRUCTION ACTIVITIES DURING DAYLIGHT HOURS.
- TRACK ALLOCATIONS REQUIRED FOR TRACTION POWER CONNECTION TO TRACK SYSTEM.

### NOTE:

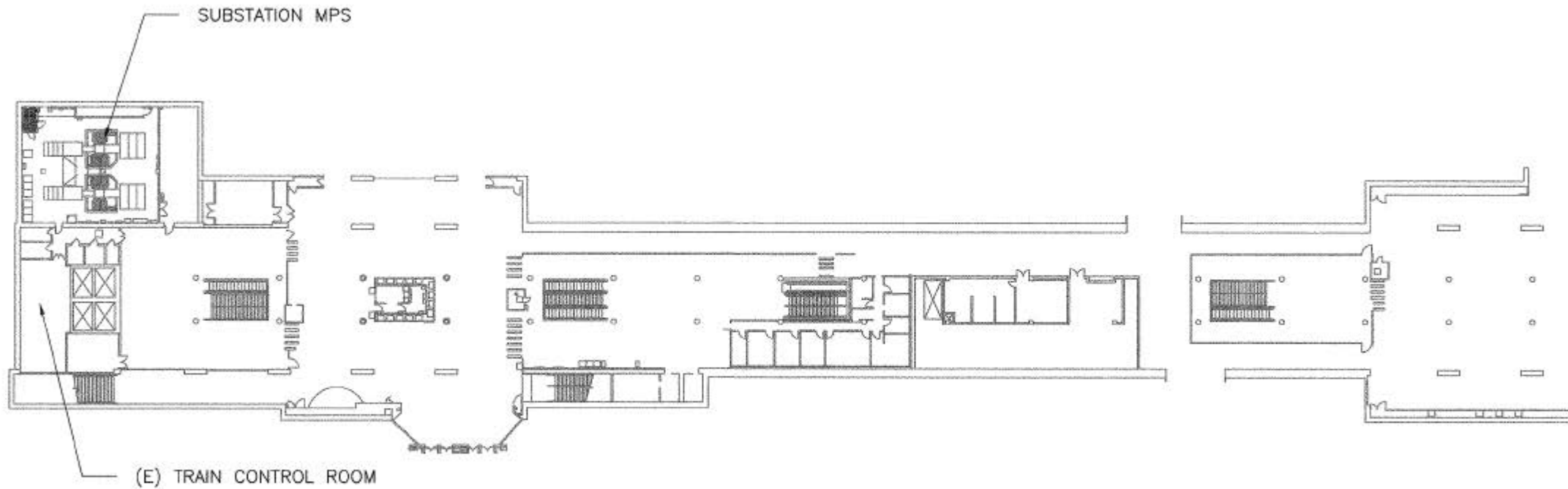
1. EXISTING EQUIPMENT ACCESS HATCH TO BE OPENED FOR REMOVAL AND INSTALLATION OF SUBSTATION EQUIPMENT.
2. SEE TRAFFIC MAINTENANCE PLAN FOR TRAFFIC HANDLING DETAILS.

BY CONTRACTOR

(X)

BY BART

(X)



OVERALL MEZZANINE PLAN

1" = 40'

2

G036



## Memorandum

### AGENDA ITEM 8

**DATE:** April 27, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte - Deputy Director for Policy and Programming  
**SUBJECT:** 5/10/2022 Board Meeting: Allocate \$2,790,000 in Prop K Funds, with Conditions, for Two Requests

<p><b>RECOMMENDATION</b>    <input type="checkbox"/> Information    <input checked="" type="checkbox"/> Action</p> <p>Allocate \$2,790,000 in Prop K funds to the Bay Area Rapid Transit District (BART) for:</p> <ol style="list-style-type: none"> <li>1. Elevator Modernization, Phase 1.3: Powell St. and Civic Center (\$1,290,000)</li> <li>2. Traction Power Substation Replacement, Powell St. Station (\$1,500,000)</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. BART staff 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 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 \$2,790,000 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 CAC considered this item at its April 27, 2022, meeting and adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

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

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RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT (OBAG) CYCLE 3 COUNTY FRAMEWORK AND RECOMMENDING THE PROGRAMMING OF \$7,082,400 OF SAN FRANCISCO'S ESTIMATED SHARE OF OBAG FUNDS TO THE SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY'S SAFE ROUTES TO SCHOOL NON-INFRASTRUCTURE PROGRAM, \$2,200,000 TO THE TRANSPORTATION AUTHORITY FOR CONGESTION MANAGEMENT AGENCY PLANNING, AND \$52,855,600 TO PROJECTS TO BE SELECTED THROUGH A CALL FOR PROJECTS

WHEREAS, In May 2012, the Metropolitan Transportation Commission (MTC) adopted the first cycle of the One Bay Area Grant Program (OBAG 1) funding and policy framework for programming the region's federal transportation funds in an effort to better integrate the region's federal transportation program with its Sustainable Communities Strategy; and

WHEREAS, The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations and that have historically produced housing, and promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for growth (Attachment 1); and

WHEREAS, In November 2015, MTC adopted the OBAG Cycle 2 framework, which largely maintained the same funding guidelines and policies as OBAG 1 and built on progress made by OBAG 1 by making some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular; and

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available for the OBAG County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco,



the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

WHEREAS, By January 2023, MTC will select projects from a regionwide candidate pool and has set project nomination targets for each county based on a formula that considers population and housing (planned and produced) with San Francisco's share at 15.2% of funds available regionwide; and

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations; and

WHEREAS, San Francisco's estimated share of revenues is \$62.138 million for the 120% target and about \$51.8 million at 100% of available programming over the next four fiscal years (2022/23-2025/26); and

WHEREAS, CMAs are required to comply with MTC's requirements, including screening and prioritization criteria but have flexibility to include additional criteria that reflect local priorities; and

WHEREAS, Staff recommended an OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target (Attachment 2) and project screening and prioritization criteria, which include the addition of some San Francisco-specific criteria as detailed in Attachment 3; and

WHEREAS, Consistent with San Francisco priorities established for prior OBAG cycles and as allowed by MTC's OBAG guidelines, staff recommends programming \$7.082 million in OBAG 3 County Program funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program as described in detail in Attachment 4, and \$2.2 million for CMA planning activities, leaving the remaining \$52.856 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Transportation Authority staff will conduct San Francisco's OBAG 3



County Program call for projects consistent with MTC's OBAG 3 guidelines and will seek Board approval of San Francisco's priorities this fall, in time to submit them to MTC by its September 30, 2022 deadline; and

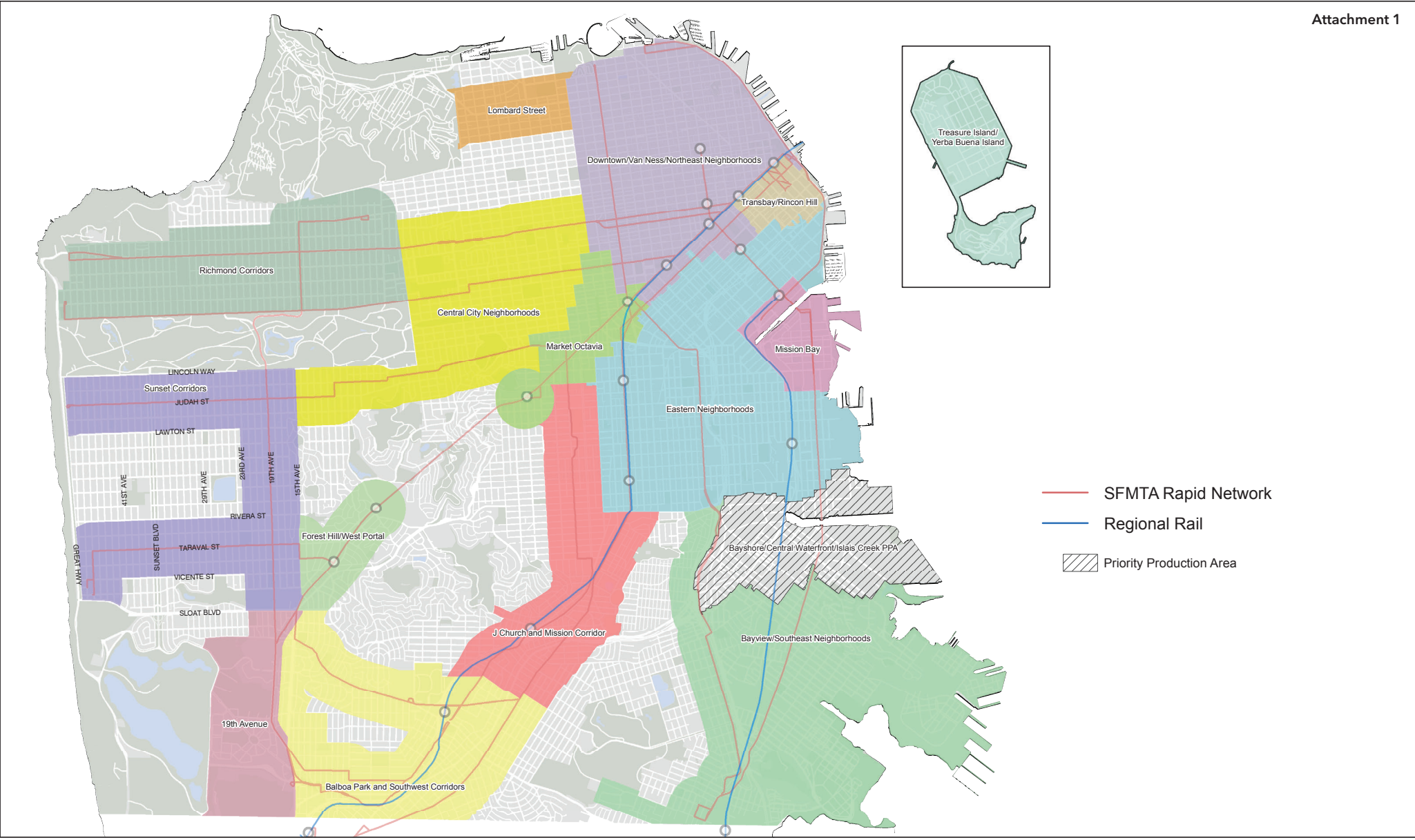
WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 County Framework and recommends programming \$7.082 million of San Francisco's estimated share of OBAG Cycle 3 funds to the SFMTA's Safe Routes to School Non-Infrastructure Program, \$2.2 million to the Transportation Authority for CMA Planning, and \$52,855,600 to projects to be selected through a call for projects; and be it further

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

Attachments:

1. San Francisco Priority Development Areas
2. OBAG 3 County Program Funding Framework Distribution
3. OBAG 3 County Program Screening and Prioritization Criteria
4. Safe Routes to School Request

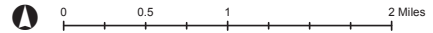


- SFMTA Rapid Network
- Regional Rail
- Priority Production Area

Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



**Attachment 2  
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution**

Fiscal Year(s) of Programming	Sponsor <sup>1</sup>	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23- FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	\$ 2,200,000
FY22/23- FY25/26	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	\$ 8,000,000	\$ 7,082,400
FY22/23- FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment 3) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	\$ 52,855,600
						<b>Total</b>	<b>\$ 62,138,000</b>

Project Nomination Target - 120%<sup>2</sup> \$ 62,138,000

Project Nomination Target - 100%<sup>2</sup> \$ 51,680,000

<sup>1</sup> Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

<sup>2</sup> MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately \$51.7 million of the \$340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%) and San Francisco's targeted share of \$408 million is approximately \$62 million. MTC will award \$340 million to projects selected from the larger nomination pool.

## Attachment 3

## One Bay Area Grant (OBAG) Cycle 3

## Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

**OBAG 3 Screening Criteria**

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

## Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/) (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

## Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

### Attachment 3

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

#### OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (under development), [Transit Oriented Communities \(TOC\) policy](#) update (under development), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

## Attachment 3

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.



### Attachment 3

#### Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

# San Francisco County Transportation Authority

## One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Supervisory District</b>	Citywide
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### REQUEST

#### Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

#### Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).

An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

#### **Specific tasks to be accomplished through the OBAG Cycle 3 grant include:**

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

### **Participating Schools:**

The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

### **Roles and Responsibilities:**

- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

**Evaluating Program Metrics:**

SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within  $\frac{1}{4}$  mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

**Project Location**

Citywide

**Project Phase(s)**

Construction (CON)

# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

## SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.

# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	\$7,082,400	\$0	\$0	\$7,082,400
SFMTA Operating	\$229,400	\$0	\$0	\$229,400
TBD (e.g. new revenue measure)	\$688,200	\$0	\$0	\$688,200
<b>Phases In Current Request Total:</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

## COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$8,000,000	Calculated based on salaries and expected level of effort.
Operations	\$0	
Total:	\$8,000,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

<b>Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project</b>						
<b>Budget Period: December 2022 - November 2026</b>						
<b>City Staff Positions</b>	<b>Annual FTE</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Total Budget</b>
<b>SFMTA</b>						
Planning Programs Manager (Mgr IV)	0.10	\$44,630	\$44,630	\$44,630	\$44,630	\$178,520
SRTS Program Lead (Transportation Planner III)	1.00	\$342,960	\$342,960	\$342,960	\$342,960	\$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	\$146,625	\$146,625	\$146,625	\$146,625	\$586,499
<b>SFUSD</b>						
SRTS Education Lead	1.00	\$172,010	\$172,010	\$172,010	\$172,010	\$688,040
<b>SFE</b>						
Education Coordinator	0.50	\$43,775	\$43,775	\$43,775	\$43,775	\$175,100
<b>TOTAL PERSONNEL COSTS</b>						<b>\$ 3,000,000</b>
<b>Consultants/Contractual Services</b>						
Contractor and Subcontractor Services*		\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$4,520,000
Other Direct Costs**		\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
<b>TOTAL CONSULTANT AND CONTRACTUAL SERVICES</b>						<b>\$ 5,000,000</b>
<b>TOTAL BUDGET FOR 2022-26</b>						<b>\$ 8,000,000</b>

\*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

\*\*Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
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		<b>Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	11/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	%

### 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
	\$0	\$1,770,600	\$1,770,600	\$1,770,600	\$1,770,600	\$7,082,400

### Deliverables

1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030.



# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## CONTACT INFORMATION

	<b>Project Manager</b>	<b>Grants Manager</b>
<b>Name:</b>	Crysta Highfield	Joel C Goldberg
<b>Title:</b>	Transportation Planner II	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2454	(415) 646-2520
<b>Email:</b>	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com

## One Bay Area Grant (OBAG 3) – County &amp; Local Program

Template Application Form (v1)



Project Information			
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program		
<b>Project Sponsor:</b>	SFMTA		
<b>Sponsor Single Point of Contact:</b>	Crysta Highfield 415.646.2454 Crysta.Highfield@sfmta.com		
<b>Project Location:</b>	San Francisco - citywide		
<b>Brief Project Description:</b>	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco's schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.		
Program Eligibility			
<b>Federal Fund Eligibility</b> <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible:  <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See <a href="#">FHWA fact sheet</a> ) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See <a href="#">FHWA fact sheet</a> ) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the <a href="#">OBAG 3 webpage</a>.</i>		
<b>Eligible Project Type</b> <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to <a href="#">MTC Resolution No. 4505</a> for detailed eligibility guidelines):  <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant  <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a>) <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure  <input type="checkbox"/> Bicycle/Pedestrian Program  <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program  <input type="checkbox"/> SRTS Infrastructure  <input type="checkbox"/> Safety project  <input type="checkbox"/> Safety Planning efforts  <input type="checkbox"/> Complete Streets improvements  <input type="checkbox"/> Streetscape improvements  <input type="checkbox"/> Local Streets and Roads Preservation  <input type="checkbox"/> Rural Roadway Improvement  <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC)  <input type="checkbox"/> CBTP/PB Project Implementation </td> <td style="vertical-align: top; width: 50%;"> <p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program  <input type="checkbox"/> Mobility Hub  <input type="checkbox"/> Parking/Curb Management  <input type="checkbox"/> Car/Bike Share Capital  <input type="checkbox"/> Open Space Preservation and Enhancement  <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland  <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement  <input type="checkbox"/> Transit Station Improvement  <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation  <input type="checkbox"/> Active Operational Management  <input type="checkbox"/> Mobility Management and coordination </td> </tr> </table>	<p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a> ) <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC) <input type="checkbox"/> CBTP/PB Project Implementation	<p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination
<p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a> ) <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC) <input type="checkbox"/> CBTP/PB Project Implementation	<p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP) <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination		


**One Bay Area Grant (OBAG 3) – County & Local Program**

Template Application Form (v1)

Policy Alignment							
<b>Federal Performance Goals</b> <i>How does the project support federal performance measures?</i>	<p>Select the <a href="#">federal performance measures</a> that are supported by the project:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Safety:</b> Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems.</li> <li><input type="checkbox"/> <b>Infrastructure Condition:</b> Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.</li> <li><input type="checkbox"/> <b>Congestion Reduction:</b> Significantly reduce congestion on the NHS in urbanized areas.</li> <li><input type="checkbox"/> <b>System Reliability:</b> Improve the reliability of the Interstate system and NHS.</li> <li><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> Improve the reliability of the Interstate system for truck travel.</li> <li><input type="checkbox"/> <b>Environmental Sustainability:</b> Maximize emission reductions from CMAQ-funded projects.</li> </ul> <p>Describe how the project supports the selected federal performance measure(s):          The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.</p>						
<b>Plan Bay Area 2050 Strategies</b> <i>How does the project align with Plan Bay Area 2050?</i>	<p>Describe how the project supports <a href="#">Plan Bay Area 2050</a> Strategies and/or <a href="#">Implementation Plan</a>:</p> <p>The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.</p>						
<b>Regional Policy Alignment</b> <i>How does the project align with other regional policies and plans?</i>	<p>Select the regional plans and policies with which the project is aligned:</p> <table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a></td> <td><input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy</td> </tr> <tr> <td><input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a></td> <td><input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a></td> </tr> <tr> <td><input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a></td> <td><a href="#">Action Plan</a></td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies:          For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy.</p> <p>For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities.</p> <p>For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).</p>	<input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a>	<input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy	<input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a>	<input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a>	<input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a>	<a href="#">Action Plan</a>
<input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a>	<input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy						
<input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a>	<input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a>						
<input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a>	<a href="#">Action Plan</a>						
	<p>Indicate the project's relationship to <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a>:</p>						



<p><b>Regional Growth Geographies</b> Does the project support PBA 2050 Growth Geographies?</p>	<p><b>Priority Development Area (PDA)</b></p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within <a href="#">one mile or less of a PDA boundary</a>) All of San Francisco is within one mile or less of a PDA boundary per <a href="#">PBA 2050 Priority Development Areas - One-Mile Buffer   PBA 2050 Priority Development Areas - One-Mile Buffer   Metropolitan Transportation Commission (ca.gov)</a>. <b>This project meets this goal.</b></p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p><b>Transit Rich Area (TRA)</b></p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see <a href="#">Growth Geographies</a> map) <b>Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.</b></p> <p><b>Priority Production Area (PPA)</b></p> <p><input type="checkbox"/> Supports the preservation of a PPA (see <a href="#">Growth Geographies</a> map) <i>Please describe</i></p>
<p><b>Equity Priority Communities</b> Does the project invest in historically underserved communities?</p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> <a href="#">Equity Priority Communities</a> (EPCs):</p> <p><input checked="" type="checkbox"/> Located within and supportive of an EPC (see <a href="#">Equity Priority Communities</a> map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p><b>The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF’s Equity Priority Communities.</b></p>
<p><b>Local Housing Policies</b> Is the project located in a jurisdiction with policies that support affordable housing?</p>	<p>Indicate if the project is locate in a jurisdiction that has adopted policies which support the <a href="#">“3Ps” approach to affordable housing</a> by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the <a href="#">OBAG 3 webpage</a>.</p> <p><input checked="" type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <ul style="list-style-type: none"> <li>-Condominium Conversion Ordinance</li> <li>-Homeowner Repair or Rehabilitation</li> <li>-Home Sharing Programs</li> <li>-Just Cause Eviction</li> <li>-Locally-Funded Homebuyer Assistance</li> <li>-Rent Stabilization</li> <li>-SRO Preservation Ordinance</li> <li>-Tenant-Based Assistance</li> </ul> <p><input checked="" type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p>


**One Bay Area Grant (OBAG 3) – County & Local Program**

Template Application Form (v1)

	<ul style="list-style-type: none"> <li>-Acquisition/Rehabilitation/Conversion</li> <li>-Commercial Development Impact Fee</li> <li>-General Fund Allocation</li> <li>-One-to-One Replacement</li> </ul> <p><input checked="" type="checkbox"/> Produce new housing at all income levels.</p> <ul style="list-style-type: none"> <li>-By-Right Strategies</li> <li>-Commercial Development Impact Fee</li> <li>-Flexible Parking Requirements</li> <li>-Form-Based Codes</li> <li>-General Fund Allocation</li> <li>-Graduated Density Bonus</li> <li>-Housing Development Impact Fee</li> <li>-Implementation of SB743</li> <li>-Inclusionary Housing Ordinance</li> <li>-In-Lieu Fees (Inclusionary Zoning)</li> <li>-Reduced Fees or Permit Waivers</li> <li>-Streamlined Permitting Process</li> <li>-Surplus Public Lands Act</li> </ul>
<b>Community Support</b>	
<p><b>Community Support</b></p> <p><i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p><i>Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.</i></p> <p><i>- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.</i></p> <p><i>-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School</i></p> <p><i>Comments received from participants in last year's programming include:</i></p> <p><i>"I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike &amp; Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school" – Frank McCoppin Elementary School teacher</i></p> <p><i>"Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!" – Chinese Immersion School at DeAvila Elementary School Parent</i></p> <p><i>"When do we get to do this again?" - Presidio Middle School student</i></p> <p><i>Of elementary school teachers who reported their students' participation in Bike &amp; Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>



	<p><i>San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the <a href="#">OBAG 3 webpage</a>. Community support may be demonstrated through one or more of the following:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></li> <li><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></li> </ul>
<b>Deliverability &amp; Readiness</b>	
<p><b>Project Readiness</b> <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p><b>The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).</b></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p><b>This is a non-infrastructure project that does not directly touch on Caltrans rights of way.</b></p>
<p><b>Deliverability</b> <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p><b>The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.</b></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p><b>No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.</b></p>
<b>Project Cost &amp; Funding</b>	
<p><b>Grant Minimum</b></p>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa,</p>



## One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)

<p><i>Does the project meet the minimum grant size requirements?</i></p>	<p>and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
<p><b>Local Match</b> <i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>

## One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



### Project Cost & Funding

#### OBAG 3 Grant Request:

<b>Total Grant Request</b>	7,082,400
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#### Project Cost & Schedule:

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction [ <b>Non- infrastructure project</b> ]	\$8,000,000	\$917,600	<i>Each year the local match will be \$229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.</i>	\$7,082,400	\$0	Dec 2022 – Nov 2026
<b>Total</b>	<b>\$8,000,000</b>	<b>\$917,600</b>		<b>\$7,082,400</b>	<b>0</b>	

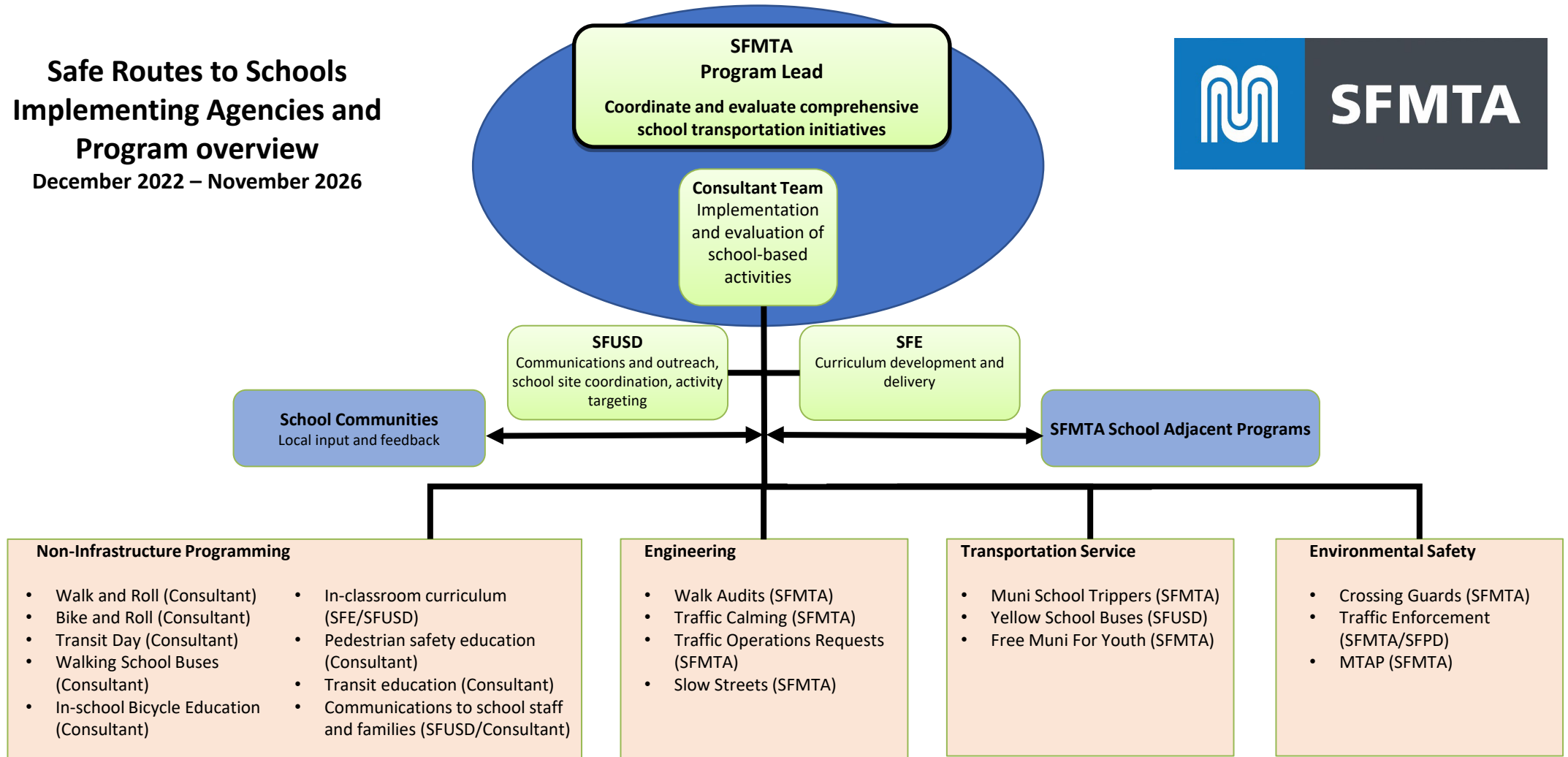
#### Project Investment by Mode:

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
<b>Total</b>	<b>100%</b>

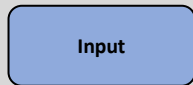
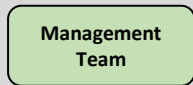


# Safe Routes to Schools Implementing Agencies and Program overview

December 2022 – November 2026



Legend:





## Memorandum

### AGENDA ITEM 9

**DATE:** April 28, 2022

**TO:** Transportation Authority Board

**FROM:** Anna LaForte - Deputy Director for Policy and Programming

**SUBJECT:** 05/10/22 Board Meeting: Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework and Recommend Programming \$7,082,400 of San Francisco's Estimated Share of OBAG Funds to the San Francisco Municipal Transportation Agency's Safe Routes to School Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency Planning, and \$52,855,600 to Projects to be Selected Through a Call for Projects

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> <li>• Adopt San Francisco's One Bay Area Grant (OBAG) Cycle 3 County Framework</li> <li>• Recommend programming \$7,082,400 of San Francisco's estimated share of OBAG Cycle 3 funds to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School (SRTS) Non-Infrastructure Program, \$2,200,000 to the Transportation Authority for Congestion Management Agency (CMA) Planning, and \$52,855,600 to projects to be selected through a call for projects</li> </ul> <p><b>SUMMARY</b></p> <p>The Metropolitan Transportation Commission's (MTC's) OBAG Cycle 3 program directs federal funding to projects and programs that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs, and community amenities. Attachment 1 is a map of San Francisco's PDAs. Approximately \$340 million in federal funds are available for the County Program to support a wide range of projects to fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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<p>Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG 3 County priorities and submitting them to MTC which will select projects from a regionwide candidate pool. MTC has requested that by September 30<sup>th</sup>, counties submit project lists totaling 120% of our nomination targets which are based on population and housing production. San Francisco's 120% target is 15.2% of the funds available regionwide or \$62.1 million over four fiscal years (2022/23-2025/26). The recommended actions include a San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Attachment 4) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. We are also recommending \$2.2 million to CMA planning activities similar to what was done in previous cycles and \$7.082 million to the SRTS Non-Infrastructure Program (Attachment 3), which is supportive of MTC's active transportation goals and our past OBAG recommendations. MTC will then evaluate nominated projects and select the project priorities by January 2023.</p>	
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## **BACKGROUND**

In May 2012, MTC adopted the inaugural OBAG Program (Cycle) 1 to better integrate the region's federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. (see Attachment 1 for San Francisco's PDAs). In November 2015, MTC adopted the OBAG Cycle 2 framework, largely maintaining the same framework and policies as OBAG 1, with some refinements that attempted to address the region's growing challenge with the lack of housing and affordable housing, in particular. The San Francisco projects funded through OBAG 1 and OBAG 2 are shown Attachment 7.

In January 2022, MTC adopted the OBAG Cycle 3 framework. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area 2050, incorporate recent MTC policy initiatives, address federal planning and programming requirements,



advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

As the CMA for San Francisco, the Transportation Authority is responsible for managing San Francisco’s OBAG 3 County Program.

**DISCUSSION**

San Francisco’s OBAG 3 County Framework is comprised of a proposed funding distribution for the nomination target for our county share (Attachment 4) and Screening and Prioritization Criteria for the competitive call for projects portion of the program (Attachment 2). These are described below along with the recommended programming of \$2,200,000 for CMA Planning and \$7,082,400 for the SFMTA’s Safe Routes to School (SRTS) Non-Infrastructure Program.

**Nomination Target.** As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). To ensure a sufficient pool of project nominations, MTC is soliciting nominations for 120% of the available funding capacity for the County Program. With a total of \$340 million available for programming regionwide, the nomination target for the nine Bay Area counties totals \$408 million. San Francisco’s estimated share of the OBAG 3 County Program is 15.2% or \$62.138 million for our 120% target and about \$51.7 million at 100% of available programming over the next four fiscal years (2022/23-2025/26). Our proposed distribution of those funds is summarized in the table below and detailed in Attachment 4.

Table 1. San Francisco OBAG 3 County Program Funding Framework Distribution

CMA Planning	\$2,200,000
SRTS Non-Infrastructure Program	\$7,082,400
Competitive Call for Projects	\$52,855,600
<b>Total Project Nomination Target (120%)</b>	<b>\$62,138,000</b>

CMA Planning. CMAs are required to perform various planning, fund programming, monitoring, and outreach functions in compliance with regional, state, and federal requirements. As was done in prior OBAG cycles, MTC sets aside a minimum base amount of funds for CMAs’ planning activities which is \$3.624 million for San Francisco over the four-year OBAG 3 cycle and continues to allow CMAs to designate additional funding from their County Program to augment this funding for planning efforts. We recommend augmenting CMA planning funds by \$2.2 million, or about 4% of the 100% target which is similar to



programming levels under OBAG 1 and OBAG 2. CMA planning efforts over the next four years include long range planning such as ConnectSF and the San Francisco Transportation Plan and follow-on studies, PDA planning, and Equity Priority Community planning, among others.

SFMTA's SRTS Non-Infrastructure Program. We recommend prioritizing San Francisco's SRTS Non-Infrastructure Program (e.g., education and outreach activities intended to encourage children and families to use sustainable travel modes to get to and from school) with \$7,082,400 in OBAG 3 funds over the next four years, given the limited funding sources available for ongoing non-infrastructure programs (e.g., operating support). This OBAG funding would provide funding stability over the next four years as the SRTS program focuses on the core goals of improving safety near schools and increasing sustainable transportation modes. The SFMTA has committed to providing the required local matching funds of \$229,400 from its operating budget for the first year of this OBAG cycle, with matching funds to be provided by the local half-cent sales tax in subsequent years. The proposed SRTS Non-Infrastructure Program scope, schedule, cost and funding plan are detailed in Attachment 3.

Prioritizing funding for the SRTS Non-Infrastructure Program now does not preclude SRTS *capital* projects from competing for OBAG 3 funds through the competitive call for projects.

Competitive Call for Projects. For the remaining \$52.8 million in County Program nomination target funds, we will identify and select projects through a competitive and transparent process, as required by MTC.

**San Francisco's OBAG 3 Call for Projects.** OBAG 3 provides a high degree of flexibility in terms of what types of projects can be funded, provided that for urbanized counties like San Francisco, at least 70% of the OBAG 3 County Program funding be invested in PDA supportive projects. Given the extent of PDA coverage in San Francisco (see Attachment 1), the latter is an easy condition to satisfy.

Eligible project types include but are not limited to transit expansion, reliability, and access improvements; safety, streetscape, and complete streets improvements; transportation demand management programs including education and outreach, and mobility hub planning and implementation; SRTS capital and non-infrastructure programs; and PDA planning and implementation.

Screening and Prioritization Criteria. MTC's OBAG 3 guidelines lay out extensive project selection requirements, including screening and prioritization criteria, eligible project types and sponsors, and public outreach, all of which that are intended to comply with federal requirements and meet the goals of OBAG. MTC requires CMAs to use its established screening and prioritization criteria but allows us to add criteria to prioritize projects based on the needs within our county. The county nominated projects will go into the regionwide pool for evaluation and prioritization by MTC, which is different from prior cycles where MTC's role was more a concurrence role.



Attachment 2 includes the proposed project screening and prioritization criteria that we plan to use to determine San Francisco's OBAG 3 project nominations. Our evaluation criteria take into consideration the need to position projects to score well regionally, in line with MTC's evaluation of projects at the regional level. MTC's project evaluation includes up to 75 points for CMA prioritization, 15 points for regional impact, and 10 points for deliverability, and projects that are eligible for federal air quality improvement funds can receive up to 10 points.

The proposed San Francisco-specific prioritization criteria retain most of the Board-approved criteria used for OBAG Cycles 1 and 2, such as multi-modal benefits, multiple project coordination, and safety. We have also incorporated criteria used in other local calls for projects, such as Prop AA and the State Transit Assistance program. Given the challenge of meeting the timely use of funds requirements on these federal OBAG funds and MTC's emphasis on deliverability, we will give strong consideration to project readiness when selecting projects.

As administrator of a variety of fund sources, we also will consider the amount and timing of funding availability for other sources, as well as their specific requirements and purposes, in order to match projects with the most fitting funding sources as part of the application evaluation.

Call for Projects Schedule. Following the Board's first approval of the proposed framework on May 10<sup>th</sup>, we will release the call for projects contingent upon final action of the Board on May 24<sup>th</sup>. Attachment 5 shows the schedule by which we propose soliciting projects from sponsors, evaluating applications, and recommending the project list to the Community Advisory Committee (CAC) and Board in September in order to meet MTC's September 30 deadline.

Outreach Plan. Consistent with MTC's OBAG 3 guidelines, our public outreach will build on recent efforts to reauthorize Prop K and update the San Francisco Transportation Plan. Both efforts include outreach regarding priorities for transportation investments in San Francisco, with an emphasis on Equity Priority Communities (see Attachment 6 for map) and disadvantaged populations. Project sponsors' public involvement activities to identify and refine their agency's priorities will also be considered. In addition, for the OBAG 3 call for projects, our public outreach approach will include, but not be limited to the following:

- Public meetings of the Transportation Authority CAC and Board
- Proposed presentations and information sharing with the Bicycle Advisory Committee (which will also satisfy OBAG 3 requirements to make Complete Streets Checklists for OBAG projects available to Bicycle and Pedestrian Advisory Committees prior to project selection)
- Commissioner engagement (e.g., briefings), coordination with project sponsors, constituents and other stakeholders



- Outreach tools, e.g., OBAG 3 website ([www.sfcta.org/funding/one-bay-area-grant-program](http://www.sfcta.org/funding/one-bay-area-grant-program)), email, social media
- Multilanguage translations of materials and meetings, as requested

## **FINANCIAL IMPACT**

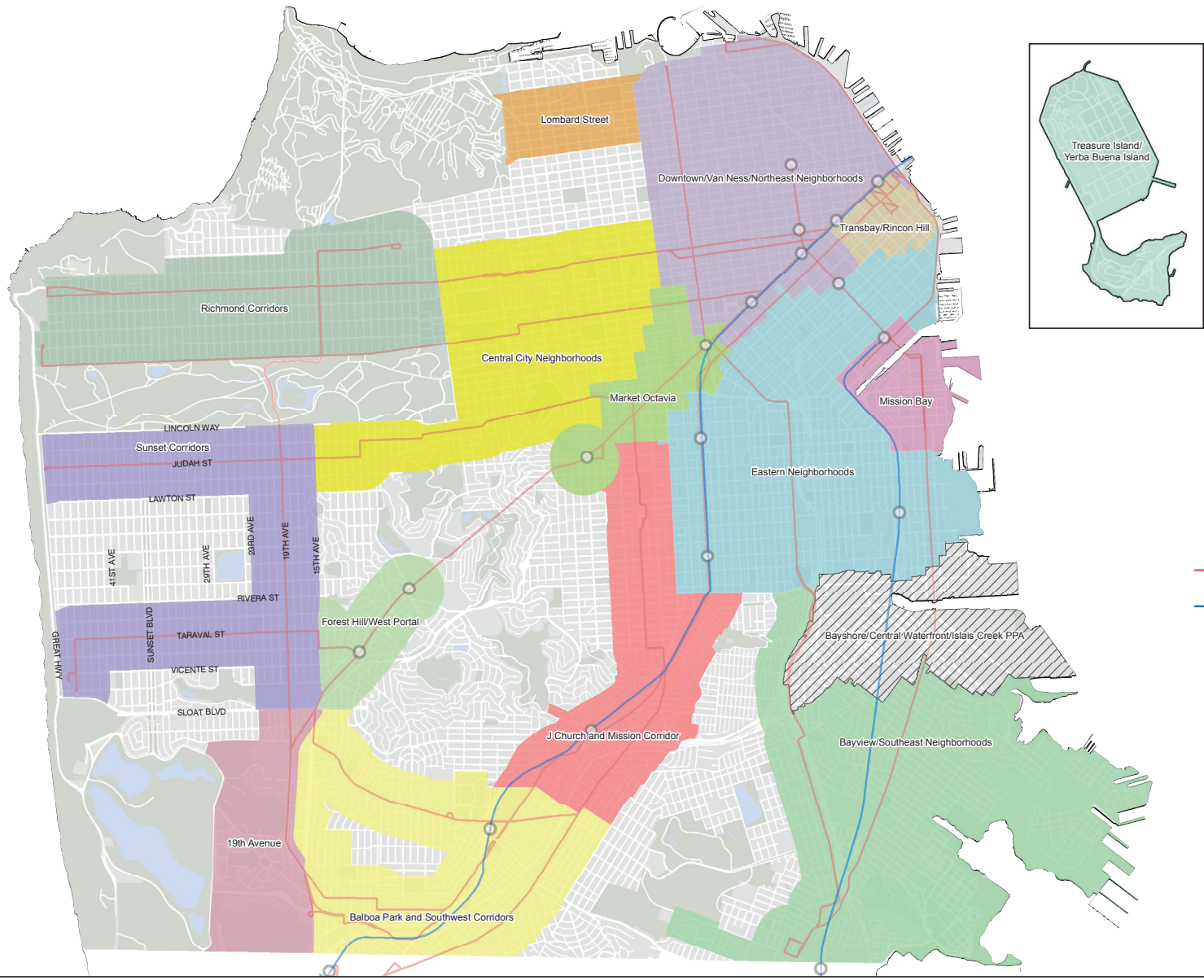
The recommended action would not have an impact on the adopted Fiscal Year 2021/22 budget; however, a portion of the proposed \$2,200,000 in OBAG Cycle 3 CMA Planning funds are included in the proposed Fiscal Year 2022/23 budget and will be included in future budgets to cover the funding for those respective fiscal years, if approved by the Board.

## **CAC POSITION**

The CAC considered this item at its April 27, 2022, meeting and adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Map of Priority Development Areas
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 - Safe Routes to School Application
- Attachment 4 - Proposed OBAG 3 Funding Framework Distribution
- Attachment 5 - Call for Projects Schedule
- Attachment 6 - Map of Equity Priority Communities
- Attachment 7 - OBAG Cycles 1 and 2 Project List

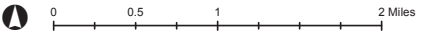


- SFMTA Rapid Network
- Regional Rail
- Priority Production Area

Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO





## Attachment 2

### One Bay Area Grant (OBAG) Cycle 3

#### Draft San Francisco Screening and Prioritization Criteria

To develop a program of projects for San Francisco's OBAG 3 County Program, the San Francisco County Transportation Authority (Transportation Authority) will first screen candidate projects for eligibility and then will prioritize eligible projects based on evaluation criteria. The Metropolitan Transportation Commission's (MTC's) OBAG 3 guidelines set most of the screening and evaluation criteria to ensure the program is consistent with Plan Bay Area and federal funding guidelines. We have added a few additional criteria to better reflect the particular conditions and needs of San Francisco and allow us to better evaluate project benefits and project readiness (as indicated by underlined text).

#### OBAG 3 Screening Criteria

Projects must meet all screening criteria in order to be considered further for OBAG funding. The screening criteria will focus on meeting the eligibility requirements for OBAG funds and include:

##### Screening Criteria for All Types of Projects

1. Project sponsor is eligible to receive federal transportation funds.
2. Project must be eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at [http://www.fhwa.dot.gov/environment/air\\_quality/cmaq/policy\\_and\\_guidance/](http://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/) (CMAQ).
3. Project scope must be consistent with the intent of OBAG and its broad eligible uses. For more information, see [MTC Resolution 4505](#) Attachment A: OBAG 3 Project Selection and Programming Policies and Attachment A, Appendix A-1: County & Local Program Call for Projects Guidelines.
4. Project must be consistent with Plan Bay Area 2050, available at <https://www.planbayarea.org/> and the [San Francisco Transportation Plan](#) (SFTP 2017 or the underway SFTP update).
5. Project must demonstrate the ability to meet all OBAG 3 programming policy requirements described in MTC Resolution 4505, including timely use of funds requirements.
6. Project sponsor is requesting a minimum of \$500,000 in OBAG funds.
7. Project has identified the required 11.47% local match in committed or programmed funds, including in-kind matches for the requested phase. Alternatively, for capital projects the project sponsor may demonstrate fully funding the pre-construction phases (e.g. project development, environmental or design) with local funds and claim toll credits in lieu of a match for the construction phase. In order to claim toll credits, project sponsors must still meet all federal requirements for the pre-construction phases even if fully-funded.
8. Sponsors shall follow the selection and contracting procedures in the Caltrans Local Assistance Procedures Manual, as applicable.

##### Additional Screening Criteria for Street Resurfacing Projects

1. Project selection must be based on the analysis results of federal-aid eligible roads from San Francisco's certified Pavement Management System.

## Attachment 2

2. Pavement rehabilitation projects must have a PCI score of 70 or below. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the Pavement Management System demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.

### OBAG 3 Prioritization Criteria

Projects that meet all of the OBAG screening criteria will be prioritized for OBAG funding based on, but not limited to the factors listed below. The Transportation Authority reserves the right to modify or add to the prioritization criteria in response to additional MTC guidance and if necessary to prioritize a very competitive list of eligible projects that exceed available programming capacity.

Based on MTC Resolution 4505 and Transportation Authority Board priorities, additional weight will be given to projects that:

1. Are located in Priority Development Areas (PDAs) or Transit-Rich Areas (TRAs), identified in locally adopted plans for PDAs, or support preservation of Priority Production Areas (PPAs). OBAG establishes a minimum requirement that 70% of OBAG funds in San Francisco be used on PDA supportive projects.
2. Are located in jurisdictions with affordable housing protection, preservation, and production strategies, including an emphasis on community stabilization and anti-displacement policies with demonstrated effectiveness.
3. Invest in historically underserved communities, including projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Priority will be given to projects that directly benefit disadvantaged populations, whether the project is directly located in an Equity Priority Community or can demonstrate benefits to disadvantaged populations.
4. Address federal performance management requirements by supporting regional performance goals for roadway safety, asset management, environmental sustainability, or system performance. For more information on federal performance management, please visit: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>.
5. Implement multiple Plan Bay Area 2050 strategies.
6. Demonstrate consistency with other regional plans and policies, including the [Regional Safety/Vision Zero policy](#), [Equity Platform](#), [Regional Active Transportation Plan](#) (*under development*), [Transit Oriented Communities \(TOC\) policy](#) update (*under development*), and the [Blue Ribbon Transit Transformation Action Plan](#).
7. Demonstrate public support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low-income and communities of color. Projects with clear and diverse community support, including from disadvantaged populations (e.g., communities historically

## Attachment 2

harmed by displacement, transportation projects and policies that utilized eminent domain, people with low incomes, people of color) and/or identified through a community-based planning process will be prioritized. An example of a community-based plan is a neighborhood transportation plan, corridor improvement study, or station area plan that is community driven.

8. Demonstrate ability to meet project delivery requirements and can be completed in accordance with MTC's Regional Project Delivery Policy (MTC Resolution No. 3606, Revised) and can meet all OBAG 3 deadlines, and federal and state delivery requirements. Projects that can clearly demonstrate an ability to meet OBAG timely use of funds requirements will be given a higher priority. In determining the ability to meet project delivery requirements, the Transportation Authority will consider the project sponsor(s)' project delivery track record for federally funded projects. The Transportation Authority will also evaluate project readiness, including current phase/status of the project, environmental clearance (CEQA/NEPA), funding plan for future phases, and outreach completed or underway. Projects that do not have some level of community outreach or design complete will be given lower priority.
9. Increase safety. Projects that address corridors on the Vision Zero High Injury Network or other locations with a known safety issue will be given higher priority. Project sponsors must clearly define and provide data to support the safety issue that is being addressed and how the project will improve or alleviate the issue.
10. Have multi-modal benefits. Projects that support complete streets, including directly benefiting multiple system users (e.g. pedestrians, cyclists, transit passengers, motorists), will be prioritized.
11. Take advantage of construction coordination. Projects that are coordinated with other construction projects, such as making multi-modal improvements on a street that is scheduled to undergo repaving, will receive higher priority. Project sponsors must clearly identify related improvement projects, describe the scope, and provide a timeline for major milestones for coordination (e.g. start and end of design and construction phases).
12. Improve transit reliability and accessibility. Priority will be given to projects that increase transit accessibility, reliability, and connectivity (e.g. stop improvements, transit stop consolidation and/or relocation, transit signal priority, traffic signal upgrades, travel information improvements, wayfinding signs, bicycle parking, and improved connections to regional transit). Additional priority will be given to projects that support the existing or proposed rapid network or rail, including projects identified in transit performance plans or programs such as the San Francisco Municipal Transportation Agency's Muni Forward program.
13. Improve access to schools, senior centers, and other community sites. Priority will be given to infrastructure projects that improve access to schools, senior centers, and/or other community sites.
14. Have limited other funding options. Sponsors should justify why the project is ineligible, has very limited eligibility, or competes poorly to receive other discretionary funds.
15. Demonstrate fund leveraging. Priority shall be given to projects that can demonstrate leveraging of OBAG funds above and beyond the required match of 11.47%.

## Attachment 2

Additional Considerations

Project Sponsor Priority: For project sponsors that submit multiple OBAG applications, the Transportation Authority will consider the project sponsor's relative priority for its applications.

Geographic Equity: Programming will reflect fair geographic distribution that takes into account the various needs of San Francisco's neighborhoods. This factor will be applied program-wide and to individual projects with improvements at multiple locations, as appropriate.

The Transportation Authority will work closely with project sponsors to clarify scope, schedule and budget; and modify programming recommendations as needed to help optimize the projects' ability to meet timely use of funds requirements.

If the amount of OBAG funds requested exceeds available funding, we reserve the right to negotiate with project sponsors on items such as scope and budget changes that would allow us to develop a recommended OBAG project list that best satisfies all of the aforementioned prioritization criteria.

In order to fund a greater number of projects, we may not recommend projects strictly in score order if we, working with MTC, are unable to match the project to OBAG 3 fund sources eligibility (e.g. CMAQ vs. STP) and/or if we are able to recommend projects for other fund sources the Transportation Authority administers if it will enable us to fund lower scoring OBAG 3 projects that would have a harder time securing other funds, thus funding more projects overall.

# San Francisco County Transportation Authority

## One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### EXPENDITURE PLAN INFORMATION

<b>Supervisory District</b>	Citywide
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### REQUEST

#### Brief Project Description

The San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure program supports the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles. Led by the San Francisco Municipal Transportation Agency (SFMTA) in partnership with the San Francisco Unified School District (SFUSD), SF-SRTS will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities.

#### Detailed Scope, Project Benefits and Community Outreach

In order to support the safe, easy and convenient transportation of children to schools in San Francisco while reducing reliance on single-family vehicles, the One Bay Area Grant (OBAG) Cycle 3 funds are requested to fund the San Francisco Safe Routes to School (SF-SRTS) Non-Infrastructure Project for an additional four years (2022-2026). Led by the San Francisco Municipal Transportation Agency (SFMTA) in robust partnership with the San Francisco Unified School District (SFUSD) and drawing on the expertise and experience of the San Francisco Department of Public Health (SFDPH) and the San Francisco Department of the Environment (SFE), the program will coordinate across all of the city's school transportation services, including planning, operations, education, outreach, and capital improvement activities (see attached org chart).

An iteration of this program is currently funded through November 2022, and the proposed scope of work would build on the foundation of the current SF-SRTS non-infrastructure program which includes educational, encouragement, experiential, and evaluation activities. The program would work to increase the percentage of students actively commuting or commuting in non-single-family vehicles to San Francisco's schools, to improve safety of walking and bicycling routes for all San Francisco school children, reduce city congestion and air pollution, and to inspire the next generations of walkers, bicyclists, and transit users.

#### Specific tasks to be accomplished through the OBAG Cycle 3 grant include:

- Identifying and implementing opportunities for in-school education related to transportation safety and choices
- Holding neighborhood skill building, encouragement, and outreach events to help reach and support parent/guardian champions, including weekend bike classes at shared schoolyards; parent-led walking school buses and bike trains; annual Walk and Roll to School Day and Bike and Roll to School week

- Identifying clusters of schools with common routes to school and connecting parents and community members to joint resources for walking, bicycling, carpooling, and transit use
- Providing technical assistance and education on personal safety in school communities where real and perceived environmental hazards are barriers to families walking and biking to school
- Coordinating between SFUSD and SFMTA's school-serving programs to streamline communication and agency response to traffic and safety needs on and around school sites, including receiving and responding to parent and community concerns, safety assessments related to existing infrastructure, identifying needs for improvements, and engaging in ongoing planning processes
- Comprehensive evaluation of program impacts on safety and mode-shift of children travelling to and from school.

To deliver the final scope of work for the program, the SRTS program will launch a competitive bid process to identify and secure the services of a contractor or contractors with expertise in culturally responsive, multi-lingual outreach, pedestrian safety, bicycle safety and education, transit use, and personal and environmental safety.

### **Participating Schools:**

The OBAG 3 SRTS Non-Infrastructure Project will encompass SRTS efforts at all of the SFUSD elementary, middle and high schools in various capacities. Schools will be equitably prioritized based on baseline and changes in school performance related to mode shift, safety concerns and equity considerations.

Only public non-charter schools are included in the program. Private schools who reach out to the Safe Routes to School Program will be supported with resources such as how-to guides. The program also runs and participates in citywide events that private school students can attend.

### **Roles and Responsibilities:**

- SFMTA – Program administration and oversight, strategic planning and goal setting, establishing workplans and deliverables, targeting of activities in collaboration with SFUSD and Consultant, new activity design in collaboration with Consultant, directing communication and promotion activities, overseeing program evaluation and reporting
- SFUSD – Communication and coordination with school staff, communication to students and families through school communication pathways, collaboration and support for activities held on school sites, collaboration with SFMTA and Consultant on determining activities best suited to individual schools, supporting the development and delivery of educational material on multi-modal transportation
- SFE – development and delivery of educational material on multi-modal transportation, in collaboration with SFMTA and SFUSD
- Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting

**Evaluating Program Metrics:**

SFMTA employs a variety of metrics to track program impact and progress towards goals. The Safe Routes to School Program performs a transportation tally at every SFUSD public non-charter school every two years to measure district-wide mode split for school trips. The SFMTA compiles and analyzes collision data to determine the number of incidents within  $\frac{1}{4}$  mile of school sites. Many factors outside of the program influence both mode choice and traffic incidents near schools, so the SFMTA also gathers metrics on the outcomes of events and activities and employs a Theory of Change for how these events and activities support behavior change. For individual program events and activities, metrics can include number of participants, mode counts, and measuring skill, knowledge, and perceptions of transportation mode choices after participation in the activity.

**Project Location**

Citywide

**Project Phase(s)**

Construction (CON)

# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	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)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2026

## SCHEDULE DETAILS

Community Outreach will occur continuously throughout the project timeline.

Project coordination will occur with SFUSD, Vision Zero initiatives, and SFMTA school-focused teams and programs such as the Schools Engineering Program, crossing guards, and the Muni Transit Ambassadors Program.



# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
One Bay Area Grant (OBAG) Cycle 3	\$7,082,400	\$0	\$0	\$7,082,400
SFMTA Operating	\$229,400	\$0	\$0	\$229,400
TBD (e.g. new revenue measure)	\$688,200	\$0	\$0	\$688,200
<b>Phases In Current Request Total:</b>	<b>\$8,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000,000</b>

## COST SUMMARY

Phase	Total Cost	Source of Cost Estimate
Planning/Conceptual Engineering	\$0	
Environmental Studies	\$0	
Right of Way	\$0	
Design Engineering	\$0	
Construction	\$8,000,000	Calculated based on salaries and expected level of effort.
Operations	\$0	
Total:	\$8,000,000	

<b>% Complete of Design:</b>	N/A
<b>As of Date:</b>	N/A
<b>Expected Useful Life:</b>	N/A

<b>Safe Routes to School-San Francisco (SRTS-SF) Non-Infrastructure Project</b>						
<b>Budget Period: December 2022 - November 2026</b>						
<b>City Staff Positions</b>	<b>Annual FTE</b>	<b>Year 1</b>	<b>Year 2</b>	<b>Year 3</b>	<b>Year 4</b>	<b>Total Budget</b>
<b>SFMTA</b>						
Planning Programs Manager (Mgr IV)	0.10	\$44,630	\$44,630	\$44,630	\$44,630	\$178,520
SRTS Program Lead (Transportation Planner III)	1.00	\$342,960	\$342,960	\$342,960	\$342,960	\$1,371,842
SRTS Program Support (Transportation Planner II)	0.50	\$146,625	\$146,625	\$146,625	\$146,625	\$586,499
<b>SFUSD</b>						
SRTS Education Lead	1.00	\$172,010	\$172,010	\$172,010	\$172,010	\$688,040
<b>SFE</b>						
Education Coordinator	0.50	\$43,775	\$43,775	\$43,775	\$43,775	\$175,100
<b>TOTAL PERSONNEL COSTS</b>						<b>\$ 3,000,000</b>
<b>Consultants/Contractual Services</b>						
Contractor and Subcontractor Services*		\$1,130,000	\$1,130,000	\$1,130,000	\$1,130,000	\$4,520,000
Other Direct Costs**		\$120,000	\$120,000	\$120,000	\$120,000	\$480,000
<b>TOTAL CONSULTANT AND CONTRACTUAL SERVICES</b>						<b>\$ 5,000,000</b>
<b>TOTAL BUDGET FOR 2022-26</b>						<b>\$ 8,000,000</b>

\*Contractor/subcontractors – Subject matter experts in bicycling, pedestrian safety, personal safety, and/or transit use. Communication and activity promotion, implementation of program activities (including annual events, bicycle classes, supervised group walks and bicycle rides, guided student field trips on Muni, and workshops on safely navigating to and from school), collecting and reporting event and activity metrics, procurement of services and materials needed for program activities and promotion, supporting annual program evaluation and reporting.

\*\*Other Direct Costs covers procurement of services and materials needed for program activities and promotion. This includes but is not limited to printing, translation, incentives, safety aids such as helmets and reflectors, and items needed to maintain and transport a fleet of bicycles for skill-building classes.

# San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
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		<b>Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Sponsor:</b>	San Francisco Municipal Transportation Agency	<b>Expiration Date:</b>	11/30/2027
<b>Phase:</b>	Construction	<b>Fundshare:</b>	%

### 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
	\$0	\$1,770,600	\$1,770,600	\$1,770,600	\$1,770,600	\$7,082,400

### Deliverables

1. Annually, SFMTA staff will provide a report on how the SRTS Non-Infrastructure project is doing with respect to achieving the established goals of reducing single family vehicle trips by 37% and school-related collisions by 50% by 2030.

## San Francisco County Transportation Authority One Bay Area Grant Cycle 3 Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program
<b>Grant Recipient:</b>	San Francisco Municipal Transportation Agency

### CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Crysta Highfield	Joel C Goldberg
<b>Title:</b>	Transportation Planner II	Grants Procurement Manager
<b>Phone:</b>	(415) 646-2454	(415) 646-2520
<b>Email:</b>	crysta.highfield@sfmta.com	joel.goldberg@sfmta.com



**One Bay Area Grant (OBAG 3) – County & Local Program**

Template Application Form (v1)

Project Information			
<b>Project Name:</b>	San Francisco Safe Routes to School Non-Infrastructure Program		
<b>Project Sponsor:</b>	SFMTA		
<b>Sponsor Single Point of Contact:</b>	Crysta Highfield 415.646.2454 Crysta.Highfield@sfmta.com		
<b>Project Location:</b>	San Francisco - citywide		
<b>Brief Project Description:</b>	The San Francisco Safe Routes to School Non-Infrastructure program delivers educational, encouragement, and experiential activities aimed at decreasing commuting in single-family vehicles to San Francisco’s schools, improving safety of walking and bicycling, reducing city congestion and air pollution, and inspiring the next generations of walkers, bicyclists, and transit users. Activities include but are not limited to annual events, pedestrian safety and bicycling classes, and supervised walks and bicycle rides to school sites.		
Program Eligibility			
<b>Federal Fund Eligibility</b> <i>Is the project eligible for federal transportation funds?</i>	Select the OBAG 3 federal fund source(s) for which the project is eligible:  <input checked="" type="checkbox"/> Surface Transportation Block Grant (STP) Program (See <a href="#">FHWA fact sheet</a> ) <input type="checkbox"/> Congestion Mitigation & Air Quality Improvement (CMAQ) Program (See <a href="#">FHWA fact sheet</a> ) <i>Note: projects eligible for CMAQ funding must provide inputs for air quality improvement calculations, using templates provided on the <a href="#">OBAG 3 webpage</a>.</i>		
<b>Eligible Project Type</b> <i>Is the project an eligible project type?</i>	Select the eligible project type(s) (refer to <a href="#">MTC Resolution No. 4505</a> for detailed eligibility guidelines):  <table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top; width: 50%;"> <p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant  <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a>)   <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure  <input type="checkbox"/> Bicycle/Pedestrian Program  <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program  <input type="checkbox"/> SRTS Infrastructure  <input type="checkbox"/> Safety project  <input type="checkbox"/> Safety Planning efforts  <input type="checkbox"/> Complete Streets improvements  <input type="checkbox"/> Streetscape improvements  <input type="checkbox"/> Local Streets and Roads Preservation  <input type="checkbox"/> Rural Roadway Improvement  <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC)  <input type="checkbox"/> CBTP/PB Project Implementation                 </td> <td style="vertical-align: top; width: 50%;"> <p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program  <input type="checkbox"/> Mobility Hub  <input type="checkbox"/> Parking/Curb Management  <input type="checkbox"/> Car/Bike Share Capital  <input type="checkbox"/> Open Space Preservation and Enhancement  <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland  <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)   <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement  <input type="checkbox"/> Transit Station Improvement  <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation  <input type="checkbox"/> Active Operational Management  <input type="checkbox"/> Mobility Management and coordination                 </td> </tr> </table>	<p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a> )  <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC) <input type="checkbox"/> CBTP/PB Project Implementation	<p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)  <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination
<p><b>Growth Framework Implementation</b></p> <input type="checkbox"/> PDA Planning Grant <input type="checkbox"/> Local Planning Grant (for other <i>Plan Bay Area 2050</i> <a href="#">Growth Geographies</a> )  <p><b>Complete Streets &amp; Community Choice</b></p> <input type="checkbox"/> Bicycle/Pedestrian Infrastructure <input type="checkbox"/> Bicycle/Pedestrian Program <input checked="" type="checkbox"/> Safe Routes to School (SRTS) Non-Infrastructure program <input type="checkbox"/> SRTS Infrastructure <input type="checkbox"/> Safety project <input type="checkbox"/> Safety Planning efforts <input type="checkbox"/> Complete Streets improvements <input type="checkbox"/> Streetscape improvements <input type="checkbox"/> Local Streets and Roads Preservation <input type="checkbox"/> Rural Roadway Improvement <input type="checkbox"/> Community-Based Transportation Plan (CBTP) or Participatory Budgeting (PB) Process in an <a href="#">Equity Priority Community</a> (EPC) <input type="checkbox"/> CBTP/PB Project Implementation	<p><b>Climate, Conservation, &amp; Resilience</b></p> <input type="checkbox"/> Transportation Demand Management (TDM) Program <input type="checkbox"/> Mobility Hub <input type="checkbox"/> Parking/Curb Management <input type="checkbox"/> Car/Bike Share Capital <input type="checkbox"/> Open Space Preservation and Enhancement <input type="checkbox"/> Bicycle/Pedestrian Access to Open Space/Parkland <input type="checkbox"/> Regional Advance Mitigation Planning (RAMP)  <p><b>Multimodal Systems Operations &amp; Performance</b></p> <input type="checkbox"/> Transit Capital Improvement <input type="checkbox"/> Transit Station Improvement <input type="checkbox"/> <a href="#">Transit Transformation Action Plan</a> Project Implementation <input type="checkbox"/> Active Operational Management <input type="checkbox"/> Mobility Management and coordination		



Policy Alignment							
<p><b>Federal Performance Goals</b>                      How does the project support federal performance measures?</p>	<p>Select the <a href="#">federal performance measures</a> that are supported by the project:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> <b>Safety:</b> Significantly reduce traffic fatalities and serious injuries for all users on all public roads and improve the safety of all public transportation systems.</li> <li><input type="checkbox"/> <b>Infrastructure Condition:</b> Improve the pavement condition on the Interstate and National Highway System (NHS) and NHS bridges and maintain the condition of public transit assets in a state of good repair.</li> <li><input type="checkbox"/> <b>Congestion Reduction:</b> Significantly reduce congestion on the NHS in urbanized areas.</li> <li><input type="checkbox"/> <b>System Reliability:</b> Improve the reliability of the Interstate system and NHS.</li> <li><input type="checkbox"/> <b>Freight Movement and Economic Vitality:</b> Improve the reliability of the Interstate system for truck travel.</li> <li><input type="checkbox"/> <b>Environmental Sustainability:</b> Maximize emission reductions from CMAQ-funded projects.</li> </ul> <p>Describe how the project supports the selected federal performance measure(s):                      The Safe Routes to School Program leads and supports volunteers in leading supervised group walks and bike rides, teaches bicycle and pedestrian skills, and encourages families to choose walking, bicycling, carpooling, and transit for trips to school.</p>						
<p><b>Plan Bay Area 2050 Strategies</b>                      How does the project align with Plan Bay Area 2050?</p>	<p>Describe how the project supports <a href="#">Plan Bay Area 2050</a> Strategies and/or <a href="#">Implementation Plan</a>:</p> <p>The project is consistent with PBA 2050, Chapter 4: Transportation, Strategies for Sustainable Connections to Opportunity, Goal #2. Create healthy and safe streets: On top of this optimized system, roads would be made safer for all users — including drivers, cyclists, rollers (for example, people that use a wheelchair or scooter) and pedestrians — through context-specific speed limit reductions and a network of protected bike lanes and trails designed for people of all ages. Strategies include building a Complete Streets network and advancing a Vision Zero road safety policy to protect all road users.</p>						
<p><b>Regional Policy Alignment</b>                      How does the project align with other regional policies and plans?</p>	<p>Select the regional plans and policies with which the project is aligned:</p> <table style="width: 100%; border: none;"> <tr> <td><input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a></td> <td><input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy</td> </tr> <tr> <td><input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a></td> <td><input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a></td> </tr> <tr> <td><input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a></td> <td><a href="#">Action Plan</a></td> </tr> </table> <p>Describe how the project aligns with the selected regional plans and/or policies:                      For Regional Safety/Vision Zero Policy, Safe Routes to Schools is specifically identified in MTC Resolution 4400 as an implementation strategy.</p> <p>For Equity Platform, the project is citywide and will include all of SF's Equity Priority Communities.</p> <p>For Regional Active Transportation Plan, the project will help create and maintain a safe environment for people walking, rolling and bike riding (i.e. what students do).</p>	<input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a>	<input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy	<input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a>	<input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a>	<input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a>	<a href="#">Action Plan</a>
<input checked="" type="checkbox"/> <a href="#">Regional Safety/Vision Zero Policy</a>	<input type="checkbox"/> <a href="#">Transit Oriented Communities</a> Policy						
<input checked="" type="checkbox"/> MTC's <a href="#">Equity Platform</a>	<input type="checkbox"/> Blue Ribbon <a href="#">Transit Transformation</a>						
<input checked="" type="checkbox"/> <a href="#">Regional Active Transportation Plan</a>	<a href="#">Action Plan</a>						
	<p>Indicate the project's relationship to <a href="#">Plan Bay Area 2050 Growth Geographies</a>:</p>						



**One Bay Area Grant (OBAG 3) – County & Local Program**

Template Application Form (v1)

<p><b>Regional Growth Geographies</b> Does the project support PBA 2050 Growth Geographies?</p>	<p><b>Priority Development Area (PDA)</b></p> <p><input checked="" type="checkbox"/> Meets the uniform definition of a PDA-supportive project (within <a href="#">one mile or less of a PDA boundary</a>) All of San Francisco is within one mile or less of a PDA boundary per <a href="#">PBA 2050 Priority Development Areas - One-Mile Buffer   PBA 2050 Priority Development Areas - One-Mile Buffer   Metropolitan Transportation Commission (ca.gov)</a>. <b>This project meets this goal.</b></p> <p><input type="checkbox"/> Does not meet the uniform definition of a PDA-supportive project, but otherwise has a clear and direct connection to PDA implementation <i>Please describe</i></p> <p><input type="checkbox"/> Included in a locally-adopted PDA plan (e.g. Specific Plan, PDA Investment and Growth Strategy) <i>Locally-adopted PDA plan reference</i></p> <p><b>Transit Rich Area (TRA)</b></p> <p><input checked="" type="checkbox"/> Within a TRA or otherwise supportive of a TRA (see <a href="#">Growth Geographies</a> map) <b>Approximately half of San Francisco is a Transit Rich Area. The SRTS non-infrastructure project is Citywide and covers the TRA. (A significant portion of the non-TRA areas are parks.</b></p> <p><b>Priority Production Area (PPA)</b></p> <p><input type="checkbox"/> Supports the preservation of a PPA (see <a href="#">Growth Geographies</a> map) <i>Please describe</i></p>
<p><b>Equity Priority Communities</b> Does the project invest in historically underserved communities?</p>	<p>Indicate how the project invests in historically underserved communities, including <i>Plan Bay Area 2050</i> <a href="#">Equity Priority Communities</a> (EPCs):</p> <p><input checked="" type="checkbox"/> Located within and supportive of an EPC (see <a href="#">Equity Priority Communities</a> map)</p> <p><input type="checkbox"/> Not located within an EPC, but is otherwise supportive of an EPC or other historically underserved community</p> <p><b>The SFMTA SRTS-Non-Infrastructure project is citywide and will include all of SF’s Equity Priority Communities.</b></p>
<p><b>Local Housing Policies</b> Is the project located in a jurisdiction with policies that support affordable housing?</p>	<p>Indicate if the project is locate in a jurisdiction that has adopted policies which support the <a href="#">“3Ps” approach to affordable housing</a> by listing the relevant adopted policies for each element of the 3Ps. Additional guidance and resources on affordable housing policies are provided on the <a href="#">OBAG 3 webpage</a>.</p> <p><input checked="" type="checkbox"/> <u>Protect</u> current residents from displacement (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p> <ul style="list-style-type: none"> <li>-Condominium Conversion Ordinance</li> <li>-Homeowner Repair or Rehabilitation</li> <li>-Home Sharing Programs</li> <li>-Just Cause Eviction</li> <li>-Locally-Funded Homebuyer Assistance</li> <li>-Rent Stabilization</li> <li>-SRO Preservation Ordinance</li> <li>-Tenant-Based Assistance</li> </ul> <p><input checked="" type="checkbox"/> <u>Preserve</u> existing affordable housing (with emphasis on policies that have demonstrated effectiveness in community stabilization and anti-displacement).</p>



	<ul style="list-style-type: none"> <li>-Acquisition/Rehabilitation/Conversion</li> <li>-Commercial Development Impact Fee</li> <li>-General Fund Allocation</li> <li>-One-to-One Replacement</li> </ul> <p><input checked="" type="checkbox"/> Produce new housing at all income levels.</p> <ul style="list-style-type: none"> <li>-By-Right Strategies</li> <li>-Commercial Development Impact Fee</li> <li>-Flexible Parking Requirements</li> <li>-Form-Based Codes</li> <li>-General Fund Allocation</li> <li>-Graduated Density Bonus</li> <li>-Housing Development Impact Fee</li> <li>-Implementation of SB743</li> <li>-Inclusionary Housing Ordinance</li> <li>-In-Lieu Fees (Inclusionary Zoning)</li> <li>-Reduced Fees or Permit Waivers</li> <li>-Streamlined Permitting Process</li> <li>-Surplus Public Lands Act</li> </ul>
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**Community Support**

<p><b>Community Support</b></p> <p><i>Does the project have community support, particularly if it is located in a historically underserved community?</i></p>	<p>Indicate if the project has demonstrated community support through one or more of the following:</p> <p><input checked="" type="checkbox"/> Public outreach responses specific to this project, including comments received at public meetings or hearings, feedback from community workshops, or survey responses.</p> <p><i>Public meetings and hearings on school transportation and safety regularly receive public comment in support of the San Francisco Safe Routes to School Program.</i></p> <p><i>- SF Board of Supervisors Youth, Young Adult, and Families Committee meeting on 1/14/2022, Hearing 211216, with presentation on implementation of traffic safety and traffic calming improvements and update on the Safe Routes to Schools Program received multiple comments in appreciation of San Francisco Safe Routes to School activities and in support of funding the program.</i></p> <p><i>-SFMTA Board of Directors Budget Workshop on 2/2/2022 with Vision Zero Action Plan discussion received multiple comments in support of funding for San Francisco Safe Routes to School</i></p> <p><i>Comments received from participants in last year’s programming include:</i></p> <p><i>“I appreciate the efforts you have made promoting outdoor exercise, fun and fitness, and Bike &amp; Roll Week! Especially during this challenging time when we are not able to gather together to bike/roll to school” – Frank McCoppin Elementary School teacher</i></p> <p><i>“Students seemed to find the activities engaging and enjoyable! Thank you for all you do to promote healthy fun and fitness and getting outdoors!” – Chinese Immersion School at DeAvila Elementary School Parent</i></p> <p><i>“When do we get to do this again?” - Presidio Middle School student</i></p> <p><i>Of elementary school teachers who reported their students’ participation in Bike &amp; Roll Week, 85% thought activities made their students more interested in biking, rolling and other forms of active transportation</i></p> <p><input checked="" type="checkbox"/> Project is consistent with an adopted local transportation plan.</p>
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**One Bay Area Grant (OBAG 3) – County & Local Program**

Template Application Form (v1)

	<p><i>San Francisco Safe Routes to School is consistent with the goals of MTC's Regional Active Transportation plan by offering training, education, and encouragement to students and parents on safe ways to travel by foot and bicycle. It is consistent with Plan Bay Area 2050's transportation goals by promoting and supporting walking, biking, transit use, and carpooling as modes for school trips.</i></p>
	<p>Indicate if the project has demonstrated support from communities disproportionately impacted by past discriminatory practices, including redlining, racial covenants, urban renewal, and highway construction that divided low income and communities of color. Resources for identifying impacted communities are available on the <a href="#">OBAG 3 webpage</a>. Community support may be demonstrated through one or more of the following:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Prioritization of the project in a Community Based Transportation Plan (CBTP) or Participatory Budgeting (PB) process. <i>CBTP or PB reference</i></li> <li><input type="checkbox"/> Endorsements from a Community-Based Organizations representing historically underserved and potentially impacted communities. <i>Description of CBO endorsement</i></li> </ul>
<b>Deliverability &amp; Readiness</b>	
<p><b>Project Readiness</b> <i>Is the project ready to be delivered?</i></p>	<p>Describe the readiness of the project, including right-of-way impacts and the type of environmental document/clearance required:</p> <p><b>The project is ongoing and, as a non-infrastructure investment, is not a "project" from an environmental vantage (CEQA/NEPA).</b></p> <p>If the project touches Caltrans right-of-way, include the status and timeline of the necessary Caltrans approvals and documents, the status and timeline of Caltrans requirements, and approvals such as planning documents (PSR or equivalent) environmental approval, encroachment permit.</p> <p><b>This is a non-infrastructure project that does not directly touch on Caltrans rights of way.</b></p>
<p><b>Deliverability</b> <i>Are there any barriers to on-time delivery?</i></p>	<p>Describe the project's timeline and status, as well as the sponsor's ability to meet the January 31, 2027 obligation deadline:</p> <p><b>The project is ongoing and will obligate the funds as soon funds are programmed in the TIP.</b></p> <p>Identify any known risks to the project schedule, and how the CTA and project sponsor will mitigate and respond to those risks:</p> <p><b>No known risks. Staffing is a post-pandemic issue for all agencies. Nonetheless, this program has experienced staff and management in place.</b></p>
<b>Project Cost &amp; Funding</b>	
<p><b>Grant Minimum</b></p>	<p><input checked="" type="checkbox"/> Project meets the minimum grant size requirements. Projects must be a minimum of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa,</p>

## One Bay Area Grant (OBAG 3) – County & Local Program

Template Application Form (v1)



<p><i>Does the project meet the minimum grant size requirements?</i></p>	<p>and Santa Clara counties) and \$250,000 for counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties).</p> <p><i>Exception request to minimum grant size</i></p>
<p><b>Local Match</b> <i>Does the project meet local match requirements?</i></p>	<p><input checked="" type="checkbox"/> Project sponsor will provide a local match of at least 11.47% of the total project cost.</p> <p><i>Notes on local match, optional</i></p>



**One Bay Area Grant (OBAG 3) – County & Local Program**  
 Template Application Form (v1)

**Project Cost & Funding**

**OBAG 3 Grant Request:**

<b>Total Grant Request</b>	7,082,400
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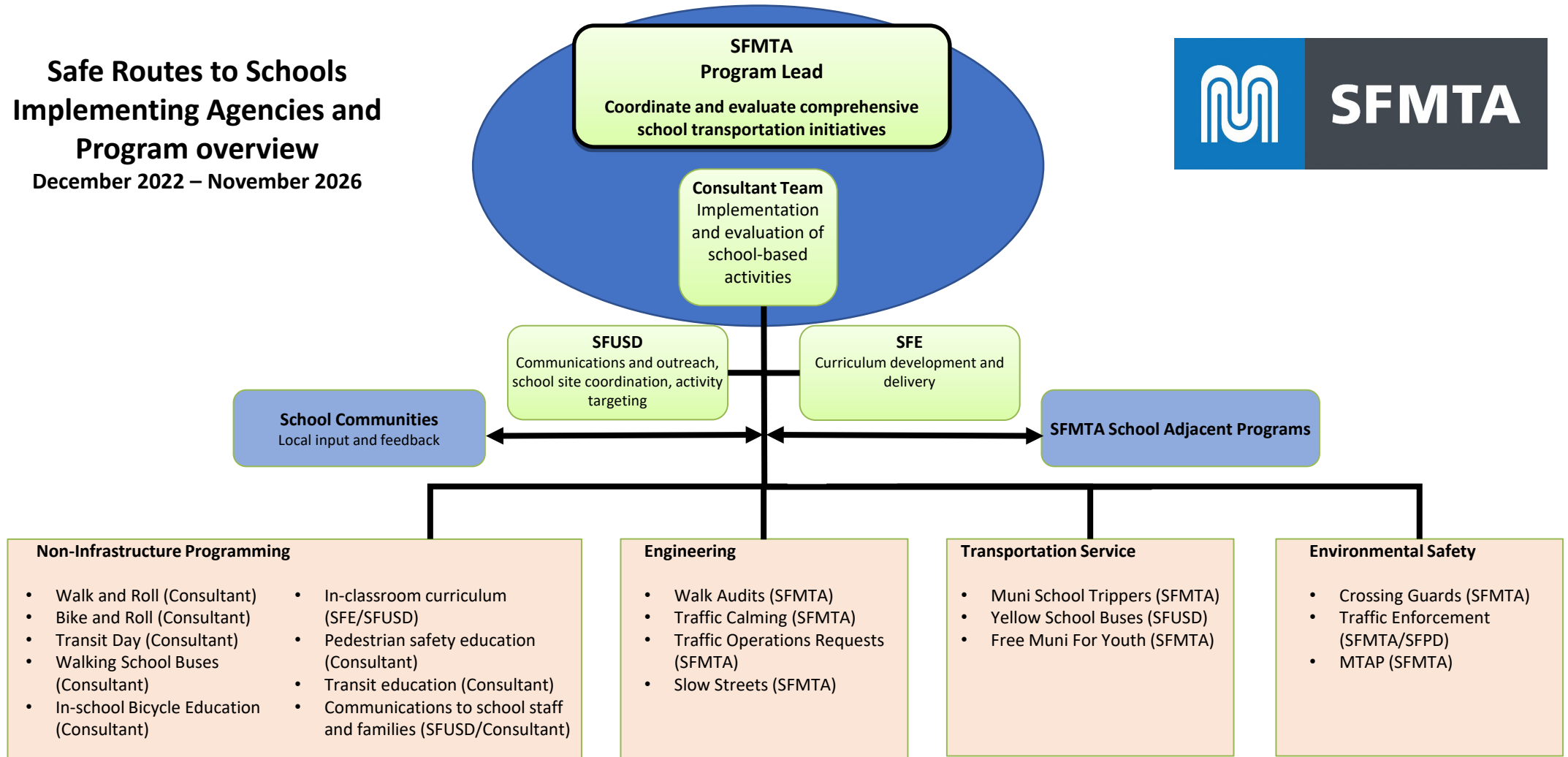
**Project Cost & Schedule:**

Project Phases	Total Cost	Secured Funds		Unsecured Funds		Schedule (Start dates: Planned, Actual)
		Amount	Fund Sources	OBAG 3 Grant Request	Remaining Funding Needed	
Planning/ Conceptual	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Environmental Studies (PA&ED)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Design Engineering (PS&E)	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Right-of-way	\$	\$	<i>Secured fund sources, notes</i>	\$	\$	Month/Year
Construction [ <b>Non- infrastructure project</b> ]	\$8,000,000	\$917,600	<i>Each year the local match will be \$229,400. SFMTA Operating will provide for Year 1 and the local transportation sales tax will cover Years 2-4.</i>	\$7,082,400	\$0	Dec 2022 – Nov 2026
<b>Total</b>	<b>\$8,000,000</b>	<b>\$ 917,600</b>		<b>\$7,082,400</b>	<b>0</b>	

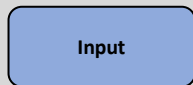
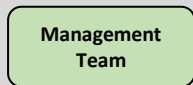
**Project Investment by Mode:**

Mode	Share of project investment
Auto	%
Transit	15%
Bicycle/Pedestrian	85%
Other	%
<b>Total</b>	<b>100%</b>

**Safe Routes to Schools  
Implementing Agencies and  
Program overview**  
December 2022 – November 2026



Legend:



**Attachment 4  
Proposed One Bay Area Grant Cycle 3 Funding Framework Distribution**

Fiscal Year(s) of Programming	Sponsor <sup>1</sup>	Project Name	Project Description	Phase(s)	District(s)	Total Project Cost	OBAG 3 Funds Proposed
FY22/23- FY25/26	SFCTA	Congestion Management Agency (CMA) Planning	This request would augment CMA Planning baseline funds for long range planning including ConnectSF and the San Francisco Transportation Plan and follow-on studies, as well as near- to medium-term planning and studies to support Priority Development Area and Equity Priority Community planning. Additional efforts may include planning for regional express bus service, waterfront planning, and equity studies, among other efforts outlined in our Annual Work Program.	Planning	Citywide	N/A	\$ 2,200,000
FY22/23- FY25/26	SFMTA	Safe Routes to School (SRTS) Non-Infrastructure Program	This request would fund the SRTS non-infrastructure program from November 2022 through November 2026, continuing the program after its current federal grant is exhausted. Led by the SFMTA in partnership with the San Francisco Unified School District and the San Francisco Department of Environment, the program supports the safe, easy and convenient transportation of children to San Francisco schools through education and outreach. OBAG 3 funds will fund planning, administration, and evaluation, in addition to implementing specific SRTS programming. We are prioritizing SRTS non-infrastructure program for OBAG 3 funds given that it lacks an ongoing dedicated funding source and there are limited discretionary funding opportunities for this ongoing program. We are recommending programming to the SRTS Non-Infrastructure program at this time to avoid any gaps in funding available to support the program after the current grant ends in November 2022.	Construction	Citywide	\$ 8,000,000	\$ 7,082,400
FY22/23- FY25/26	TBD	Open Call for Projects	The Transportation Authority will release a call for projects in May 2022 inviting eligible project sponsors to apply for OBAG 3 funds. We will evaluate and score the projects based on the Screening and Prioritization Criteria (Attachment x) to be adopted by the Transportation Authority Board and will present a list of recommended projects to the Board for approval in September 2022 before submitting to the Metropolitan Transportation Commission for final project selection.	TBD	TBD	TBD	\$ 52,855,600
						<b>Total</b>	<b>\$ 62,138,000</b>

Project Nomination Target - 120%<sup>2</sup> \$ 62,138,000

Project Nomination Target - 100%<sup>2</sup> \$ 51,680,000

<sup>1</sup> Sponsor abbreviations include: San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

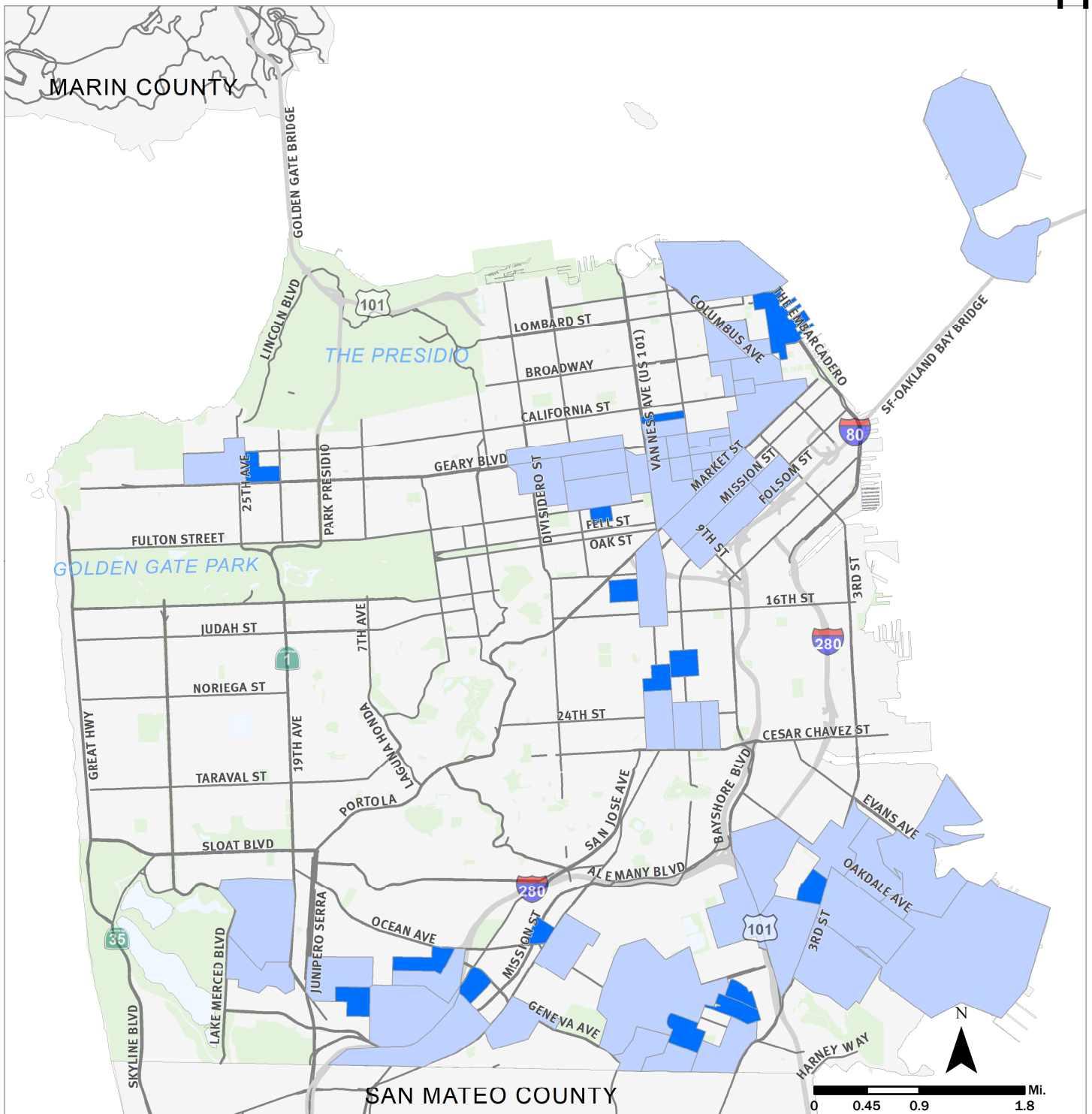
<sup>2</sup> MTC has established a target funding amount for each county based on population and housing (Regional Housing Needs Assessment, Production, and Affordability). San Francisco's targeted share is 15.2%, or approximately \$51.7 million of the \$340 million available regionwide. However, to ensure a sufficient pool of project nominations for regional project selection, MTC is soliciting nominations for 120% of the available funding capacity for the County & Local Program. With a total of \$340 million available for programming, the nomination target for the call for projects totals \$408 million (120%) and San Francisco's targeted share of \$408 million is approximately \$62 million. MTC will award \$340 million to projects selected from the larger nomination pool.



## **Attachment 5. San Francisco One Bay Area Grant (OBAG) Cycle 3 Call for Projects Schedule\***

May 10, 2022	Transportation Authority issues OBAG 3 Call for Projects (Preliminary Board approval of OBAG 3 County Framework anticipated May 10, 2022 and final approval anticipated May 24, 2022)
May 19, 2022 10:30 a.m.	Transportation Authority Technical Working Group Meeting Workshop for potential applicants
<b>July 1, 2022 by 5 p.m.</b>	<b>Applications due to the Transportation Authority</b>
August 18, 2022	Transportation Authority Technical Working Group Meeting Review draft OBAG 3 staff recommendations
September 7, 2022	Transportation Authority Community Advisory Committee - ACTION OBAG 3 Program of Projects
September 13, 2022	Transportation Authority Board - PRELIMINARY ACTION OBAG 3 Program of Projects
September 27, 2022	Transportation Authority Board - FINAL ACTION OBAG 3 Program of Projects
September 30, 2022	Transportation Authority submits OBAG 3 Program of Projects to Metropolitan Transportation Commission for consideration
January 2023	Metropolitan Transportation Commission programs OBAG 3 funds

\*Transportation Authority Board and Community Advisory Committee meeting dates and materials are subject to change. Please visit <http://www.sfcta.org/meetings> for the most up to date information.



# San Francisco Equity Priority Communities 2021

- MTC 2021 Equity Priority Communities<sup>^</sup>
- SFCTA 2021 supplemental Equity Priority Communities boundaries\*
- Parks and Open Space

\*Supplemental boundaries based on analysis conducted at block group-level, any block group meeting MTC's Equity Priority Communities definition and contiguous with MTC identified census tracts are included.  
<sup>^</sup>Equity Priority Communities were formerly called Communities of Concern



**Attachment 7.**  
**One Bay Area Grant Cycles 1 and 2 Funded Projects**

<b>Sponsor*</b>	<b>Project Name</b>	<b>OBAG Funds</b>	<b>Total Project Cost</b>
<b>Cycle 1 Completed</b>			
SFPW	Chinatown Broadway Streetscape Improvement <sup>1,3</sup>	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School <sup>3,4</sup>	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement <sup>4</sup>	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement <sup>2</sup>	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor <sup>1</sup>	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets <sup>2</sup>	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
<b>Cycle 1 Total</b>		<b>\$ 35,015,735</b>	<b>\$ 264,312,638</b>

<b>Sponsor*</b>	<b>Project Name</b>	<b>OBAG Funds</b>	<b>Total Project Cost</b>
<b>Cycle 2 Completed</b>			
SFPW	John Yehall Chin Elementary Safe Routes to School <sup>6</sup>	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	\$ 2,813,264	\$ 3,177,752
<b>Cycle 2 Work Progressing</b>			
SFPW	Better Market Street <sup>5,6</sup>	\$ 3,366,000	\$ 603,720,000
SFMTA	Central Subway <sup>5</sup>	\$ 15,980,000	\$ 1,578,300,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$ 1,980,253,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	\$ 2,000,000	\$ 25,537,000
<b>Cycle 2 Total</b>		<b>\$ 42,286,000</b>	<b>\$ 4,259,843,752</b>
<b>Grand Total</b>		<b>\$ 77,301,735</b>	<b>\$ 4,524,156,390</b>



**Attachment 7.**  
**One Bay Area Grant Cycles 1 and 2 Funded Projects**

\*Project Sponsor acronyms include: San Francisco Bay Area Rapid Transit District (BART), Peninsula Corridor Joint Powers Board (Caltrain), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Works (SFPW), and Transbay Joint Powers Authority (TJPA).

1 As part of OBAG 1, MTC assigned \$1.91 million in STIP Transportation Enhancement funds to SFPW's Chinatown Broadway IV streetscape project. However, the STIP funds were unavailable when needed so the funds were swapped with SFMTA local revenue bond funds. In October 2015, the Transportation Authority Board reprogrammed the funds to SFPW's Lombard Street US-101 Corridor Improvement via the 2016 Regional Transportation Improvement Program, as requested by SFMTA and SFPW Resolution 16-19.

2 In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project, with the condition that SFMTA continue to follow OBAG reporting requirements for the Masonic Avenue project. See the Plans and Programs Committee memo (February 3, 2015) and Resolution 15-42 for more detail.

3 On December 15, 2015, the Transportation Authority Board approved SF Public Works' request to reprogram \$67,265 cost savings from the recently completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

4 On June 28, 2016, the Transportation Authority Board approved SF Public Works' request to reprogram additional \$51,215 from the completed ER Taylor SR2S to Second Street to cover the cost of the pedestrian lighting, which was added to the scope per the community's request.

5 On November 27, 2018, the Transportation Authority Board approved a Prop K fund exchange with Better Market Street to help backfill the Central Subway RIP commitment. See Resolution 19-22 for more detail.

6 On July 23, 2019, the Transportation Authority Board approved a Prop K/OBAG fund exchange between Better Market Street and John Yehall Chin to assist with project delivery. See Resolution 20-02 for more detail.

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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO WMH CORPORATION IN AN AMOUNT NOT TO EXCEED \$2,700,000 FOR THE DESIGN PHASE AND CALTRANS RIGHT-OF-WAY APPROVAL OF THE HILLCREST ROAD WIDENING PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Treasure Island/Yerba Buena Island Redevelopment Environmental Impact Report requires roadway improvements on Yerba Buena Island including Hillcrest Road; and

WHEREAS, The existing Hillcrest Road does not meet San Francisco Public Works' safety standards such as sidewalks and bike lanes; and

WHEREAS, In Spring 2020, the Treasure Island Development Authority (TIDA) was awarded a \$30,000,000 Infill Infrastructure Grant (IIG) by the State of California Department of Housing and Community Development for the widening of Hillcrest Road to improve safety and traffic circulation; and

WHEREAS, TIDA requested the Transportation Authority to lead and manage project development efforts for the Hillcrest Road Widening Project (Project); and

WHEREAS, The Transportation Authority is seeking consultant support to provide engineering and design services for the Project; and

WHEREAS, The scope of services will include project management, right of way engineering, and project engineering and design for plans, specifications, and estimates; and

WHEREAS, On December 23, 2020, the Transportation Authority issued a



Request for Proposals for consultant services, and by the due date of January 28, 2021, received one proposal in response to the Request for Proposals; and

WHEREAS, A multi-agency selection panel comprised of staff from the Transportation Authority, TIDA, and the Bay Area Toll Authority evaluated the proposal based on qualifications and other criteria identified in the Request for Proposals and interviewed one firm on March 11, 2021; and

WHEREAS, The selection panel recommended award of the contract to WMH Corporation; and

WHEREAS, The contract will be funded with IIG funds awarded to TIDA and passed-through to the Transportation Authority through a Memorandum of Agreement with TIDA; and

WHEREAS, The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee considered the subject contract award and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year professional services contract to WMH in an amount not to exceed \$2,700,000 for the design phase and Caltrans right-of-way approval of the Hillcrest Road Widening Project; and

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



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

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



## Memorandum

### AGENDA ITEM 10

**DATE:** April 27, 2022

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo -Chief Deputy

**SUBJECT:** 5/10/22 Board Meeting: Award a Two-Year Professional Services Contract to WMH Corporation in an Amount Not to Exceed \$2,700,000 for the Design Phase and Caltrans Right-of-Way Approval of the Hillcrest Road Widening Project

**RECOMMENDATION**    Information    Action

- Award a two-year professional service contract to WMH Corporation in an amount not to exceed \$2,700,000 for the design phase and California Department of Transportation (Caltrans) right-of-way approval of the Hillcrest Road Widening Project (Project)
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

**SUMMARY**

The Project will install a single direction 2-lane roadway with a dedicated bike path from the West Side Bridges Seismic Retrofit Project to the I-80 interchange at Southgate Road. The Treasure Island Development Authority (TIDA) has requested that the Transportation Authority lead and manage project development efforts for the Hillcrest Project given our prior significant management experience on Yerba Buena Island (YBI). TIDA was awarded a \$30,000,000 Infill Infrastructure Grant for the Project in Spring 2020. TIDA and the State of California Department of Housing and Community Development after significant delay have recently executed the required grant agreement to allow for project development efforts to proceed. We issued a Request for Proposal (RFP) on December 23, 2020 seeking consultant support to provide preliminary engineering and design services for the Project. We received one proposal by the due date of January 28, 2021. Following evaluation of proposal and interview, the selection panel, comprised of staff from TIDA, Bay Area Toll Authority (BATA) and Transportation Authority, recommends award of the contract to WMH Corporation (WMH).

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



## **BACKGROUND**

The redevelopment of Treasure Island (TI) and YBI will transform the islands into a new San Francisco neighborhood with new businesses, homes, retail, parks, and transportation modes. At full buildout, the redevelopment will create 8,000 new housing units and anticipates up to 25,000 new residents, workers and thousands of visitors each year. To improve traffic circulation around the islands, the roads are being upgraded to meet anticipated increasing demands. Hillcrest Road on YBI connects Treasure Island Road to both Southgate Road and the eastbound I-80 on-ramp to the Bay Bridge. It plays a vital connection role across YBI and between the two spans of the Bay Bridge. Hillcrest Road does not meet current City and County of San Francisco Public Works (SFPW) standards.

TIDA requested that the Transportation Authority lead the effort to prepare and obtain approval for all required technical documentation and permits for the Hillcrest Project because of the Transportation Authority's expertise and experience on other YBI engineering projects including YBI Ramps Improvement Project, Southgate Road Realignment Project, and West Side Bridges Seismic Retrofit Project. These documents include preliminary engineering, environmental documents, and plans, specifications, and estimates (PS&E).

The TI/YBI Redevelopment Project Environmental Impact Report (EIR) includes roadway improvements on YBI including Hillcrest Road. The Hillcrest Project will widen Hillcrest Road and provide two travel lanes and a Class II bicycle lane. This is consistent with the TI/YBI Redevelopment EIR. The widened Hillcrest Road will also be converted to one-way traffic flow which was evaluated and approved by Caltrans and the Transportation Authority as part of a National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) re-validation prepared for the YBI Southgate Road Realignment Project in 2019.

The execution of a standard agreement between TIDA and the State was delayed due to lengthened State legal procedures. In December 2021, TIDA and the State executed the standard agreement which allows work to start on the Hillcrest Project. The Hillcrest Project will require close coordination and consultation with all stakeholders including the TIDA, Caltrans, Bay Area Toll Authority (BATA), SFPW and the United States Coast Guard.

## **DISCUSSION**

The Hillcrest Project will install a single direction 2-lane roadway with a dedicated bike path from the West Side Bridges Seismic Retrofit Project to the I-80 interchange at Southgate Road (see Attachment 1). The planned roadway width will vary from 36-feet to 40-feet wide for the segment between the West Side Bridges Seismic Retrofit Project and the I-80 Tunnel Portal (Portal), and continue as a 40-foot wide facility from the Portal to the Forest Road Intersection. The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$27 million which includes construction capital costs, construction management and inspection services. Subject to securing funding for the construction phase, construction could begin in Summer 2025.



The Hillcrest Project will to the extent possible make provisions for the future YBI Multi-use Pathway Project planned from the San Francisco Oakland Bay Bridge (SFOBB) eastern span to the newly constructed TI ferry terminal as well as the connection to the BATA planned SFOBB western span bike path known as the West Span Path.

**Procurement Process.** We issued an RFP for design service for the Hillcrest Project on December 23, 2020. We hosted a virtual pre-proposal conference on January 5, 2021, which provided opportunities for small businesses and larger firms to meet and form partnerships. 31 firms attended the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of January 28, 2021, we received one proposal in response to the RFP. A selection panel comprised of Transportation Authority, TIDA, and BATA staff evaluated the proposal based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held an interview with the proposed team on March 11, 2021. The panel recommends that the Board award the contract to WMH Corporation, as the team demonstrated clear understanding of project objectives and challenges, specifically, around YBI transportation improvements, Bay Bridge bike/ped connections and the planned YBI multi-use path.

We established a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal of 15% for this contract. WMH's proposal exceeded the contract goal. The WMH team includes a combined 92% DBE/SBE participation from multiple firms, including WMH Corporation (SBE), Associated Right of Way Services (SBE), Haygood & Associates (DBE), MGE Engineering (DBE), Towill (SBE), and Y&C Transportation Consultants, Inc. (DBE). WMH Corporation's headquarters office is located in San Jose, California.

## **FINANCIAL IMPACT**

The contract amount will be funded with Infill Infrastructure Grant funds awarded to TIDA by the State. The Transportation Authority has a Memorandum of Agreement with TIDA for the reimbursement of consultant design services. The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

## **CAC POSITION**

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.





## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Project Map
- Attachment 2 - Scope of Services

# 130 YBI Construction Projects

Attachment 1

**Forest Road Detour (TICD)**  
(2022 - 2025)

**Macalla Road Reconstruction (TICD)**  
(2019 - 2021)

**YBI WB Ramps**  
Opened October 2016

**YBI Vista Point**  
Opened May 2017

**I-80 EB Off-Ramp/Southgate Road Realignment (SFCTA)**  
(2020 - 2022)

**West Side Bridges Project (SFCTA)**  
(2022 - 2025)

**Hillcrest Road Widening Project**  
(2025 - 2028)



San Francisco  
County Transportation  
Authority



## **Attachment 2 Scope of Services**

Contractor shall prepare plans, specifications, and estimates for the Hillcrest Road Widening Project (Hillcrest Project). It is estimated that a contract will be awarded for a two-year term.

Specific tasks include: 1) Project Management, 2) Right of Way Engineering, and 3) Project Engineering and Design. The tasks are detailed below.

### **Task 1 - Project Management**

This task provides for management of civil engineering design efforts, interagency coordination meetings, and regular progress updates. Contractor will perform the following project management tasks and activities:

- Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- Coordinate all design staff and any subconsultants to assure the free and timely flow of information for each task activity.
- Assure that all documents requiring City oversight review are prepared in accordance with City standards, guidelines, and procedures.
- Assure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- Prepare a detailed Critical Path Method (CPM) schedule to meet milestone deliverables and required board cycle approvals.
- Reporting: Prepare monthly reports detailing work activity in the period, schedule, cost and performance against key project objectives and metrics.

### **Task 2 - Right of Way Engineering**

This task consists of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit and United States Coast Guard (USCG) easements if necessary.

Deliverables:



- All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City, USCG, and Caltrans standards.
- Caltrans Encroachment Permit
- Right-of-Way Easement
- Coordination with USCG and Treasure Islande Development Authority (TIDA)

### **Task 3 - Project Engineering and Design**

Final design shall consist generally of the preparation of PS&E in accordance with current City and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the Project. In addition, the selected consultant shall be responsible for the preparation, submittal, and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed:

#### 3.1 PS&E (35% Submittal)

Deliverables:

- Geometric Approval Drawings including design exceptions if necessary
- 35% Plans including typical cross sections
- Structures Type Selection Report
- QA/QC documentation

#### 3.2 PS&E (65% Submittal)

Deliverables:

- 65% Plans
- Geotechnical Materials Report
- Foundation Report
- Hydraulics Report
- All necessary City permits
- Draft Agreements and Permits (Caltrans and utility providers, etc.)
- Draft Storm Water Pollution Prevention Plan (SWPPP)
- Draft Construction Cost Estimate



- Electronic copy of plans, design, reports, draft permits, and draft agreements
- Traffic Management Plan
- Constructability Review

### 3.3 PS&E (95% Submittal)

#### Deliverables:

- 95% Plans
- Draft Final SWPPP
- Construction Cost Estimate
- Constructability Review
- Draft Agreements and Permits (City, Caltrans, and utility providers, etc.)
- Electronic copy of plans, design, reports, draft permits, and draft agreements
- QA/QC documentation

**Project schedule:** The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.

- Contract Award - May 2022
- 35% PS&E and all Task 3.1 deliverables - March 2023
- 65% PS&E and all Task 3.2 deliverables - September 2023
- 95% PS&E and all Task 3.3 deliverables - May 2024

Preparation of the design engineering, City and County of San Francisco permits and approvals, CCSF easement, and Caltrans encroachment permit shall commence immediately following receipt of an executed contract from the Transportation Authority. Contractor shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.

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RESOLUTION AWARDING A TWO-YEAR PROFESSIONAL SERVICES CONTRACT TO MARK THOMAS AND COMPANY, INC. IN AN AMOUNT NOT TO EXCEED \$1,850,000 FOR THE DESIGN PHASE AND CALTRANS RIGHT-OF-WAY APPROVAL OF THE I-280 SOUTHBOUND OCEAN AVENUE OFF-RAMP PROJECT, AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL TERMS AND CONDITIONS

WHEREAS, The Balboa Park Station Area, located in the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity; and

WHEREAS, The Balboa Park Area Circulation Study (2014) focused on reconfigurations of the I-280 Ocean Avenue and Geneva Avenue off-ramps to improve pedestrian and bicyclists' safety, traffic circulation, and station access; and

WHEREAS, The existing southbound I-280 off-ramp at Ocean Avenue is a high-speed, single-lane, uncontrolled merge onto westbound Ocean Avenue, which creates a pedestrian safe crossing challenge as well as automobile conflicts with bicycles and buses; and

WHEREAS, The Transportation Authority collaborated with the California Department of Transportation (Caltrans) to complete the Project Study Report - Project Report and received Caltrans' project approval in January 2021; and

WHEREAS, The project received a California Environmental Quality Act Categorical Exclusion determination in July 2020; and

WHEREAS, The Transportation Authority is seeking consultant support to provide design and engineering services and Caltrans right-of-way approval for the I-280 Southbound Ocean Avenue Off-Ramp Project; and



WHEREAS, The scope of services will include project management, right of way engineering, and project engineering and design for plans, specifications, and estimates; and

WHEREAS, On January 4, 2022, the Transportation Authority issued a Request for Proposals for consultant services, and by the due date of February 11, 2022, received two proposals in response to the Request for Proposals; and

WHEREAS, A selection panel comprised of staff from the Transportation Authority and Caltrans evaluated the proposals based on qualifications and other criteria identified in the Request for Proposals and interviewed two firms on February 28, 2022; and

WHEREAS, Based on the results of the competitive selection process, the selection panel recommended award of the contract to the highest-ranking firm: Mark Thomas and Company, Inc.; and

WHEREAS, The contract will be funded with State Local Partnership Program grant funds programmed by the Transportation Authority and administered by Caltrans and a Prop K sales tax appropriation; and

WHEREAS, The approved Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract; and

WHEREAS, At its April 27, 2022 meeting, the Community Advisory Committee was briefed on the subject contract award and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards a two-year





professional services contract to Mark Thomas and Company, Inc. in an amount not to exceed \$1,850,000 for the design phase and Caltrans right-of-way approval of the I-280 Southbound Ocean Avenue Off-Ramp Project; and

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

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

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



## Memorandum

### AGENDA ITEM 11

**DATE:** April 28, 2022

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy

**SUBJECT:** 5/10/22 Board Meeting: Award a Two-Year Professional Services Contract to Mark Thomas & Company, Inc. in an Amount Not to Exceed \$1,850,000 for the Design Phase and Caltrans Right-of-Way Approval of the I-280 Southbound Ocean Avenue Off-Ramp Project

#### RECOMMENDATION

Information  Action

- Award a two-year professional service contract to Mark Thomas & Company, Inc. in an amount not to exceed \$1,850,000 for the design phase and California Department of Transportation (Caltrans) right-of-way approval for the I-280 southbound Ocean Avenue Off-Ramp Project
- Authorize the Executive Director to negotiate contract payment terms and non-material terms and conditions

#### SUMMARY

We are seeking consultant services to provide design and engineering services and Caltrans right-of-way approval for the I-280 southbound Ocean Avenue Off-Ramp Project (Project). The goal of this project is to realign the I-280 southbound Ocean Avenue off-ramp into a T-intersection with signal control to enhance bicycle and pedestrian safety. We issued a Request for Proposals (RFP) on January 4, 2022. By the proposal due date of February 11, 2022, we received two proposals. Following interviews with both firms, the selection panel, with participation from Caltrans and Transportation Authority staff, recommended Mark Thomas & Company, Inc. (Mark Thomas) to provide the requested services.

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

#### BACKGROUND

The Balboa Park Station Area, located in the central south side of San Francisco, is a busy and multi-faceted hub of transportation activity. Home to the busiest Bay Area Rapid Transit (BART) station outside of Downtown San Francisco, a San Francisco Municipal Transportation Agency (SFMTA) Muni light rail terminal and maintenance facility, multiple bus lines along



Geneva and Ocean Avenues, and a historic streetcar depot. This area is one of the most important and heavily used transit hubs in the region. Meanwhile, Interstate 280 (I-280) traverses the neighborhood, with six freeway ramps tying into the local street network directly adjacent to the BART Station. While this interchange provides vehicular access to regional transit and other neighborhood destinations, it also contributes to congestion, safety, and access issues, and degrades the quality of the surrounding area.

In 2014 we conducted the Balboa Park Area Circulation Study, which analyzed reconfiguration of the I-280 southbound Ocean Avenue off-ramp to improve pedestrian and bicyclists' safety, traffic circulation, and station access. The existing southbound I-280 off-ramp at Ocean Avenue is a high-speed, single-lane, uncontrolled merge onto westbound Ocean Avenue. This configuration presents a major pedestrian crossing challenge as well as automobile conflicts with bicycles and buses. The selected recommendation from the Balboa Park Area Circulation Study was to realign the I-280 southbound Ocean Avenue off-ramp into a T-intersection with signal control to enhance bicycle and pedestrian safety.

We collaborated with Caltrans to complete the Project Study Report - Project Report and received Caltrans' project approval in January 2021. The project received California Environmental Quality Act Categorical Exemption approval in July 2020 and is anticipated to receive National Environmental Policy Act Categorical Exclusion approval by Caltrans during final design.

The Project area supports a high volume of pedestrian traffic due to the vicinity of the Balboa Park BART and Muni stations. Additionally, there are pedestrian destinations in the vicinity of the Balboa Park neighborhood, such as City College, Lick-Wilmerding High School, Balboa Park, and neighborhood retail along Ocean Avenue. Ocean Avenue is the primary east-west bicycle route in the area, with a mix of Class II bicycle lanes and Class III bicycle routes in each direction. This segment of Ocean Avenue has also been identified as part of the Vision Zero High Injury Network and is specifically a high-injury corridor for cyclists. The Vision Zero Action Strategy calls for redesign of corridors and intersections, with treatments to increase safety and reduce fatal crashes by improving visibility, calming traffic speeds, and encouraging road user compliance.

## **DISCUSSION**

The project development process for the Project will consist of design engineering, City and County of San Francisco permitting, Caltrans encroachment permit, Right-of-Way easement, final project design, and preparation of Plans, Specifications/Special Provisions and Estimates. This scope of work covers all work tasks (see Attachment 1 for detailed scope).

**Procurement Process.** We issued an RFP for design and engineering services and Caltrans right-of-way approval for the Project on January 4, 2022. We hosted a virtual pre-proposal conference on January 12, which provided opportunities for small businesses and larger firms to meet and form partnerships. 34 firms registered for the conference. We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: San Francisco Chronicle, San Francisco Examiner, San Francisco Bayview, Small Business Exchange, Nichi Bei, El Reportero, and World Journal. We



also distributed the RFP to certified small, disadvantaged, and local businesses; Bay Area and cultural chambers of commerce; and small business councils.

By the due date of February 11, we received two proposals in response to the RFP. A selection panel comprised of Transportation Authority and Caltrans staff evaluated the proposals based on qualifications and other criteria identified in the RFP, including the proposer's understanding of project objectives, technical and management approach, and capabilities and experience. We held interviews with the two proposed teams on February 28. Based on the competitive process defined in the RFP and interviews, the panel recommends that the Board award the contract to Mark Thomas. The Mark Thomas team distinguished itself based on having a better understanding of project objectives and challenges, specifically, around working with multiple stakeholders; and addressing retaining wall, geotechnical, and Muni track challenges.

We established a Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE) goal of 15% for this contract. Mark Thomas' proposal exceeded the contract goal. The Mark Thomas team includes a combined 19% DBE/SBE participation from multiple subconsultants, including Parikh Consultants Inc. (DBE) and Parisi Transportation Consulting (SBE). Mark Thomas' headquarters office is located in San Jose, California.

The design phase is anticipated to take two years to complete. The preliminary construction estimate for the project is \$21.9 million which includes construction costs and construction management services. Subject to securing funding for the construction phase, construction could begin in Spring 2025.

## **FINANCIAL IMPACT**

The contract amount will be funded with state Local Partnership Program (LPP) grant funds, programmed by the Transportation Authority and administered by Caltrans, and a Prop K appropriation, approved in June 2021 through Resolution 21-55. The California Transportation Commission approved LPP funding for this project on August 18, 2021. This contract is contingent upon execution of a funding agreement with Caltrans for state LPP funding. The adopted Fiscal Year 2021/22 budget amendment includes this year's activities and sufficient funds will be included in future year budgets to cover the remaining cost of the contract.

## **CAC POSITION**

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Scope of Services



## **ATTACHMENT 1**

### **CONSULTANT SCOPE OF SERVICES**

Professional consultant services will provide the necessary engineering services to produce all necessary documents required to produce Plans, Specifications/Special Provisions and Estimates (PS&E). Contractor shall be responsible for all work necessary to complete PS&E, and shall comply with applicable local, State, and Federal standards and requirements.

Specific tasks include: 1) project management elements, 2) Right-of-Way engineering, and 3) PS&E through Final Design to enable bidding of the project for construction.

#### **TASK 1 - PROJECT MANAGEMENT**

1.1 General Project Management - Contractor will perform the following project management tasks and activities:

- a) Supervise, coordinate, and monitor products development, for conformance with the Transportation Authority, San Francisco Public Works (SFPW), San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and Caltrans standards and policies.
- b) Coordinate all design staff and any subconsultants to assure the free and timely flow of information for each task activity.
- c) Assure compliance with codes and standards, as acceptable to SFPW, SFMTA, SFPUC, and Caltrans, and as approved by the Transportation Authority. An example would be the use of City and County San Francisco standards for arterials, local roads, utilities, retaining walls, and signage in City right-of-way; and Caltrans' standards in Caltrans' right-of-way.
- d) Assure that all documents requiring City and County of San Francisco (SFPW, SFMTA, and SFPUC) oversight review are prepared in accordance with City and County of San Francisco standards, guidelines, and procedures.
- e) Assure that all documents requiring Caltrans' approval are prepared in accordance with Caltrans' standards, guidelines, and procedures.
- f) Prepare a detailed Critical Path Method (CPM) schedule within two weeks after contract execution and submit an updated electronic file schedule on a monthly basis to Transportation Authority staff.
- g) Prepare agendas and minutes for project team meetings.
- h) Prepare and submit correspondences and memorandums.

1.2 Project Administration - Contractor will perform the following project administrative duties:



- a) Prepare and submit monthly progress reports in the format directed by the Transportation Authority that will identify work performed on each task the preceding month. Percent complete compared to percentages billed for each task will be shown. Narratives will also compare progress in meeting the CPM schedule and will contain proposals for addressing any schedule issues.
- b) Prepare a monthly summary of total charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for the Transportation Authority consideration before an item becomes a funding issue.
- c) Provide monthly reporting indicating the amount of DBE and SBE firm participation based upon current billing and total billed to date.
- d) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and subconsultant charges. Detailed support documentation for all consultant direct expenses and subconsultant charges will be attached.

1.3 Quality Assurance/Quality Control (QA/QC) - Contractor will establish and implement a QA/QC procedure for activities undertaken by staff and by subconsultants. The QA/QC procedure set forth for the project shall be consistent with Caltrans' most recent version of the "Guidelines for Quality Control/Quality Assurance for Project Delivery". The QA/QC process for this project will consist of the following minimum reviews:

- a) Discipline Review - Each responsible discipline leader will perform technical checking.
- b) Peer Review/Coordination Checking - Coordination and independent checking activities will be performed by a separate group of engineers who have the capability to identify and evaluate coordination problems and to initiate, recommend, or provide solutions.
- c) Constructability Review - A constructability review will be performed at major milestones.

1.4 Agency Coordination - Contractor will coordinate with agencies and companies as required for project development. Coordination effort will include the following organizations:

- a) SFMTA
- b) SFPW
- c) SFPUC
- d) Caltrans



- e) Affected utility and telecommunication companies
- f) Regulatory agencies
- g) City College of San Francisco (CCSF)
- h) Other stakeholders as necessary

1.5 Progress Meetings and Reporting - Contractor will attend, and conduct as necessary, the following meetings:

- a) Project Kick-Off meeting with Transportation Authority, SFPW, SFMTA, SFPUC, and Caltrans to identify the issues to be resolved, and to review the project scope of work.
- b) Technical workshop meetings with Transportation Authority, SFPW, SFMTA, SFPUC, Caltrans, utility companies, and other agencies to resolve identified issues.
- c) Regular monthly Project Development Team (PDT) Meetings. The selected consultant will conduct each of these meetings. The Transportation Authority will determine the location for the meetings. Required activities include the following:
  - i. Preparation and distribution of the agenda for the PDT meetings.
  - ii. Preparation and submittal of Status of Submittals Register.
  - iii. Preparation and distribution of meeting minutes, with action items clearly indicated, within five (5) days after each PDT Meeting.
- d) Public meeting(s) and hearing(s) to present preliminary alternatives and obtain public input in coordination with the Transportation Authority, SFPW, SFMTA, and SFPUC.

## **TASK 2 - RIGHT OF WAY ENGINEERING**

Task 2 consist of all right-of-way engineering for the Project including obtaining Caltrans Encroachment Permit, utility relocation, and CCSF easements if necessary.

*Deliverables:*

- *All right-of-way engineering deliverables (Hard Copy, Appraisal Maps, Plat Maps, Legal Descriptions, etc.) prepared in accordance with City and County of San Francisco, and Caltrans standards*
- *Caltrans Encroachment Permit*
- *Right-of-Way Easement from CCSF for retaining wall and tie-backs*
- *Utility relocation right-of-way may include relocating an underground electric vault, water lines, gas lines, sewer, storm drain, overhead contact system, streetlights, and fiber optic lines as necessary*
- *CCSF bicycle/pedestrian entrance next to project and related right-of-way easement (Optional)*



### **TASK 3 - PROJECT ENGINEERING AND DESIGN**

The project development process for the Project will consist of design engineering, the appropriate technical studies and reports as needed, final design and preparation of PS&E. The Transportation Authority maintains the right to amend the contract of the selected consultant to continue with each task or subtasks. Final design shall consist generally of the preparation of plans, specifications and estimates in accordance with current City and County of San Francisco and Caltrans standards. The final contract plans shall include all necessary plan sheets required for the complete construction of the project. In addition, the selected consultant shall be responsible for the preparation, submittal and approval of all accompanying documents (i.e., various design reports, utility relocations, permits, agreements, reports, survey notes, slope stake notes, SFPW permits and requirements, SFMTA permits and requirements, SFPUC permits and requirements, and Caltrans District Office Engineer/Headquarters Office Engineer permits and requirements). Below are the tasks that are anticipated to be performed, but the Transportation Authority reserves the right to add or eliminate any individual tasks and subtasks.

#### 3.1 PS&E (35% Submittal)

*Deliverables:*

- *Geometric Approval Drawings including design exceptions if necessary*
- *35% Plans including typical cross sections*
- *Retaining Wall Structures Type Selection Report*
- *Survey and Base Map*
- *QA/QC documentation*

#### 3.2 PS&E (65% Submittal)

*Deliverables:*

- *65% Plans (including roadway, retaining wall, and utility relocation)*
- *Geotechnical Borings and Report*
- *Foundation Report*
- *Hydraulics Report*
- *All necessary City and County of San Francisco permits*
- *Draft Agreements and Permits (Caltrans and utility providers, etc.)*
- *Draft Storm Water Pollution Prevention Plan (SWPPP)*
- *Draft Construction Cost Estimate*
- *Electronic copy of plans, design, reports, draft permits and draft agreements*
- *Traffic Management Plan (TMP)*
- *Constructability Review*
- *QA/QC documentation*

#### 3.3 PS&E (95% Submittal)





*Deliverables:*

- *95% Plans*
- *Draft Final SWPPP*
- *Construction Cost Estimate*
- *Constructability Review*
- *Draft Agreements and Permits (City and County of San Francisco, Caltrans, and utility providers, etc.)*
- *Electronic copy of plans, design, reports, draft permits and draft agreements*
- *QA/QC documentation*

3.4 PS&E (100% Submittal)

*Deliverables:*

- *100% Plans including all final Construction Details and Erosion Control Plans*
- *Final SWPPP*
- *Fully Edited Draft Final Special Provisions in Caltrans format if necessary*
- *Draft Final Construction Cost Estimate*
- *Bid-ability Review*
- *Final Agreements and Permits*
- *Electronic copy of plans, design, reports, draft permits and draft agreements*
- *QA/QC documentation*
- *Visual renderings*

3.5 Final PS&E

*Deliverables:*

- *Final Contract Plans*
- *Final Reports, modified as necessary*
- *Final Agreements and Permits*
- *Final Special Provisions if necessary*
- *Final Construction Cost Estimate*
- *Resident Engineer's Files and Survey Files*
- *Permits (including all Caltrans, SFPW, SFMTA, and SFPUC permits), Agreements, Mitigation Reports*
- *Project Files*
- *Electronic copy of plans, design, reports, permits, agreements, estimates and Special Provisions*
- *QA/QC documentation*

**Project schedule:** The Transportation Authority desires to adhere to the milestone schedule shown below for the consultant contract. The schedule is intended to include adequate time for review and comments by the appropriate participating agencies.



- Contract Award - May 2022
- 35% PS&E and all Task 3.1 deliverables - December 2022
- 65% PS&E and all Task 3.2 deliverables - April 2023
- 95% PS&E and all Task 3.3 deliverables - September 2023
- City and County of San Francisco Permits and Agreements, Caltrans Encroachment Permit and CCSF Right-of-Way Easement - December 2023
- 100% PS&E and all Task 3.4 deliverables - January 2024
- Final PS&E and all Task 3.5 deliverables - March 2024

Preparation of the design engineering, City and County of San Francisco permits and approvals, CCSF easement, and Caltrans encroachment permit shall commence immediately following receipt of an executed contract from the Transportation Authority. Contractor shall be responsible for all work necessary to obtain all City and County of San Francisco permits and approvals, Caltrans encroachment permit, CCSF right-of-way, and complete Final PS&E, and shall comply with applicable local, State, and Federal standards.



RESOLUTION AWARDING CONSULTANT CONTRACTS FOR A THREE-YEAR PERIOD, WITH AN OPTION TO EXTEND FOR TWO ADDITIONAL ONE-YEAR PERIODS TO ACCESS PLANNING LTD.; ALTA PLANNING + DESIGN, INC.; ARUP NORTH AMERICA LTD.; BRIERLEY ASSOCIATES; COLE MANAGEMENT & ENGINEERING, INC.; DABRI INC.; GALL ZEIDLER CONSULTANTS, LLC; HNTB CORPORATION; MARK THOMAS & COMPANY; MCMILLEN JACOBS ASSOCIATES; MOTT MACDONALD GROUP, INC.; PARISI TRANSPORTATION CONSULTING; PARSONS TRANSPORTATION GROUP; PGH WONG ENGINEERING, INC.; TY LIN INTERNATIONAL; WMH CORPORATION; AND WSP USA, INC., FOR A COMBINED AMOUNT NOT TO EXCEED \$8,000,000 FOR ON-CALL PROJECT MANAGEMENT AND ENGINEERING SERVICES AND AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE CONTRACT PAYMENT TERMS AND NON-MATERIAL CONTRACT TERMS AND CONDITIONS

WHEREAS, The Transportation Authority has responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Downtown Rail Extension, Caltrain Modernization, and many transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency and others; and

WHEREAS, The Transportation Authority also has development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280 Interchange Modifications at Balboa Park, and planning and project development of freeway corridor management studies; and

WHEREAS, On-call project management and general engineering services are intended to augment and complement the Transportation Authority's internal resources by providing specialized expertise, serving as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit; and



WHEREAS, The establishment of contracts with multiple consultant teams will enable the Transportation Authority to enlist the services of a broad range of project management and delivery support for major capital projects on an on-call, task order basis; and

WHEREAS, On February 17, 2022, the Transportation Authority issued a Request for Qualifications (RFQ) for on-call project management and engineering services, with expertise in project management and project controls; project oversight and monitoring; project development and delivery support services; and engineering and technical services, to support the Transportation Authority's work program over the next three years; and

WHEREAS, The Transportation Authority received 26 Statements of Qualifications in response to the RFQ by the due date of March 21, 2022; and

WHEREAS, A review panel comprised of staff from Caltrans and the Transportation Authority evaluated the proposals based on the qualifications and other criteria outlined in the RFQ; and interviewed five firms between April 5 and April 14, 2022; and

WHEREAS, Interviews for the other twelve qualified firms were not conducted nor deemed necessary due to the quality of the Statements of Qualifications, prior working experience with the Transportation Authority, and the familiarity of staff with previous work performed by these firms; and

WHEREAS, Based on the results of this competitive selection process, the panel recommended award of consultant contracts to the seventeen highest-ranked firms of Access Planning Ltd.; Alta Planning + Design, Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc., Parisi Transportation Consulting; Parson Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.; and

WHEREAS, The scope of work described in the RFQ is anticipated in the Transportation Authority's adopted Fiscal Year 2021/22 budget amendment and preliminary Fiscal Year 2022/23 work program and budget through relevant projects and studies, and



sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts; and

WHEREAS, The consulting services will be funded from a combination of federal, state and/or regional grants from Caltrans and Metropolitan Transportation Commission, local contributions from City and County of San Francisco, and Prop K funds; and

WHEREAS, At its April 27, 2022, meeting, the Community Advisory Committee was briefed on and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby awards three-year consultant contracts, with an option to extend for two additional one-year periods, to Access Planning Ltd.; Alta Planning + Design, Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc., Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc. for a combined total not to exceed \$8,000,000, for on-call project management and engineering services; and be it further

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

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

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



Attachment:

- Attachment 1 - Shortlisted Respondents per Areas of Expertise

**Attachment 1**  
**Shortlisted Respondents**  
**On-Call Project Management and Engineering Services**

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
1	Access Planning Ltd.	X	X	X	X	Azad Engineering PC (DBE) * CPCS Transcom, Inc. InfraStrategies, LLC Jacobs Engineering Group, Inc. Leothacue Enterprises, Inc. (DBE) * LK Planning, LLC (DBE) * Rico Engineering & Construction SHA Analytics, LLC (DBE) * Sperry Capital Inc. Transportation Analytics (DBE) * Vicous, LLC (DBE) *
2	Alta Planning + Design, Inc.	X	X	X	X	CHS Consulting Group (DBE/SBE/LBE) Impact Sciences, Inc. (DBE/SBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Sandis Civil Engineers Surveyors Planners T.Y. Lin International
3	Arup North America Ltd.	X	X	X	X	Azad Engineering PC (DBE) * BAE Urban Economics, Inc. (DBE/SBE) * Chaudhary & Associates, Inc. (DBE/SBE) IDS California (DBE) * Keish Environmental (DBE) * Laura Blake Architect (DBE/LBE) * Monument ROW, Inc. (DBE) * MSA Design & Consulting, Inc. (SBE/LBE) Pendergast Consulting Group, Inc (SBE) Peyser Associates, LLC SHA Analytics, LLC (DBE) * Terry Hayes & Associates, Inc. (DBE) T J K M (DBE) *
4	Brierley Associates		X	X	X	Divis Consulting, Inc. (LBE) * Dr. Mole, Inc. Monument ROW, Inc. (DBE/SBE) *

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
5	Cole Management & Engineering, Inc.	X	X	X	X	Acumen Building Enterprises, Inc. (DBE/SBE/LBE) Advance Project Delivery, Inc. Associated Right-of-Way Services, Inc. (SBE) Fremier Enterprises, Inc. KL Bartlett Consulting (DBE/SBE) Lohman Project Consulting (SBE) OrgMetrics, LLC (SBE) Parisi Transportation Consulting (SBE) PDM Group, Inc. Pendergast Consulting Group, Inc. (SBE) Rattray Program Management, LLC (SBE) * Tricertus, LLC (DBE/SBE) * WMH Corporation (SBE) Zurinaga Associates (DBE/SBE/LBE)
6	Dabri, Inc. (DBE/SBE/LBE) *	X	X	X	X	Advanced Mobility Group (SBE) * BioMaAS, Inc. (DBE/SBE/LBE) * Community Design + Architecture (SBE) * COWI North America, Inc. Del Recharadson & Associates, Inc. (DBE/SBE) * Gannett Fleming, Inc. Jacobs Engineering Group, Inc. Maffei Structural Engineering (SBE/LBE) * Merrill Morris Partners (DBE/SBE) Monument ROW, Inc. (DBE/SBE) * Ninyo & Moore Geotechnical & Environmental Sciences Consultants Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
7	Gall Zeidler Consultants, LLC	X	X	X	X	C2PM (DBE/SBE) * WMH Corporation (SBE)
8	HNTB Corporation	X	X	X	X	Bess Testlab, Inc. (DBE/SBE) * Bluebird Advisors, LLC (DBE) * Haygood & Associates Landscape Architects (DBE/SBE/LBE) Intueor Consulting, Inc. (DBE/SBE) KL Bartlett Consulting (DBE/SBE) KPFF, Inc. Monument ROW, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Procura 360 Group, LLC (DBE/SBE) * TransSIGHT LLC (DBE/SBE)

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.



No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
9	Mark Thomas & Company	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) CHS Consulting Inc. (SBE/LBE) Environmental Science Associates Geocad, Inc. (DBE/SBE) * HydroConsult Engineers, Inc. (DBE/LBE) * Kittelson & Associates, Inc. Merill Morris Partners (DBE/SBE/LBE) Monument ROW Inc. (DBE) * OPAC Consulting Engineers, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Parisi Transportation Consulting (SBE) Procura 360 Group LLC (DBE/SBE) * ROMA Collaboration (DBE/SBE/LBE) * Urban Design Consulting Engineers Y&C Transportation Consultants, Inc. (DBE/SBE)
10	McMillen Jacobs Associates	X	X	X	X	CHS Consulting, Inc. (DBE/SBE) Freyer & Laureta, Inc. (SBE/LBE) * ICF Jones & Stokes, Inc. MSA Design & Consulting Inc. (SBE/LBE) Slate Geotechnical Consultants, Inc. (SBE) * VIA Architects Inc. (Perkins Eastman Architects)
11	Mott MacDonald Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) AZAD Engineering PC (DBE/SBE/LBE) * Biggs Cardosa Associates, Inc. Chaudhary & Associates, Inc. (DBE/SBE) Circlepoint (SBE) Dabri, Inc. (DBE/SBE) * Ernst & Young Infrastructure Advisors, LLC Parisi Transportation Consulting (SBE) ROMA Collaboration (DBE/SBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) Strategic Value Solutions, Inc.
12	Parisi Transportation Consulting (SBE)	X	X	X	X	Civic Edge Consulting, LLC (DBE/SBE/LBE) M Lee Corporation (DBE/SBE/LBE) Ronny Kraft Consulting (DBE/LBE) *

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
13	Parsons Transportation Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) Earth Mechanics, Inc. (DBE/SBE) FMG Architects (DBE/SBE/LBE) GPA Consulting (DBE/SBE) * Guida Surveying, Inc. (SBE) * JMA Civil, Inc. Jacobs Engineering Group Inc. Kal Krishnan Consulting Services, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Saylor Consulting Group (DBE/SBE/LBE) *
14	PGH Wong Engineering, Inc.	X	X	X	X	CHS Consulting, Inc. (SBE/LBE) Cornerstone Transportation Consulting, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Robin Chiang & Company (DBE/LBE) * Saylor Consulting Group (DBE/SBE/LBE) * Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
15	TY Lin International	X	X	X	X	Aliquot Associates, Inc. (DBE) * Alta Planning + Design, Inc. CHS Consulting, Inc. (DBE/SBE/LBE) Cole Management & Engineering, Inc. Colmena Engineering E-Squared Consulting Corporation Iteris, Inc. MarshWagner, Inc. Monument ROW, Inc. (DBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE) Procura 360 Group, LLC (DBE/SBE) * Rincon Consultants, Inc. Robin Chiang & Company (DBE/LBE) * Transit Systems Engineering, Inc.

Abbreviations:  
 DBE: Disadvantaged Business Enterprise  
 SBE: Small Business Enterprise  
 LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
16	WMH Corporation (SBE)	X	X	X	X	ABA Global, Inc. (DBE) * Associated Right-of-Way Services, Inc. (SBE) Biggs Cardosa Associates, Inc. Cole Management and Engineering, Inc. David J. Powers & Associates, Inc. (DBE/SBE) Geocon Consultants, Inc. Haygood & Associates Landscape Architect (DBE/SBE) HDR Engineering, Inc.   Wreco JMA Civil, Inc. Kimley-Horn & Associates, Inc. Parikh Consultants, Inc. (DBE/SBE) Towill, Inc. (SBE) Y&C Transportation Consultants, Inc. (DBE/SBE)
17	WSP USA, Inc.	X	X	X	X	Circlepoint (SBE) Elite Transportation Group, Inc. (DBE) * Freyer & Laureta, Inc. (DBE/SBE/LBE) * M Lee Corporation (DBE/SBE/LBE) Merrill Morris Partners (DBE/SBE/LBE) Motive Power, Inc. (SBE) * Panorama Environmental, Inc. (DBE/LBE) * Robin Chiang & Company (DBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) SPS Engineers (DBE) * William R. Gray and Company, Inc. (SBE) *
<b>Total Firms Shortlisted by Areas of Expertise</b>		<b>15</b>	<b>16</b>	<b>16</b>	<b>16</b>	

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.



## Memorandum

### AGENDA ITEM 12

**DATE:** April 27, 2022

**TO:** Transportation Authority Board

**FROM:** Maria Lombardo - Chief Deputy

**SUBJECT:** 05/10/2022 Board Meeting: Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services

#### RECOMMENDATION Information Action

- Award Contracts to Seventeen Shortlisted Consultant Teams for a Three-Year Period, with an Option to Extend for Two Additional One-Year Periods, for a Combined Amount Not to Exceed \$8,000,000 for On-Call Project Management and Engineering Services
- Authorize the Executive Director to Negotiate Contract Payment Terms and Non-Material Contract Terms and Conditions

#### SUMMARY

On February 17, 2022, we issued a Request for Qualifications (RFQ) for on-call project management and engineering services to augment and complement our internal resources over the next three years, up to a maximum of five years. These firms will serve as an on-call supplement to staff particularly for oversight and delivery support for major capital projects, handling tasks during peak workloads, and taking on tasks requiring specialized expertise and quicker response times than existing staff resources alone could permit. The establishment of contracts with multiple consultant teams will enable us to enlist the services of a broad range of engineering consultant specialists on an on-call task order basis. By the due date of March 21, 2022, we received twenty-six Statements of Qualifications (SOQs) in response to the RFQ. Interviews were held between April 5 and 14, 2022. Based on this competitive selection process, the review panel, with participation from Caltrans and the Transportation Authority, recommends the award of consultant contracts to the seventeen top-ranked teams: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.

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



## **BACKGROUND**

In all of our core roles - transportation sales tax administrator, Congestion Management Agency (CMA), Program Manager for the Transportation Fund for Clean Air (TFCA), Prop AA administrator, Treasure Island Mobility Management Agency (TIMMA), and Traffic Congestion Mitigation Tax administrator - we have responsibility for project delivery support and oversight of a wide range of projects covering all modes of surface transportation, such as the Downtown Rail Extension, Caltrain Modernization, and many transit, bike, pedestrian, and streetscape projects led by the San Francisco Municipal Transportation Agency and others. In addition, we have project development and implementation responsibilities for several major capital projects, such as design and construction of the Yerba Buena Island Interchange Improvement project, I-280 Interchange Modifications at Balboa Park, and planning and project development of freeway corridor management studies.

On-call project management and engineering services are intended to augment and complement our internal resources by providing specialized expertise, serving as an on-call supplement to staff (particularly for oversight and delivery support for major capital projects), handling tasks during peak workloads, and taking on tasks requiring quicker response times than existing staff resources alone would permit. We have used on-call engineering and other consultant firms in the past to expedite project delivery and expand the skillset and resources available to us. In addition to our involvement with major capital projects such as those listed above, we oversee all other projects and programs in the Prop K and Prop AA Expenditure Plans; we provide oversight and support for the TFCA projects programmed by us; and in our capacity as CMA, we assist project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state, and/or regional sources.

Since May 2017, on-call project management and general engineering construction services have been provided by twenty-eight teams. Current contracts with these twenty-eight teams will expire in April 2022. Consistent with our Procurement Policy, contracts, including all options therein, are generally limited to a maximum period of five years.

## **DISCUSSION**

We are seeking project management and engineering teams with expertise in project management and project controls; project oversight and monitoring; project development and delivery support services; and engineering and technical services.

The consultant scope of services is included in Attachment 1.

**Procurement Process.** We issued an RFQ for on-call project management and engineering services on February 17, 2022. We held a virtual pre-submittal conference on February 24, 2022, which provided opportunities for small businesses and larger firms to meet and form partnerships. One-hundred-thirty firms registered for the conference.

We took steps to encourage participation from small and disadvantaged business enterprises, including advertising in seven local newspapers: the San Francisco Chronicle, the San Francisco Examiner, the San Francisco Bay View, Nichi Bei, the Small Business Exchange, El Reportero, and the World Journal. We also distributed the RFQ, the registration list for the pre-submittal conference, and periodic updates on the RFQ process to certified small, disadvantaged, and local businesses, Bay Area and cultural Chambers of Commerce, and the Small Business Councils.



By the due date of March 21, 2022, we received twenty-six SOQs in response to the RFQ. The selection panel evaluated the SOQs based on qualifications and other criteria identified in the RFQ, with an emphasis on bidders' management and technical capabilities and experience. In addition, the review panel evaluated each team's strengths and weaknesses in each specialty area for which the proposer sought consideration and reviewed the prime consultant's references. We held interviews with five qualified teams between April 5 and April 14, 2022. Twelve other qualified teams advanced without interviews due to the quality of the SOQs, prior working experience with us, and the familiarity of staff with previous work performed by these firms. Interviews were conducted by a selection panel comprised of staff representatives from Caltrans and the Transportation Authority.

Based on the competitive process defined in the evaluation criteria of the RFQ document, the selection panel recommends awarding contracts to the seventeen highest-ranked firms: Access Planning Ltd.; Alta Planning + Design Inc.; Arup North America Ltd.; Brierley Associates; Cole Management & Engineering, Inc.; Dabri, Inc.; Gall Zeidler Consultants, LLC; HNTB Corporation; Mark Thomas & Company; McMillen Jacobs Associates; Mott MacDonald Group, Inc.; Parisi Transportation Consulting; Parsons Transportation Group, Inc.; PGH Wong Engineering, Inc.; TY Lin International; WMH Corporation; and WSP USA, Inc.

Given the wide range of desired proficiencies and experience, the amount and complexity of our work program, the management of conflicts of interest that periodically arise for specific efforts, and the need to ensure availability of qualified support, we require broad and deep access to relevant skills in the on-call project management and engineering contract. We propose to contract with multiple consultant teams with whom we may call upon on a task order basis. Such an arrangement is currently in place through our existing on-call project management and general engineering contracts, which have proved beneficial to the agency's project development and oversight work program. The recommended firms together provide us with multiple options for each task in the Scope of Services. Details of each firm's areas of expertise and proposed subconsultants are included in Attachment 2.

Shortlisted consultants selected for a contract will remain eligible for consideration for task order negotiation on an as-needed basis for the initial three-year term. To maintain an open and competitive process, task orders will be awarded through an additional qualifications-based selection procedure within the shortlisted consultants. All shortlisted consultants will be invited to submit proposals and/or participate in oral interviews as part of the task order negotiation process. While we intend to engage pre-qualified firms based on capabilities, experience and availability, no selected team is guaranteed a task order. In addition, task orders valued above \$1,200,000, in other words 15% of total contract value, will be procured under a separate competitive Request for Proposal process.

We will receive federal financing assistance to fund a portion of this contract and we have and will continue to adhere to federal procurement regulations. For this contract, we established an overall Disadvantaged Business Enterprise (DBE) goal of 12%, accepting certifications by the California Unified Certification Program. SOQs from all seventeen teams met or exceeded the DBE goal. In addition, we will establish DBE, Small Business Enterprise, and/or Local Business Enterprise goals for each subsequent task order request, based on the project's funding sources and specific scope of work. All seventeen prime consultants' firms are



headquartered in states not on the Banned State List, which includes those states with laws that restrict abortion access or discriminate against LGBT individuals.

## **FINANCIAL IMPACT**

The scope of work and first year's activities described in the RFQ are included in our adopted Fiscal Year 2021/22 budget amendment and Preliminary Fiscal Year 2022/23 work program and budget through relevant projects and studies. Budget for these activities will be funded by a combination of federal, state and/or regional grants from Caltrans and the Metropolitan Transportation Commission, local contributions from City and County of San Francisco, and Prop K sales tax funds. Sufficient funds will be included in future fiscal year budgets to cover the cost of these contracts.

## **CAC POSITION**

The Community Advisory Committee considered this item at its April 27, 2022, meeting and unanimously adopted a motion of support for the staff recommendation.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 - On-Call Project Management and Engineering Services Scope of Work
- Attachment 2 - Shortlisted Respondents per Areas of Expertise
- Attachment 3 - Past On-Call Project Management Oversight and General Engineering Assigned Task Orders

## Attachment 1

### On-Call Project Management and Engineering Services

#### Scope of Work

The Transportation Authority is the lead agency for the following major capital projects and project phases, and therefore acts in a project management capacity for these projects and project phases:

**I-80/Yerba Buena Island (YBI) Interchange Improvement Projects** - In its role as CMA, the Transportation Authority works with the Treasure Island Development Authority (TIDA) and Caltrans on the development and implementation of the I-80/Yerba Buena Island Interchange Improvement Projects. The construction phase of West Side Bridges Seismic Retrofit project will begin in 2022, and the Transportation Authority also expects to move forward with detailed design of the Hillcrest Road Widening project in 2022.

**YBI Multi-Use Pathway** - The Transportation Authority completed a Yerba Buena Island/Treasure Island Multi-Use Pathway Feasibility Study in 2020 and is working to environmentally clear the project by 2023. The extended path will connect the existing Bay Bridge East Span YBI bike path landing to Treasure Island via Hillcrest and Treasure Island Roads. The limits for the project will extend from the existing San Francisco Oakland Bay Bridge (SFOBB) East Span Bike Landing/Vista Point, on south eastside of YBI, to the intersection of Macalla Road and Treasure Island Road on the northwest side of the island. The project will improve the current roadways on YBI, which do not meet modern standards by building separate and protected pathways for pedestrians and bicyclists. The project is coordinating with the Bay Area Toll Authority's Bay Bridge West Span Skyway project and will provide a YBI connection to the Skyway project.

**I-280 Interchange Modifications at Balboa Park** - Following environmental clearance of the southbound I-280 off-ramp at Ocean Avenue, the Transportation Authority is beginning the design phase to improve multimodal safety. The project will realign the existing off-ramp from a free flow right turn to a signalized T-intersection. The project will also widen the off-ramp to two lanes and construct a retaining wall. The effort also includes further development of other elements from the Transportation Authority's Balboa Park Station Area Circulation Study (2014), including potential modifications of the northbound I-280 off-ramp at Geneva Avenue to improve traffic circulation and reduce queuing on the off-ramp.

**Managed Lanes on US 101 and I-280** - In its role as CMA, and with close coordination with Caltrans, neighboring counties, and regional bodies like the Bay Area Infrastructure Financing Authority, the Transportation Authority is evaluating strategies including freeway lane management, operations technologies, and transportation demand measures to improve performance and manage growth of freeway traffic on I-280 and US-101. The effort will include environmental clearance and design phase documents led by the Transportation Authority over the next five years.

**TIMMA Infrastructure Projects** - In its role as TIMMA, the Transportation Authority has been preparing policy and governance recommendations for comprehensive mobility management, including congestion pricing, water transportation, and transit improvements. The Transportation Authority will have primary responsibility for building and operating congestion pricing infrastructure and procuring ferry service operators, as well as cooperating responsibility with associated transit, street, bicycle, and walking improvement projects.

**Bi-County Projects** - The Transportation Authority, in partnership with the SFMTA and regional partners, is developing recommendations for improved transit and active mobility connections



between the southern neighborhoods. Recommendations will propose short-term improvements to transit access, striping, and signage, and identify larger projects for further development.

**Pennsylvania Avenue Extension (PAX):** The City and County of San Francisco (City) has identified Pennsylvania Avenue as the preferred alignment for a future tunneled replacement segment of the Caltrain Corridor, south of the 4th and King/Townsend area. The Transportation Authority is leading pre-environmental phase planning and design for the PAX project, in coordination with local and regional partner agencies. Future anticipated phases include environmental review and preliminary design.

As a major funding partner (including sales tax and other Transportation Authority-programmed funds) and sub-regional planning authority, the Transportation Authority provides project development/delivery support and oversight for the following projects:

**Caltrain Modernization (CalMod):** The CalMod program is currently under construction and consists of electrification and other projects that will upgrade the performance, efficiency, capacity, safety, and reliability of Caltrain's service. The Transportation Authority is a funding partner and has oversight responsibility focused on three CalMod projects totaling more than \$2 billion including electrification of the existing corridor, installation of a modern positive train control system, and replacement of diesel trains with electric multiple-unit vehicles. Through integrated oversight of the CalMod Program and the Downtown Rail Extension Project (DTX), as well as support for the California High-Speed Rail (CAHSR) program, the Transportation Authority provides coordination of these related efforts for San Francisco.

**Downtown Rail Extension (DTX):** The Transportation Authority is one of six agencies currently working together to plan, design, and develop the DTX to ready-for-procurement status, under the terms of a Memorandum of Understanding (MOU) executed in 2020. The Transportation Authority is also a funding partner for the DTX. The project will extend heavy rail from the current terminus to the recently completed Salesforce Transit Center, to serve Caltrain and future CAHSR. Design development efforts are being led by the Transbay Joint Powers Authority (TJPA) with active support by the MOU partners. The Transportation Authority has lead or co-lead responsibilities for multiple tasks identified in the MOU, including the Funding Plan, Delivery Strategy, Demand Forecasts, and Governance Review.

**4th and King Railyards:** The Transportation Authority is one of several public and private parties working together to develop integrated plans for the development and operation of the current northern terminus of Caltrain, at the 4th and King Station and adjacent railyards. The site is home to significant passenger, operational, and maintenance functions. Plans for the site have an important relationship to development of the Caltrain system, the DTX project, and the introduction of CAHSR service along the peninsula.

**California High-Speed Rail (CAHSR):** The Transportation Authority supports this important project by coordinating with City agencies and monitoring the California High-Speed Rail Authority's planning and project development for issues of concern to San Francisco. Through involvement in the associated DTX and CalMod programs, the Transportation Authority provides additional coordination of these related efforts with CAHSR.

In addition to its involvement with the major capital projects described above, the Transportation Authority oversees all of the other projects and programs in the Prop K and Prop AA Expenditure Plans and the Transportation Authority-administered portion of the Traffic Congestion Mitigation Tax Program; provides oversight and support for the TFCA projects programmed by the Transportation

Authority; and in its capacity as CMA, assists project sponsors in meeting timely use of funds deadlines and delivering projects funded with federal, state or regional funds.

### **Scope of Services**

The Transportation Authority seeks consultant services with expertise in the four tasks described below.

#### **TASK 1 - Project Management and Project Controls**

The purpose of Task 1 is to provide consultant services to manage capital projects and project studies led by the Transportation Authority. Task 1 encompasses direct project management support services and comprehensive project controls services. Task 1 is intended to support projects at all stages of planning, development, and delivery.

Project Management support services through Task 1 will augment and enhance the project management capacity of Transportation Authority staff. Specific Project Management services are anticipated to include:

- Serve as consultant project manager or deputy project manager for projects and project studies led by the Transportation Authority.
- Prepare for and/or lead project progress meetings between consultants, the Transportation Authority, and other involved agencies; prepare and distribute minutes; execute and monitor action items.
- Develop and manage project scopes of work and workplans; monitor and report on progress; adjust project workplans as required/directed.
- Develop and manage project budgets; monitor expenditures and report against project funding and percent completion.
- Develop and manage project schedules; review baseline schedules and make proposals for revision; advise on activity dependencies.
- Monitor and manage projects issues and risks; develop and implement risk mitigations and issue resolutions.
- Review technical deliverables and coordinate/manage multi-party review processes.
- Provide full-service Construction Management services, including but not limited to field management, contract management, schedule management, quality management, reporting, review of construction management plans, review and reporting of project progress, issue and risk management, and all other required construction management activities.
- Provide input into cooperative agreements, memoranda of understanding, and coordination agreements.
- Support inter-agency processes for project development, including with Caltrans, Federal Transit Administration (FTA), Federal Railroad Administration, Federal Highway Administration (FHWA), and the City.
- Support other project management activities as directed.

Project Controls services provided through Task 1 will provide a flexible level of support to the Transportation Authority, depending on the needs and stage of specific projects. The specific requested Project Controls services will include:

- Provide integrated project reporting on a monthly or quarterly basis to satisfy funding requirements, support internal and partner review, and monitor project progress; develop and manage reporting templates; provide all necessary coordination to prepare, review, and submit reports.
- Provide comprehensive control of project budgets and expenditures, including work breakdown structure, cost controls, expenditure tracking, and forecasting; integrate with related controls activities (e.g., schedule management).
- Provide comprehensive schedule management and control; prepare and maintain detailed Critical Path Method (CPM) schedules, including all project activities and phases; prepare and maintain graphic/Gantt Chart presentations of summary schedules; coordinate regular updates to schedules, including inputs from multiple parties.
- Develop and implement records management procedures, including document control, templates, archiving, and project communications.
- Lead and provide Quality Assurance/Quality Control (QA/QC) activities/services, including development and execution of quality management plans, development and execution of QA/QC procedures, and QA/QC coordination; quality management procedures will be consistent with project requirements, including those of funding agencies (e.g., Caltrans, FHWA, FTA, etc.).
- Provide necessary and appropriate controls services for construction phase projects, including review and analysis of invoices, review and analysis of project submittals, review and analysis of contract modifications, earned value analysis, advice for contract negotiations, and other services as needed.
- Prepare and maintain management and controls plans (e.g., project management, quality management, controls, risk management, configuration management, etc.).
- Establish and process project controls documents and transmittals.
- Support other project controls activities as directed.

Areas of expertise include:

- 1.1 Project Management Support Services
- 1.2 Construction Management
- 1.3 Inter-agency Processes
- 1.4 Project Controls
- 1.5 Schedule Development
- 1.6 Quality Assurance and Project Management Plans

## **TASK 2 - Project Oversight and Monitoring**

The purpose of Task 2 is to provide consultant services for the Transportation Authority's oversight and monitoring of projects led by other agencies, including projects in development and in delivery. The Transportation Authority provides routine monitoring and oversight of small and medium-scale projects, as well as enhanced oversight of major projects, particularly those with a significant investment of funds allocated and/or programmed by the Transportation Authority.

Project Oversight and Monitoring through Task 2 will augment and enhance the capacity of Transportation Authority staff. Specific services include:

- Work with Transportation Authority and partner agency staff to develop oversight protocols and procedures.

- Advise on oversight requirements for specific projects, and prepare oversight management plans for major projects, subject to an enhanced level of oversight.
- Conduct oversight of design development, including preliminary design, final design, and constructability; incorporate technical support/advice from appropriate engineering disciplines and other areas of technical expertise.
- Conduct oversight of other project development disciplines, including environmental, financial/funding, and construction preparation.
- Conduct oversight of procurement documentation and plans, including specifications, requirements, procurement management plans, procurement processes, etc.
- Conduct oversight of construction-phase work, including budget management, construction activity, risk and contingency management, decision-making, and project schedule/delivery progress.
- Conduct independent reviews of technical work products, such as review of contract documents, constructability reviews of design and/or construction plans; prepare technical memoranda to document independent findings; participate in review sessions with project sponsors and their advisors.
- Develop and maintain relationships, as directed, with partner agency project staff and consultants, as necessary to fulfill oversight functions.
- Develop standard and project-specific reporting templates for projects overseen by the Transportation Authority.
- Prepare monthly and/or quarterly reports for applicable projects, to record project activities, status, risks, issues, budget/funding status, schedule progress, and other information.
- Support other project monitoring and oversight activities as directed.

Areas of expertise include:

- 2.1 Project Development and Design Phase Oversight
- 2.2 Environmental Oversight and Monitoring
- 2.3 Project Procurement Oversight
- 2.4 Construction Phase Oversight

### **TASK 3 - Project Development and Delivery Support Services**

The purpose of Task 3 is to provide strategic advisory and technical services to support the Transportation Authority and its partner agencies in developing projects for delivery readiness, as well as supporting key functional activities during delivery.

Project Development and Delivery Support Services through Task 3 will augment and enhance the capacity of Transportation Authority staff. Specific Development and Delivery Support services include:

- Develop and maintain project funding plans; advise on funding sources, funding strategy, and financial arrangements; review funding plans prepared by other agencies.
- Conduct major project financial analyses; build and maintain project financial models; develop financial plans; conduct value for money analysis; review financial plans, models, and analyses prepared by other agencies.
- Review planning and design documents for feasibility, constructability, and construction sequencing; facilitate and/or participate in constructability workshops.

- Advise on project delivery, procurement, and contracting methods, including traditional, integrated, collaborative, and alternatively-financed approaches; identify opportunities for innovative project delivery methods; develop comparative options analyses and recommend delivery approaches; prepare integrated delivery strategies incorporating design/requirements, risks, market context, funding/financing, governance, procurement, and operations.
- Advise on project governance requirements and project delivery organizational design; prepare integrated plans for project oversight, decision-making, and change management.
- Lead and coordinate risk management planning and implementation; prepare and manage risk registers and issues logs; prepare for and facilitate comprehensive risk reviews and workshops.
- Review of design documents for value engineering; advise on value engineering strategies; facilitate and/or participate in value engineering workshops.
- Capital cost estimation, including Independent Cost Estimate services.
- Operating cost estimation, for fixed facilities and transit operations.
- Provide real estate and right-of-way (ROW) advisory and management services; prepare Real Estate Acquisition Management Plans and/or review such plans prepared by others; review and advise on specific ROW issues and strategies.

Areas of expertise include:

- 3.1 Funding Strategy and Funding Plan Development
- 3.2 Project Financial Analysis and Modeling
- 3.3 Feasibility, Constructability, and Construction Sequencing
- 3.4 Project Delivery Methods and Evaluation
- 3.5 Risk Analysis and Risk Management
- 3.6 Cost Estimation
- 3.7 Value Engineering
- 3.8 Real Estate and Right of Way Management Services

#### **TASK 4 - Engineering and Technical Services**

The purpose of Task 4 is to provide a range of engineering and technical services required by the Transportation Authority. Services in the involved disciplines will include direct support/deliverables for Transportation Authority-led projects as well as review of work prepared by other agencies.

Specific Engineering and Technical Services include:

- Traffic and transit operations analysis including systems and network modeling
- Environmental studies and environmental review preparation
- Other environmental activities, including evaluation reports and permitting documents
- Preliminary engineering and design documents for local roadway, state highway, and transit projects
- Geometric designs for transit and roadway infrastructure
- Intelligent Transportation Systems and tolling strategies
- Ferry planning, operations, and engineering
- Rail planning, development, and delivery, including:
  - Rail project planning, including for new and infill stations, station upgrades, extensions, grade separations, and new fixed alignments at/above- and below-grade

- Rail project design for light rail, conventional gauge, and wide-gauge systems, including track geometric design, subway tunnel design, and at/above- and below-grade stations
- Rail facilities planning and design, including maintenance and storage facilities
- Rail systems planning and design, including core systems, supporting systems, and systems integration
- Rail system operations planning and analysis, including sketch-level and simulation-level modeling
- Rail system renewal planning and design, including legacy asset/systems assessment, state-of-good-repair program development, and asset management
- Building design and engineering for transportation facilities and related infrastructure improvements
- Geotechnical evaluation, ground exploration, and testing for tunneling and subsurface structures
- Existing site conditions documentation including surveying and utility mapping

Areas of expertise include:

- 4.1 Civil Engineering
- 4.2 Structural Engineering
- 4.3 Traffic Engineering
- 4.4 Utility Engineering and Agreements
- 4.5 Geotechnical Engineering
  - 4.5.1 Tunnel and Underground Engineering
  - 4.5.2 Geotechnical Analysis and Evaluations
- 4.6 Rail Operations Analysis and Planning
- 4.7 Rail Systems Engineering
- 4.8 Rail State of Good Repair Program Development
- 4.9 Intelligent Transportation Systems and Technologies
- 4.10 Tolling Systems Integration and Commissioning
- 4.11 Ferry Service Planning, Engineering, Operations
- 4.12 Environmental Review Development, Permitting, Impact Evaluation, Clearance, and Compliance
- 4.13 Architecture and Landscape Architecture
- 4.14 Surveying and mapping

### **General Administration**

Contractor will also perform the following general project administrative duties:

- a) Prepare a monthly summary of total consultant service charges made to each task. This summary shall present the contract budget for each task, any re-allocated budget amounts, the prior billing amount, the current billing, total billed to date, and a total percent billed to date. Also for each task, prepare an estimate of budget needed to complete the task and compare this amount to the original and modified budget, funding and percent of scope completed to track project effectiveness. Narratives will contain a brief analysis of budget-to-actual expenditure variances, highlighting any items of potential concern for Transportation Authority consideration before an item becomes a funding issue.
- b) Provide a summary table in the format determined by the Transportation Authority indicating the amount of Disadvantaged Business Enterprise (DBE), Small Business Enterprise (SBE), and Local Business Enterprise (LBE) firm participation each month based upon current billing and total billed to date. Include the actual invoiced to-date and paid to-date figures and compare them to the original budget in the task order to track performance against DBE/SBE/LBE goals.

- c) Provide a monthly invoice in the standard format determined by the Transportation Authority that will present charges by task, by staff members at agreed-upon hourly rates, with summary expense charges and sub-consultant charges. Detailed support documentation for all consultant direct expenses and sub-consultant charges will be attached.

Contractor shall demonstrate the availability of qualified personnel to perform general engineering and contract administration. All reports, calculations, measurements, test data and other documentation shall be prepared on forms specified and/or consistent with either Caltrans or FTA standards.

**Attachment 2**  
**Shortlisted Respondents**  
**On-Call Project Management and Engineering Services**

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
1	Access Planning Ltd.	X	X	X	X	Azad Engineering PC (DBE) * CPCS Transcom, Inc. InfraStrategies, LLC Jacobs Engineering Group, Inc. Leothacue Enterprises, Inc. (DBE) * LK Planning, LLC (DBE) * Rico Engineering & Construction SHA Analytics, LLC (DBE) * Sperry Capital Inc. Transportation Analytics (DBE) * Vicous, LLC (DBE) *
2	Alta Planning + Design, Inc.	X	X	X	X	CHS Consulting Group (DBE/SBE/LBE) Impact Sciences, Inc. (DBE/SBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Sandis Civil Engineers Surveyors Planners T.Y. Lin International
3	Arup North America Ltd.	X	X	X	X	Azad Engineering PC (DBE) * BAE Urban Economics, Inc. (DBE/SBE) * Chaudhary & Associates, Inc. (DBE/SBE) IDS California (DBE) * Keish Environmental (DBE) * Laura Blake Architect (DBE/LBE) * Monument ROW, Inc. (DBE) * MSA Design & Consulting, Inc. (SBE/LBE) Pendergast Consulting Group, Inc (SBE) Peyser Associates, LLC SHA Analytics, LLC (DBE) * Terry Hayes & Associates, Inc. (DBE) T J K M (DBE) *
4	Brierley Associates		X	X	X	Divis Consulting, Inc. (LBE) * Dr. Mole, Inc. Monument ROW, Inc. (DBE/SBE) *

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.



No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
5	Cole Management & Engineering, Inc.	X	X	X	X	Acumen Building Enterprises, Inc. (DBE/SBE/LBE) Advance Project Delivery, Inc. Associated Right-of-Way Services, Inc. (SBE) Fremier Enterprises, Inc. KL Bartlett Consulting (DBE/SBE) Lohman Project Consulting (SBE) OrgMetrics, LLC (SBE) Parisi Transportation Consulting (SBE) PDM Group, Inc. Pendergast Consulting Group, Inc. (SBE) Ratray Program Management, LLC (SBE) * Tricertus, LLC (DBE/SBE) * WMH Corporation (SBE) Zurinaga Associates (DBE/SBE/LBE)
6	Dabri, Inc. (DBE/SBE/LBE) *	X	X	X	X	Advanced Mobility Group (SBE) * BioMaAS, Inc. (DBE/SBE/LBE) * Community Design + Architecture (SBE) * COWI North America, Inc. Del Recharadson & Associates, Inc. (DBE/SBE) * Gannett Fleming, Inc. Jacobs Engineering Group, Inc. Maffei Structural Engineering (SBE/LBE) * Merrill Morris Partners (DBE/SBE) Monument ROW, Inc. (DBE/SBE) * Ninyo & Moore Geotechnical & Environmental Sciences Consultants Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
7	Gall Zeidler Consultants, LLC	X	X	X	X	C2PM (DBE/SBE) * WMH Corporation (SBE)
8	HNTB Corporation	X	X	X	X	Bess Testlab, Inc. (DBE/SBE) * Bluebird Advisors, LLC (DBE) * Haygood & Associates Landscape Architects (DBE/SBE/LBE) Intueor Consulting, Inc. (DBE/SBE) KL Bartlett Consulting (DBE/SBE) KPFF, Inc. Monument ROW, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Procura 360 Group, LLC (DBE/SBE) * TransSIGHT LLC (DBE/SBE)

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
9	Mark Thomas & Company	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) CHS Consulting Inc. (SBE/LBE) Environmental Science Associates Geocad, Inc. (DBE/SBE) * HydroConsult Engineers, Inc. (DBE/LBE) * Kittelson & Associates, Inc. Merill Morris Partners (DBE/SBE/LBE) Monument ROW Inc. (DBE) * OPAC Consulting Engineers, Inc. (DBE/SBE) * Parikh Consultants, Inc. (DBE/SBE) Parisi Transportation Consulting (SBE) Procura 360 Group LLC (DBE/SBE) * ROMA Collaboration (DBE/SBE/LBE) * Urban Design Consulting Engineers Y&C Transportation Consultants, Inc. (DBE/SBE)
10	McMillen Jacobs Associates	X	X	X	X	CHS Consulting, Inc. (DBE/SBE) Freyer & Laureta, Inc. (SBE/LBE) * ICF Jones & Stokes, Inc. MSA Design & Consulting Inc. (SBE/LBE) Slate Geotechnical Consultants, Inc. (SBE) * VIA Architects Inc. (Perkins Eastman Architects)
11	Mott MacDonald Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) AZAD Engineering PC (DBE/SBE/LBE) * Biggs Cardosa Associates, Inc. Chaudhary & Associates, Inc. (DBE/SBE) Circlepoint (SBE) Dabri, Inc. (DBE/SBE) * Ernst & Young Infrastructure Advisors, LLC Parisi Transportation Consulting (SBE) ROMA Collaboration (DBE/SBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) Strategic Value Solutions, Inc.
12	Parisi Transportation Consulting (SBE)	X	X	X	X	Civic Edge Consulting, LLC (DBE/SBE/LBE) M Lee Corporation (DBE/SBE/LBE) Ronny Kraft Consulting (DBE/LBE) *

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
13	Parsons Transportation Group, Inc.	X	X	X	X	Associated Right-of-Way Services, Inc. (SBE) Earth Mechanics, Inc. (DBE/SBE) FMG Architects (DBE/SBE/LBE) GPA Consulting (DBE/SBE) * Guida Surveying, Inc. (SBE) * JMA Civil, Inc. Jacobs Engineering Group Inc. Kal Krishnan Consulting Services, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Saylor Consulting Group (DBE/SBE/LBE) *
14	PGH Wong Engineering, Inc.	X	X	X	X	CHS Consulting, Inc. (SBE/LBE) Cornerstone Transportation Consulting, Inc. (DBE/SBE) * Merrill Morris Partners (DBE/SBE/LBE) Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE/SBE) Robin Chiang & Company (DBE/LBE) * Saylor Consulting Group (DBE/SBE/LBE) * Telamon Engineering Consultants, Inc. (DBE/SBE/LBE) *
15	TY Lin International	X	X	X	X	Aliquot Associates, Inc. (DBE) * Alta Planning + Design, Inc. CHS Consulting, Inc. (DBE/SBE/LBE) Cole Management & Engineering, Inc. Colmena Engineering E-Squared Consulting Corporation Iteris, Inc. MarshWagner, Inc. Monument ROW, Inc. (DBE) * Nelson\Nygaard Consulting Associates Parikh Consultants, Inc. (DBE) Procura 360 Group, LLC (DBE/SBE) * Rincon Consultants, Inc. Robin Chiang & Company (DBE/LBE) * Transit Systems Engineering, Inc.

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

No.	Prime Consultant	Areas of Expertise				Subconsultants
		Project Management and Project Controls	Project Oversight and Monitoring	Project Development and Delivery Support Services	Engineering and Technical Services	
16	WMH Corporation (SBE)	X	X	X	X	ABA Global, Inc. (DBE) * Associated Right-of-Way Services, Inc. (SBE) Biggs Cardosa Associates, Inc. Cole Management and Engineering, Inc. David J. Powers & Associates, Inc. (DBE/SBE) Geocon Consultants, Inc. Haygood & Associates Landscape Architect (DBE/SBE) HDR Engineering, Inc.   Wreco JMA Civil, Inc. Kimley-Horn & Associates, Inc. Parikh Consultants, Inc. (DBE/SBE) Towill, Inc. (SBE) Y&C Transportation Consultants, Inc. (DBE/SBE)
17	WSP USA, Inc.	X	X	X	X	Circlepoint (SBE) Elite Transportation Group, Inc. (DBE) * Freyer & Laureta, Inc. (DBE/SBE/LBE) * M Lee Corporation (DBE/SBE/LBE) Merrill Morris Partners (DBE/SBE/LBE) Motive Power, Inc. (SBE) * Panorama Environmental, Inc. (DBE/LBE) * Robin Chiang & Company (DBE/LBE) * Silicon Transportation Consultants LLC (DBE/SBE) SPS Engineers (DBE) * William R. Gray and Company, Inc. (SBE) *
<b>Total Firms Shortlisted by Areas of Expertise</b>		<b>15</b>	<b>16</b>	<b>16</b>	<b>16</b>	

## Abbreviations:

DBE: Disadvantaged Business Enterprise

SBE: Small Business Enterprise

LBE: Local Business Enterprise

\* New DBE/SBE/LBE subconsultant firms within the last 5 years.

**Attachment 3**  
**On-call Project Management Oversight and General Engineering**  
**Assigned Task Orders from 2017 to 2022**

Prime Consultant <sup>1</sup>	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
<b>AECOM</b>	Downtown Extension Project Delivery Review	\$26,633		
<b>Associated Right of Way Services, Inc. (SBE)</b>	19 <sup>th</sup> Avenue Combined City Project	\$55,373		
	Lombard Street Corridor	\$6,719		
	Downtown Extension	\$75,000		
<b>Brierley Associates Corporation</b>	Downtown Extension	\$112,657	Doctor Mole, Inc.	\$49,083
			Alta Engineering Group, Inc. (DBE,LBE,SBE)	\$5,287
	Pennsylvania Avenue Extension Pre-environmental Study	\$75,000	Doctor Mole, Inc.	\$17,520
<b>Fehr &amp; Peers (LBE)</b>	Freeway Corridor Management Study	\$134,825	Emergent Transportation Concepts, LLC (DBE,SBE)	\$62,099
<b>HDR Engineering, Inc. (LBE)</b>	Yerba Buena Island West-Side Bridges	\$299,945	KL Bartlett Consulting (DBE,SBE)	\$15,200
<b>HNTB Corporation (LBE)</b>	Treasure Island Mobility Management Agency Program	\$1,998,012	FRFS Consulting	\$320,030
			KL Bartlett Consulting (DBE,SBE)	\$112,490
			TollPoint LLC (DBE)	\$108,420
			Circlepoint (SBE)	\$105,865

<sup>1</sup> The following firms were shortlisted under the on-call transportation project management oversight and general engineering contract but did not have executed task orders to date: Biggs Cardosa Associates, Inc.; Cardno, Inc.; Ernst & Young Infrastructure Advisors; Gannett Fleming, Inc. (formerly Traffic Technologies Inc.); Kimley-Horn; Kittelson & Associates, Inc.; McMillen Jacobs Associates; MNS Engineers, Inc.; Overland, Pacific, & Cutler, Inc.; Rajappan & Meyer Consulting Engineers, Inc.; Silicon Transportation Consultants; Sperry Capital, Inc.; and Stantec Consulting Services, Inc.

Prime Consultant <sup>1</sup>	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			TransSight LLC (DBE,LBE,SBE)	\$59,650
			Intueor Consulting, Inc. (DBE,SBE)	\$51,762
			HT Harvey & Associates	\$12,000
	19 <sup>th</sup> Avenue Combined City Project	\$24,793		
	Lombard Street Corridor	\$13,990		
IDS California (DBE)	Downtown Extension Project Delivery Review	\$128,216	Arup N. America (LBE)	\$34,580
			Nossaman LLP (LBE)	\$53,476
			Permut Consult	\$8,000
Mott MacDonald, LLC	ConnectSF Streets and Freeways Study	\$106,974		
	Kearny Street Multimodal Implementation Plan Traffic Analysis	\$5,223		
Parisi Transportation Consulting (SBE)	District 9 Freeway Study	\$159,275		
	Yerba Buena Island/Treasure Island Multiuse Pathway and Transportation Analysis	\$240,474		
	I-280 Northbound Geneva Avenue Off-Ramp Modification Feasibility Study	\$150,000	Parikh Consultants (DBE)	\$7,500
			Amy Skewes-Cox (DBE)	\$7,500
Parsons Transportation Group (LBE)	Van Ness Bus Rapid Transit Project	\$167,929		
SENER Engineering and Systems, Inc.	Downtown Extension Project Delivery Review	\$32,641		
T.Y. Lin International	Downtown Extension	\$257,104		

Prime Consultant <sup>1</sup>	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
	San Francisco Municipal Transportation Agency's Siemens Light Rail Vehicle Repairs	\$217,247		
<b>WMH Corporation (SBE)</b>	US 101/I-280 Managed Lanes Project	\$1,046,870	Associated Right of Way Services, Inc. (SBE)	\$2,708
			Circlepoint (SBE)	\$73,740
			Emergent Transportation Concepts, LLC (DBE,SBE)	\$99,750
			Fehr & Peers (LBE)	\$250,631
			Gray-Bowen-Scott (SBE)	\$8,718
			HNTB Corporation (LBE)	\$17,324
			MGE Engineering, Inc. (DBE,SBE)	\$15,914
			Rail Surveyors and Engineers, Inc. (DBE, SBE)	\$37,005
			WRECO (DBE,SBE)	\$24,229
<b>WSP USA, Inc. (LBE)</b>	Lombard Crooked Street Reservations and Pricing Study	\$56,243	CHS Consulting Group (DBE,LBE,SBE)	\$13,130
	Downtown Extension Project Delivery Review	\$297,478	McKinsey & Company	\$100,000
	Treasure Island Mobility Management Agency Program	\$141,406	Silicon Transportation Consultants (DBE)	\$29,712
	Southgate Road Realignment Project	\$45,735		
<b>Zurinaga Associates (DBE)</b>	Yerba Buena Island Ramps, Bridge Structures and Southgate Road Realignment Projects	\$3,994,861	Cole Management & Engineering, Inc.	\$114,999
			KL Bartlett Consulting (DBE,SBE)	\$280,649
			Lohman Project Consulting	\$232,340

Prime Consultant <sup>1</sup>	Task Order Description	Total Task Order Amount	Subconsultants	Amount to Subconsultants
			PDM Group, Inc. (DBE)	\$3,172,643
			Pendergast Consulting Group (DBE,SBE)	\$85,418
	Project Management Oversight	\$2,745,771	KL Bartlett Consulting (DBE,SBE)	\$110,094
	Downtown Extension	\$254,833	KL Bartlett Consulting (DBE,SBE)	\$2,972
	Treasure Island Mobility Management Agency Program	\$8,046	KL Bartlett Consulting (DBE,SBE)	\$227
			Pendergast Consulting Group (DBE,SBE)	\$7,558
	US 101/I-280 Managed Lanes Project	\$13,298	PDM Group, Inc. (DBE)	\$12,922
	ConnectSF Streets and Freeways Study	\$6,966	PDM Group, Inc. (DBE)	\$6,769
<b>Total Task Orders Awarded to Date</b>		<b>\$12,899,537</b>		
<b>Total Task Orders Allocated to Subconsultants (44%)</b>				<b>\$5,729,914</b>
<b>Total Task Orders Awarded to Disadvantaged Business Enterprise Firms (48%)</b>				<b>\$6,127,630</b>
<b>Total Task Orders Awarded Local Business Enterprise Firms (18%)</b>				<b>\$2,299,108</b>
<b>Total Task Orders Awarded to Small Business Enterprise Firms (31%)</b>				<b>\$3,971,135</b>
<b>Total Contract Amount</b>				<b>\$16,500,000</b>





# San Francisco Transportation Sales Tax Reauthorization Feasibility Survey Report

May 2022

Prepared for the San Francisco  
County Transportation Authority

# Survey Methodology

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- ▶ Survey of likely November 2022 Voters in San Francisco
- ▶ Survey conducted March 29 – April 4, 2022
- ▶ 1,329 interviews; margin of error  $\pm 2.7$  percentage points
- ▶ Mixed-mode telephone (cell and landline), email, and text-to-web methodology
- ▶ For all modes, the survey was available in English, Chinese, and Spanish

Please note that due to rounding, some percentages may not add up to exactly 100%.

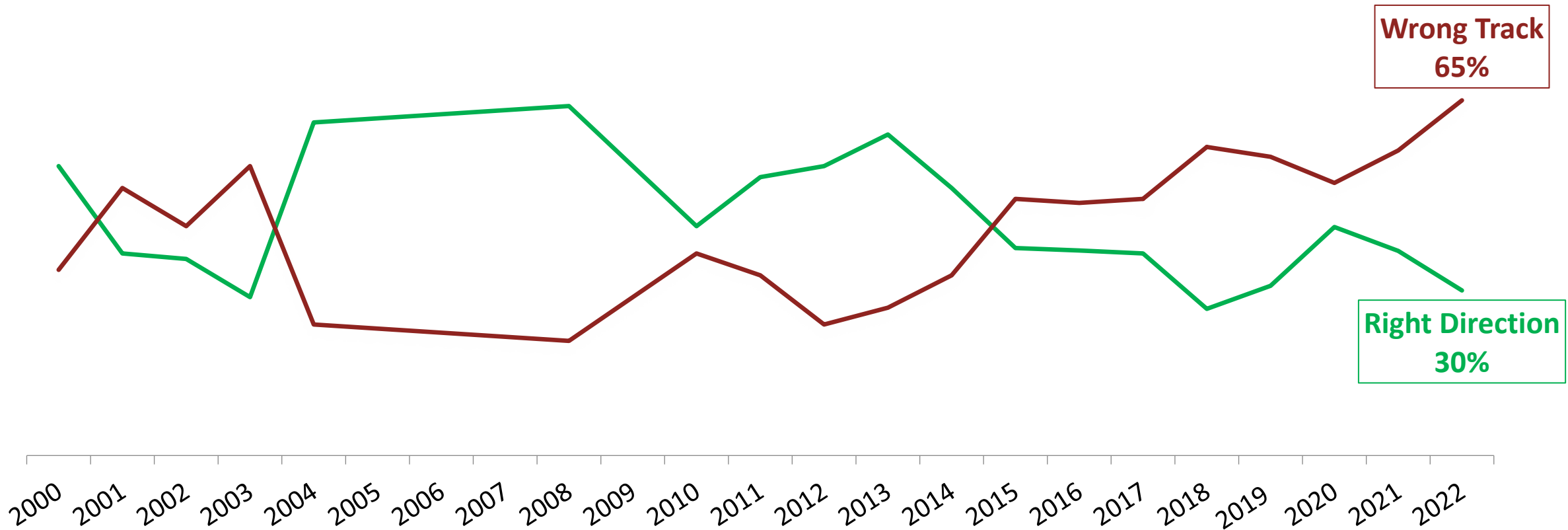
# Key Findings

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- ▶ While voters are more focused on homelessness, public safety, and housing affordability, they do recognize the importance of continuing to invest in transit and transportation improvements in San Francisco.
- ▶ A transportation sales tax reauthorization measure is currently supported by about two-thirds of likely voters, right at the threshold needed to succeed.
- ▶ Voter interest is highest in enhancing pedestrian safety, repairing roads, improving Muni and other local transit systems, and supporting transit for vulnerable populations.
- ▶ While voters believe continued transportation investments are important to support the City's pandemic recovery and fight climate change, they also have some concerns about taxes and confidence in local government.

# Right Direction/Wrong Track: San Francisco

*Voters in San Francisco are not in a particularly positive mood, which is consistent with other local polling.*



Q2. Do you feel that things in San Francisco are generally going in the right direction or do you feel things have gotten pretty seriously off on the wrong track?

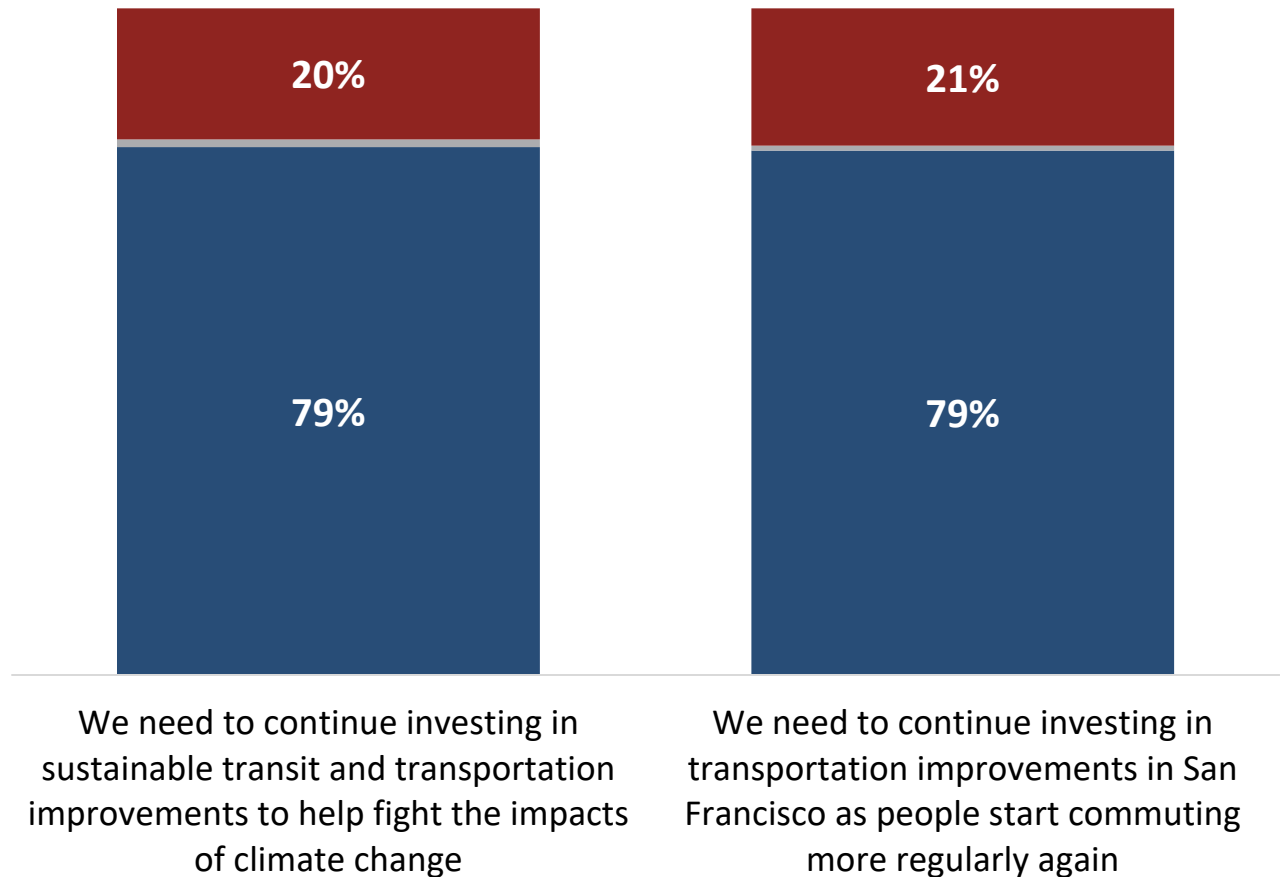
# Prioritizing Transportation Investments

*While transportation and public transit aren't the top-of-mind issues voters are most concerned about, almost 80% see the need to continue investing in transportation improvements.*

**What do you think is the most important problem facing San Francisco today?**  
*(open-ended question, top responses shown)*

Response grouping	% of responses
Homelessness	39%
Crime/public safety	21%
Affordable housing	14%
Poverty/high cost of living	4%

■ Strongly/Somewhat Agree   ■ Don't Know   ■ Strongly/Somewhat Disagree

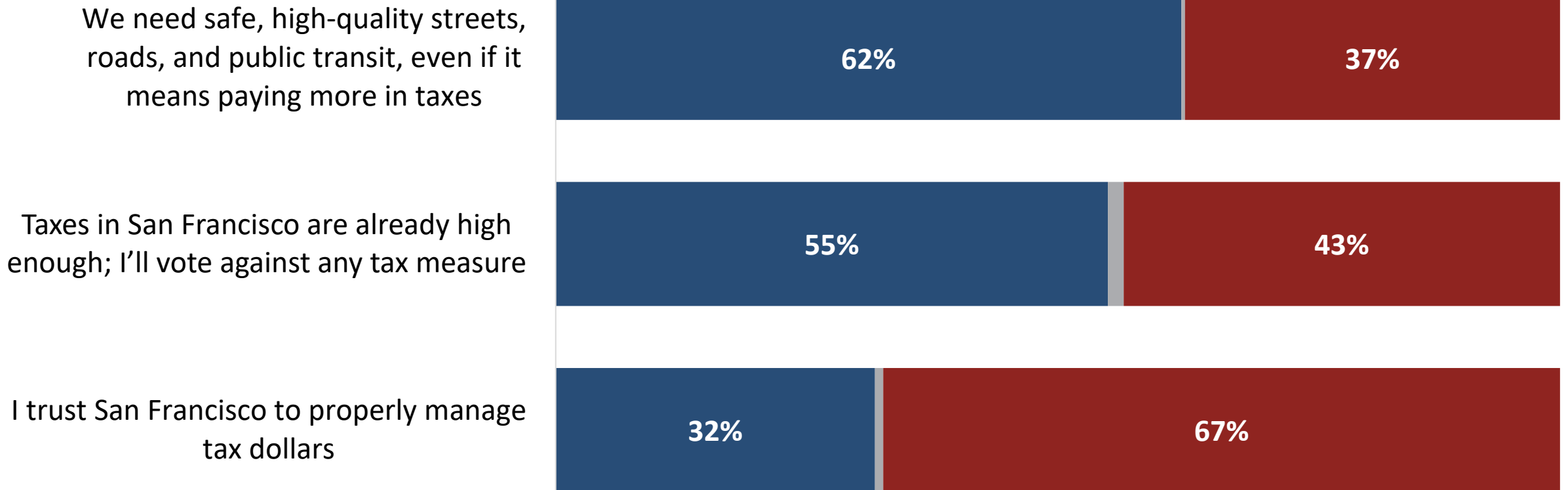


Q3. What do you think is the most important problem facing San Francisco today?  
 Q15-16. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

# 182 Tax Attitudes

*While over 60% agree safe-high quality streets, roads, and public transit are worth paying taxes for, support for taxes in general and confidence in government are low.*

■ Strongly/Somewhat Agree   ■ Don't Know   ■ Strongly/Somewhat Disagree



Q12-14. Please tell me whether you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements.

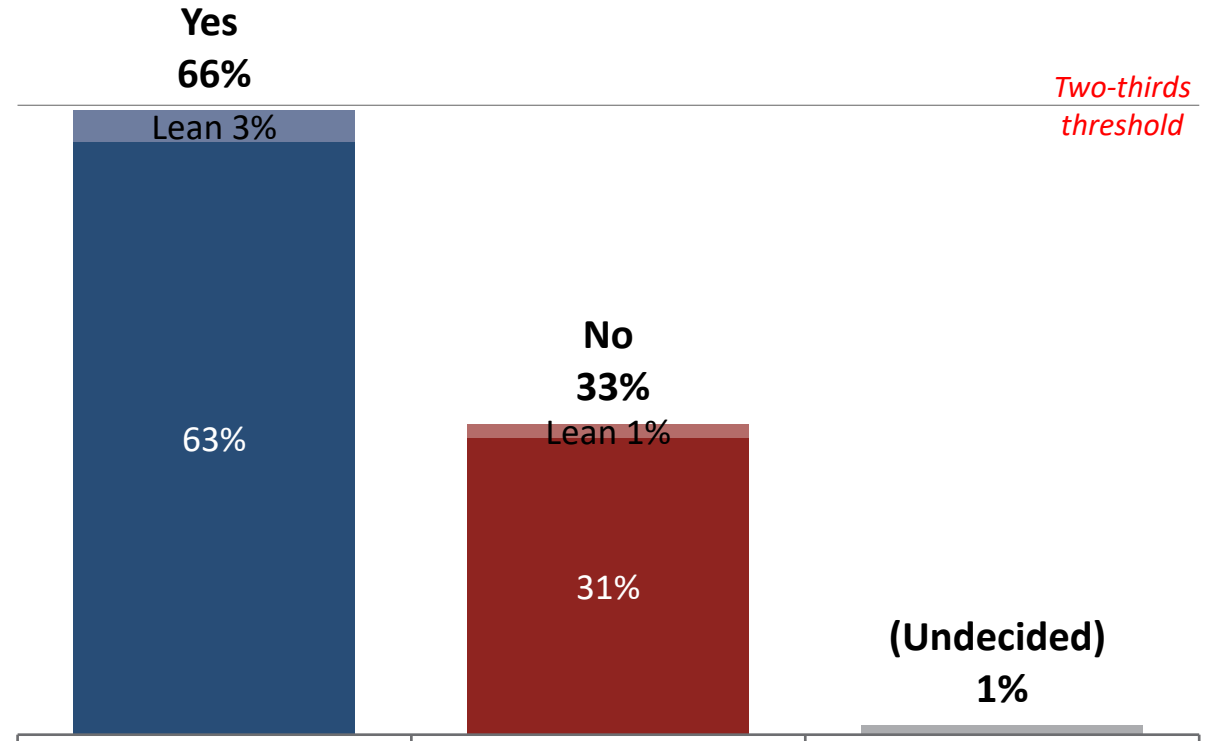
# Current Measure Vote

*Current support for a renewal of the transportation sales tax is within the margin of error of the two-thirds threshold.*

Shall the measure to implement a new Transportation Expenditure Plan directing transportation sales tax funds to:

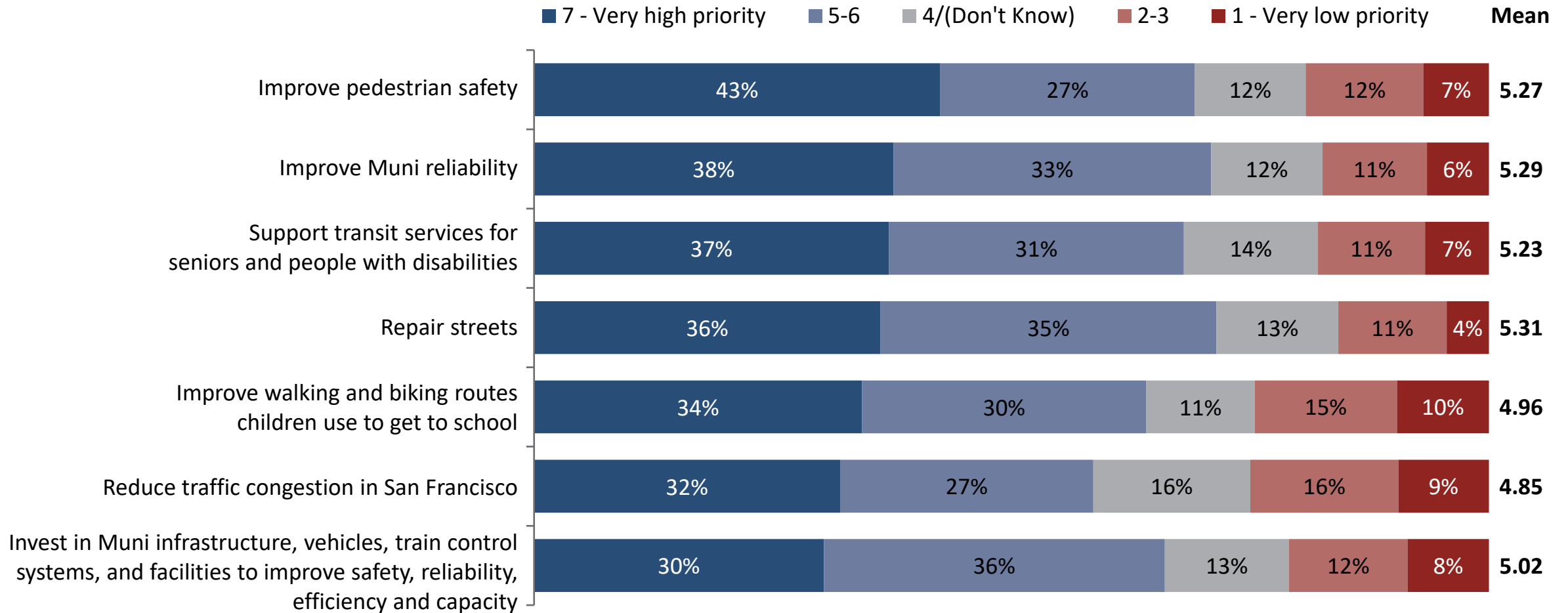
- Invest in new Muni infrastructure, vehicles, train control systems, and facilities to improve safety, reliability, capacity, and efficiency;
- Repair streets and upgrade traffic signals to improve safety;
- Maintain and enhance San Francisco BART and Caltrain facilities, vehicles, and systems;
- Improve pedestrian and bicycle safety; and
- Support transit services for seniors and people with disabilities;

by continuing the existing one-half percent sales tax for 30 years, raising approximately \$100 million annually, subject to independent audits and oversight, be adopted?



# Transportation Improvement Priorities

*Improvements to pedestrian safety, Muni reliability, transit for dependent populations, and road repair are the highest priorities for voters.*

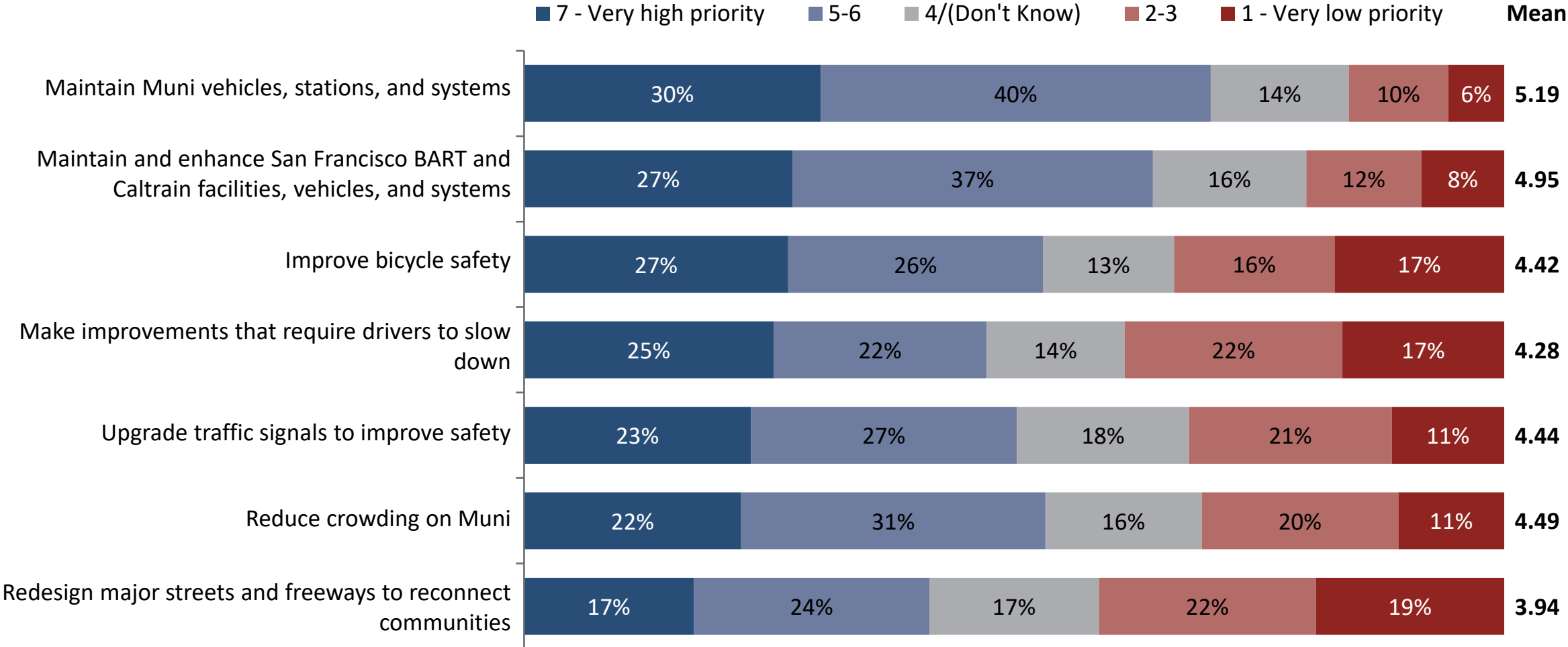


Q17-30. I'd like to read you a list of things a transportation improvement measure in San Francisco could pay for. Please rate each one using a scale of 1 to 7, where 1 means you feel that item should be a very low priority for San Francisco and 7 means that you feel that item should be a very high priority for San Francisco.



# Transportation Improvement Priorities

*Transit maintenance is also a priority for voters; other priorities have narrower appeal.*



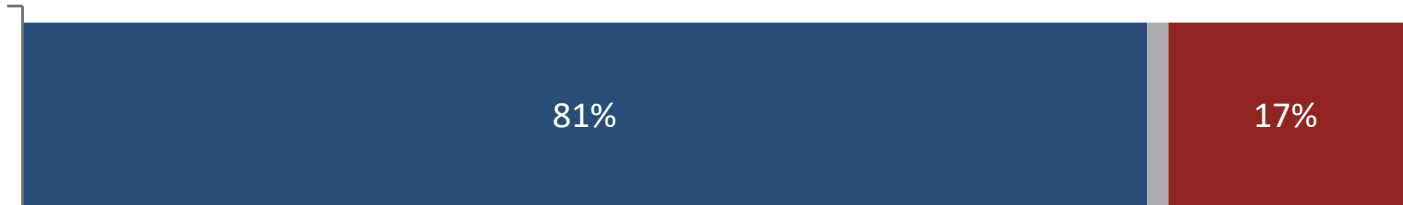
Q17-30. I'd like to read you a list of things a transportation improvement measure in San Francisco could pay for. Please rate each one using a scale of 1 to 7, where 1 means you feel that item should be a very low priority for San Francisco and 7 means that you feel that item should be a very high priority for San Francisco.

# 186 Additional Information

*Information about the measure's support for transit services for vulnerable populations, impact on air quality and climate programs, and funding for streets programs to improve road surfaces and safety is the most impactful, along with supporting economic recovery.*

■ Much/Somewhat more positive    ■ Don't know    ■ Much/Somewhat more negative

Many of San Francisco's most vulnerable populations depend on public transit to get around the City and the region, including low-income residents, seniors and persons with disabilities. This measure will help **continue providing critical transportation services to the people who rely on it** daily.



Forty percent of greenhouse gas emissions in San Francisco are due to transportation. This measure will help **fight climate change and improve San Francisco's air quality** by replacing polluting diesel buses with clean air vehicles, updating transit maintenance facilities, and making it easier and safer to get around the City without needing to drive.



This measure is a critical part of **supporting the City's recovery** from the pandemic economy, maintaining and supporting jobs while ensuring essential workers and others are able to get around reliably and easily.



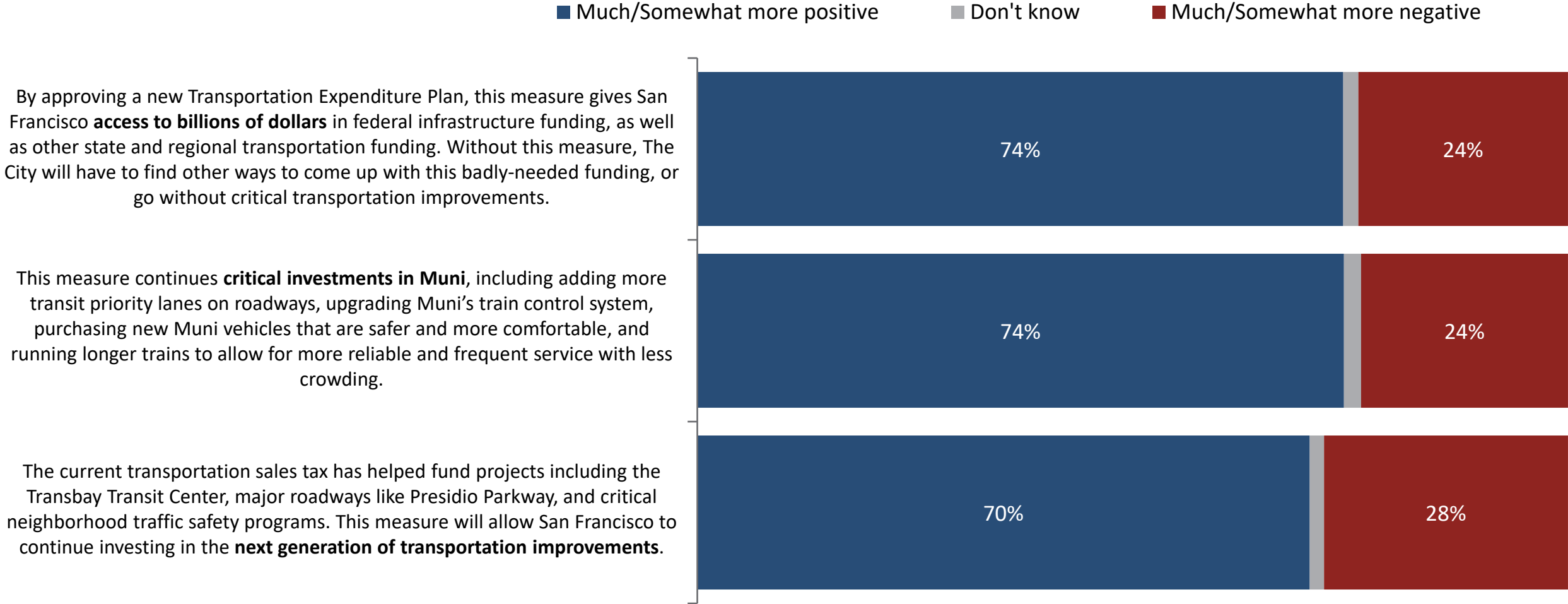
This measure will provide funding for the City's **streets program**, including street resurfacing, pedestrian and bike safety improvements, crosswalk improvements, traffic calming to discourage speeding and unsafe driving, and safety education programs like Safe Routes to School.



Q31-37. Next I'd like to read you some additional information about a transportation improvement measure in San Francisco. After each one, please tell me it makes you more positive towards the measure, or more negative towards the measure.

# Additional Information *(continued)*

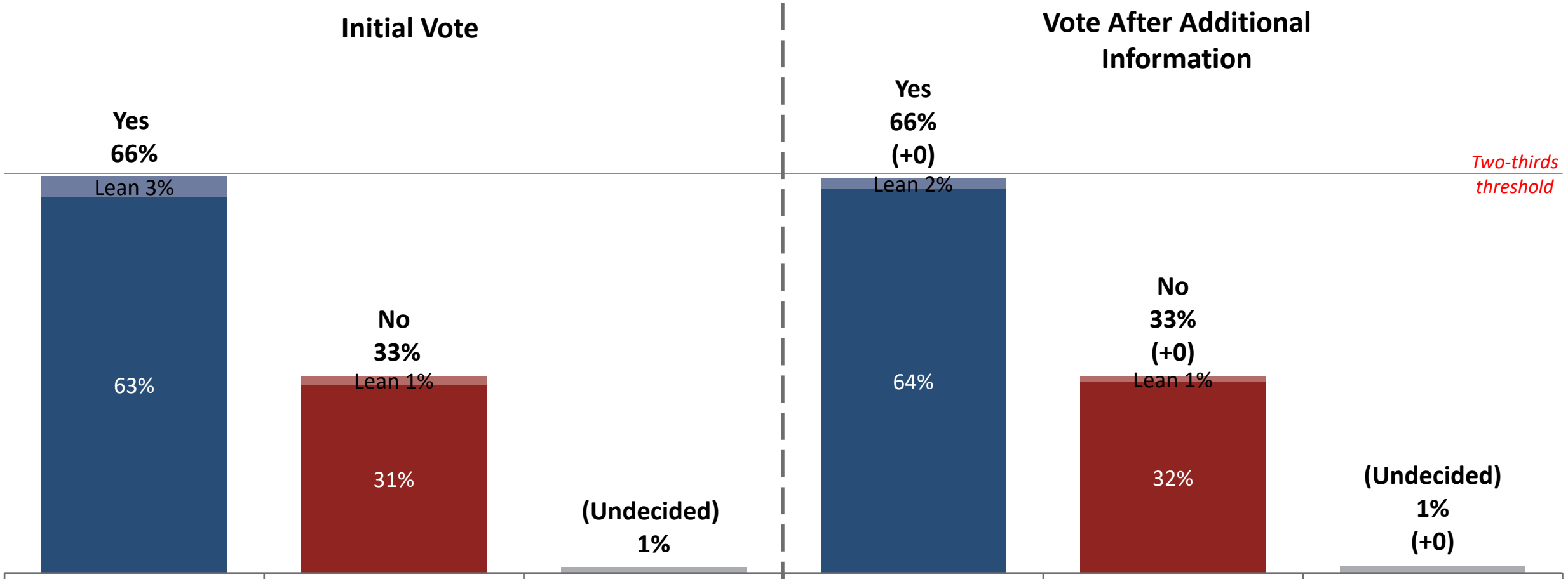
*There is support for sales tax as matching funds for grants and to deliver major capital projects.*



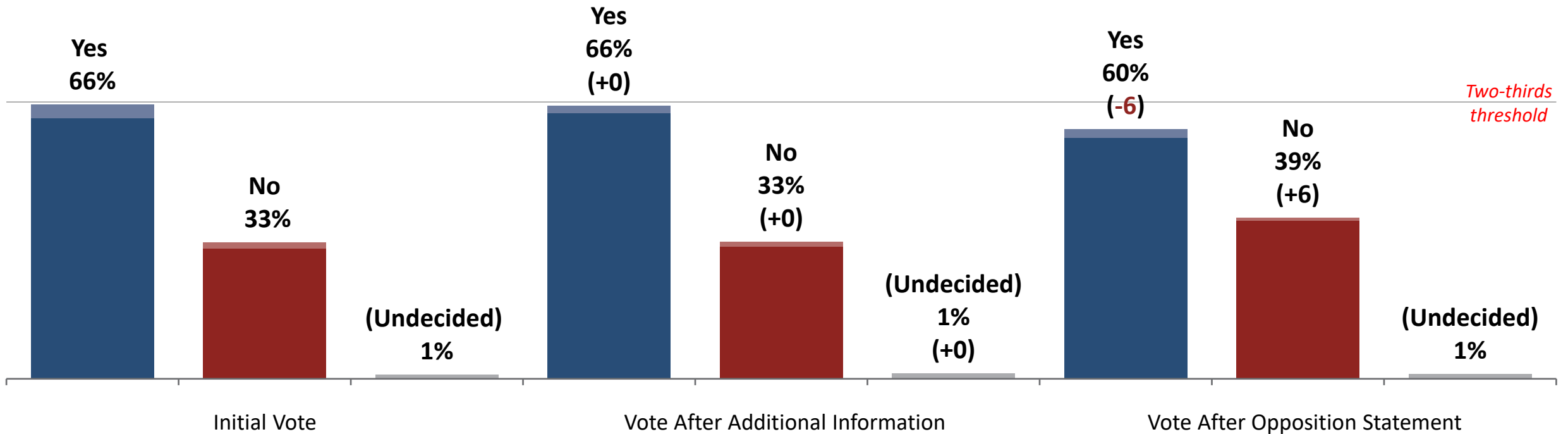
Q31-37. Next I'd like to read you some additional information about a transportation improvement measure in San Francisco. After each one, please tell me it makes you more positive towards the measure, or more negative towards the measure.

# Vote After Additional Information

*Few change their opinion of the measure upon learning more about it.*



*Opponents of this measure say San Francisco is still recovering from the COVID-19 pandemic, and with local businesses just starting to recover, now is just not the right time for another tax measure, especially one that will spend so much on public transit when people just aren't going to commute like they did before. With existing transportation projects delayed and millions over budget, our transportation systems need to be held accountable before we vote to approve even more funding for them. Between the federal infrastructure bill and other recently-passed funding measures, there is already plenty of money going towards transit improvements in San Francisco —it's time to give San Francisco taxpayers a break.*



Q11/Q38/Q39. Finally, given everything you've heard, if the election were held today, would you vote yes to approve or no to reject the half cent transportation improvement measure in San Francisco?

# 190 Conclusions

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- ▶ The transportation sales tax renewal measure as presented in this poll shows a **potential for success**, as long as it is viewed as a **continuation of an existing tax** (not a tax increase) that allows for continued investment in transportation in San Francisco.
- ▶ The projects and programs the measure would fund are highly attractive to City voters, including **improvements to Muni and other transit** services, **air quality and climate change** impacts, and roads programs that incorporate **traffic congestion reduction, street repair, and pedestrian safety improvements**.
- ▶ Public education efforts should focus on this measure as a **continued investment in transportation and public transit** for San Francisco that will **support the city's economic recovery** and help **combat climate change**.
- ▶ Providing information on the potential for accessing **significant matching funds without requiring a tax increase** can help reinforce that this is a fiscally-responsible way to continue investing in transportation in San Francisco **without raising taxes on local residents**.



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## Memorandum

### AGENDA ITEM 14

**DATE:** May 6, 2022  
**TO:** Transportation Authority Board  
**FROM:** Cynthia Fong - Deputy Director for Finance and Administration  
**SUBJECT:** 05/10/22 Board Meeting: Preliminary Fiscal Year 2022/23 Budget and Work Program

<p><b>RECOMMENDATION</b>    <input checked="" type="checkbox"/> Information    <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p><b>SUMMARY</b></p> <p>The purpose of this memorandum is to present the preliminary Fiscal Year (FY) 2022/23 annual budget and work program and seek input. The proposed budget and work program will come back to the Board for adoption in June.</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 checked="" type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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### BACKGROUND

Pursuant to State statutes (California Public Utilities Code, Sections 131000 et seq.), we must adopt an annual budget by June 30 of each year. As called for in our Fiscal Policy (Resolution 21-57) and Administrative Code (Ordinance 21-01), the Board shall set both the overall budget parameters for administrative and capital expenditures, the spending limits on certain line items, and adopt the budget prior to June 30 of each year.

### DISCUSSION

The preliminary FY 2022/23 Work Program includes activities in four major functional areas: 1) Plan, 2) Fund, 3) Deliver, and 4) Transparency and Accountability. These categories of activities are organized to efficiently address our designated mandates, including administering the Prop K Sales Tax program; functioning as the Congestion Management Agency (CMA) for San Francisco; acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; administering the \$10 Prop AA vehicle registration fee program (Prop AA); administering the Prop D Traffic Congestion Mitigation Tax program



(TNC Tax); and operating as the Treasure Island Mobility Management Agency (TIMMA) for San Francisco. Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

Attachment 1 contains a description of our preliminary work program for FY 2022/23. Attachment 2 displays the preliminary budget in a format described in our Fiscal Policy. The division of revenues and expenditures into the Sales Tax program, CMA program, TFCA program, Prop AA program, TIMMA program, and TNC Tax program in Attachment 2 reflects our six distinct responsibilities and mandates. Attachment 3 shows a comparison of revenues and expenditures to the prior year's actual and amended budgeted numbers. Attachment 4 shows a more detailed version of the proposed budget. Attachment 5 shows our Board adopted agency structure and job positions. Attachment 6 provides additional descriptions and analysis of line items in the budget.

We have segregated our TIMMA function as a separate legal and financial entity effective July 1, 2017. The TIMMA FY 2022/23 Budget and Work Program will be presented as a separate item to the TIMMA Committee and TIMMA Board at their respective upcoming meetings.

**Revenues.** Total revenues are projected to be \$132.8 million and are budgeted to increase by an estimated \$4.8 million from the FY 2021/22 Amended Budget, or 3.8%. Sales tax revenues, net of interest earnings, are projected to be \$101.7 million or 76.5% of revenues. This is an increase of \$8.8 million compared to the budgeted sales tax revenues for FY 2021/22, reflecting a moderate economic recovery with the relaxation of pandemic restrictions and growth across multiple sectors including general retail, food/restaurant, and transportation. In addition, higher than anticipated, sustained inflation and rising fuel prices contribute to the increased revenue forecast. TNC tax revenues are projected to be \$7.8 million or 5.9% of revenues. This is an increase of \$1.9 million compared to the budgeted TNC tax revenues for FY 2021/22, reflecting a continuous recovery from the pandemic as the City reopens. Program revenues are projected to be \$18.0 million or 13.6% of revenues. This is a decrease of \$6.0 million compared to the budgeted program revenues for FY 2021/22, which is largely due to decreased federal and state funding for the Southgate Road Realignment Improvements Project, or Phase 2 of the Interstate 80/Yerba Buena Island (YBI) Improvement Project, and YBI West Side Bridges. Construction activities for the Southgate Road Realignment Improvement Project are anticipated to be completed by Summer 2022.

**Expenditures.** Total expenditures are projected to be about \$204.0 million. Of this amount, capital project costs, most of which are awarded as grants to agencies like the San Francisco Municipal Transportation Agency (SFMTA), are \$166.8 million. Capital projects costs are 81.7% of total projected expenditures, with another 6.2% of expenditures budgeted for administrative operating costs, and 12.1% for debt service and interest costs. Capital project costs in FY 2022/23 are budgeted to decrease by \$11.8 million, or 6.6%, from the FY 2021/22 amended budget, which is primarily due to the decrease in CMA program capital expenditures related to the completion of construction activities for the Southgate Road Realignment Improvement Project.



Debt service costs of \$24.6 million are for costs related to the assumed fees and interests for the expected drawdown from the Revolving Credit Loan Agreement, anticipated bond principal and interest payments for our 2017 Sales Tax Revenue Bond, and other costs associated with debt. We have a \$125 million Revolving Credit Loan Agreement to support the Transportation Authority's interim borrowing program. Our debt program has allowed us more flexibility and has enabled us to cost effectively accelerate delivery of the Prop K program that we could do on a pay-go basis.

**Other Financing Sources/Uses.** The Other Financing Sources/Uses section of Attachment 6 - Line Item Detail for the FY 2022/23 preliminary budget includes anticipated drawdown from the Revolving Credit Loan Agreement. We had assumed a \$50 million drawdown in our FY 2021/22 amended budget. However, we do not anticipate the need for this drawdown by June 2022 due to updated information received on FY 2021/22 capital project costs related to SFMTA's Light Rail Vehicle procurement. The estimated level of sales tax capital expenditures for FY 2022/23 may trigger the need to drawdown up to \$75 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year by reviewing approved cash flow schedules for allocations, actual reimbursements, and progress reports in tandem with ongoing conversations with project sponsors, particularly our largest grant recipient, the SFMTA. This line item also includes inter-fund transfers among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and the Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280 Managed Lanes and Express Bus, Geary/19<sup>th</sup> Avenue Subway Strategic Case, and I-280 Ocean Avenue South Bound Off-Ramp Realignment projects.

**Fund Balance.** The budgetary fund balance is generally defined as the difference between assets and liabilities, and the ending balance is based on previous year's audited fund balance plus the current year's budget amendment and the budgeted year's activity. There is a positive amount of \$84.7 million in total fund balances, as a result of the anticipated Revolving Credit Loan Agreement drawdown.

**Next Steps.** The final proposed FY 2022/23 Annual Budget and Work Program will be presented to the Community Advisory Committee (CAC) at its May 25 meeting and the Board at its June 7 and 28 meetings. A public hearing will precede consideration of the FY 2022/23 Annual Budget and Work Program at the June 7 Board meeting.

## **FINANCIAL IMPACT**

As described above.

## **CAC POSITION**

None. This is an information item. The preliminary FY 2022/23 Annual Budget and Work Program was on the April 26 CAC meeting agenda as an information item, but the CAC continued discussion of the item due to time constraints. The final proposed FY 2022/23



Annual Budget and Work Program will be presented to the CAC at its May 25 meeting as noted above.

### **SUPPLEMENTAL MATERIALS**

- Attachment 1 - Preliminary Work Program
- Attachment 2 - Preliminary Budget
- Attachment 3 - Preliminary Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Preliminary Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

## Attachment 1

### Preliminary Fiscal Year 2022/2023 Annual Work Program

The Transportation Authority's Fiscal Year (FY) 2022/23 Work Program includes activities in five divisions overseen by the Executive Director: 1) Policy and Programming, 2) Capital Projects, 3) Planning, 4) Technology, Data, and Analysis, and 5) Finance and Administration. The Executive Director is responsible for directing the agency in keeping with the annual Board-adopted goals, for the development of the annual budget and work program, and for the efficient and effective management of staff and other resources. Further, the Executive Director is responsible for regular and effective communications with the Board, the Mayor's Office, San Francisco's elected representatives at the state and federal levels and the public, as well as for coordination and partnering with other city, regional, state, and federal agencies.

The agency's work program activities address the Transportation Authority's designated mandates and functional roles. These include: 1) serving as the Prop K transportation sales tax administrator; 2) serving as the Congestion Management Agency (CMA) for San Francisco; 3) acting as the Local Program Manager for the Transportation Fund for Clean Air (TFCA) program; 4) administering the \$10 Prop AA vehicle registration fee; and 5) administering the Prop D Traffic Congestion Mitigation Tax (TNC Tax) program. The Transportation Authority is also operating as the Treasure Island Mobility Management Agency (TIMMA). The TIMMA FY 2022/23 Work Program will be presented to the TIMMA Board as a separate item and highlights are included below.

Our work program reflects the multi-disciplinary and collaborative nature of our roles in planning, funding, and delivering transportation projects and programs across the city, while ensuring transparency and accountability in the use of taxpayer funds.

## PLAN

Long-range, countywide transportation planning and CMA-related policy, planning, and coordination are at the core of the agency's planning functions. In FY 2022/23, we will continue to implement recommendations from the existing San Francisco Transportation Plan (SFTP, 2017), while completing the next update (SFTP 2050, 2022) through the San Francisco Long-range Transportation Planning Program, also known as ConnectSF, our multi-agency partnership with the San Francisco Municipal Transportation Agency (SFMTA), the San Francisco Planning Department (SF Planning), and others. This year, we will complete a major update of the SFTP, to set a future transportation policy and investment blueprint for the city that coordinates with regional plans such as Plan Bay Area (PBA) 2050 and positions San Francisco's priorities for new state and federal funds. We will also continue to further corridor, neighborhood, and community-based transportation plans under our lead, while supporting efforts led by partner agencies. We will undertake new planning efforts meant to inform and respond to emerging trends and policy areas. This strategic area of focus for our planning work includes research and active congestion management as the economy continues to recover and evolve and we gain a better understanding of the permanency and impacts of pandemic-induced changes such as the increased prevalence of remote work. Most of the FY 2022/23 activities listed below are multi-divisional efforts, often led by the Planning or Capital Projects divisions in close coordination with the Technology, Data, and Analysis and the Policy and Programming divisions. Proposed activities include:

### Active Congestion Management

- **COVID-Era Congestion Tracker and COVID-19 Recovery Scenario Analysis.** Despite the widespread availability of vaccines, easing of travel and other restrictions, and increased

## Attachment 1

### Preliminary Fiscal Year 2022/2023 Annual Work Program

economic activity, transit ridership continues to be at historically low levels, with daily Muni boardings approximately one-half and BART boardings approximately one-third of pre-pandemic boardings. Traffic congestion, on the other hand, is almost at pre-pandemic levels and has been since November 2021. The Transportation Authority has continued with frequent updates to the COVID-Era Congestion Tracker (<https://covid-congestion.sfcta.org/>), an interactive map of critical roadways in San Francisco that provides decision-makers with the ability to monitor weekly changes in roadway congestion in order to identify emerging congestion "hot spots" and identify appropriate management strategies. The Congestion Tracker also allows partner agencies like the SFMTA and other users to view speed data for the city overall, or for particular segments, and to compare current speeds to pre-COVID conditions. This year we will seek to incorporate new 'Big Data' sources into our planning studies, publish real time Congestion Management Program system performance metrics and analyze key trip markets from our Household Travel Survey to inform mobility, climate and equity strategies. We will also continue to use the Transportation Authority's San Francisco Chained Activity Modeling Process (known as SF-CHAMP) activity-based travel demand model to analyze a wide range of recovery scenarios that look at the impacts of telecommuting, transit service provision, public willingness to ride transit, and other factors on travel demand and system performance.

- Treasure Island Mobility Management Program and Autonomous Shuttle Pilot project.** The Transportation Authority Board also sits as the TIMMA Board. This year, we expect to bring the Base Toll and Discount Program before both the TIMMA and Transportation Authority Boards for adoption. In parallel, we are co-leading the District 6 Neighborhood Transportation Improvement Plan (NTIP) Planning Project, the Supplemental Transportation Study, with One Treasure Island to identify new services to meet on-off Island travel needs of low income residents and workers. One supplemental transportation service will launch this year as a pilot funded by a pair of federal and regional grants: an autonomous shuttle which will circulate on-Island. This pilot will involve local partnerships to incorporate workforce development in autonomous vehicle technology. Lastly, we will advance the operating plans for both the new, TIMMA-sponsored ferry and new east bay bus transit services scheduled to launch with the rest of the multimodal program in 2025.

#### SFTP Implementation and Board Support

- NTIP Cycle 2 (Fiscal Years 2019/20-2023/24).** We will identify and advance new projects through Cycle 2 of the sales tax-funded NTIP and monitor implementation of previously funded NTIP projects. Funds for Cycle 2 include \$100,000 in planning funds for each district and \$600,000 in local match funds for each district to advance NTIP projects toward implementation. Scoping of new NTIP planning and capital efforts, including advancing recommendations from recently completed plans, will be done in coordination with Transportation Authority Board members and SFMTA's NTIP Coordinator. We will continue to lead NTIP projects in three City supervisorial districts: District 5 (Octavia Improvement Study), District 6 (Treasure Island Supplemental Transportation Study), and District 7 (Ocean Avenue Task Force), and we anticipate supporting District 1 NTIP work on neighborhood commercial core traffic calming and connectivity; E-bike access; and developing a vision for regional transit connectivity, as well as District 4 Mobility Study NTIP implementation strategies.

## Attachment 1

### Preliminary Fiscal Year 2022/2023 Annual Work Program

- **San Francisco School Access Plan.** Caltrans awarded a Caltrans Sustainable Planning Grant to the Transportation Authority to develop a School Access Plan. Building on our prior work on the Child Transportation Study, this plan will develop near and medium-term school transportation solutions for medium- to long-distance K-5 school trips, focusing on improving equity for vulnerable students and families, including students with Individualized Education Plans, students experiencing homelessness, foster youth, and low-income youth. We anticipate completing this study in FY 2022/23, in parallel and in partnership with the San Francisco Unified School District, which is expected to issue a reworked school assignment policy in the same timeframe.

#### Long Range, Countywide, and Inter-Jurisdictional Planning

- **SFTP 2050 and ConnectSF.** The SFTP will result in a fiscally constrained transportation investment and policy blueprint for San Francisco through the year 2050, helping San Francisco advance towards our ambitious equity, greenhouse gas, safety, and other goals. We plan to present the SFTP 2050 to the Board for approval by the end of calendar year 2022, building on the Streets and Freeways Study, the Transit Corridors Study, and other ConnectSF work, as well as other plans and studies led by the Transportation Authority and others. We are conducting outreach this spring to hear input on potential tradeoffs among major investments and policy choices. The SFTP will detail two investment scenarios: one based on anticipated revenues through 2050 and a vision scenario which includes potential new revenue sources. Both the 2017 SFTP and the SFTP update have informed San Francisco's input into PBA 2050 which was adopted in October 2021. The SFTP was also central in shaping the 2022 Expenditure Plan for the half-cent transportation sales tax, which was approved by the Board in March 2022 and is under consideration to be placed on the November 2022 ballot.
- **Geary/19th Ave Subway Strategic Case.** The ConnectSF Transit Investment Strategy identifies a rail subway along the Geary and 19th Avenue corridors as a long-term transit expansion priority for San Francisco and the region. Planning and development of the Geary/19th Avenue Subway will be a multi-phase process, occurring over a period of years. This effort comprises the first phase of work, known as the Strategic Case. The purpose of the Strategic Case phase is to establish the worthiness of the project and help identify key strategy considerations and project risks that will need to be explored in further phases. The Transportation Authority will lead this effort in coordination with the SFMTA and SF Planning. It will be funded by a sales tax appropriation that has received initial approval by the Board in April 2022.
- **Bayview Caltrain Station Location Study.** We continue to work with SF Planning as they complete a feasibility assessment of San Francisco Caltrain station locations, including for a new station location in Bayview. We expect the project to forward two potential locations, at Evans Avenue and Oakdale Avenue, for further consideration. Subject to Board approval of a sales tax appropriation, we will launch a 12-month pre-environmental effort to identify a single preferred station location, in collaboration with the Bayview community. The station location study will include a Working Group, broad public outreach, and technical analyses as needed to support a final recommendation. We are also continuing to coordinate with the SF Planning and Caltrain to scope the environmental phase of work.
- **Managed Lane and Express Bus System Planning and Policy Support.** We continue to work on planning and regional coordination for the San Francisco freeway system, at pace with other

## Attachment 1

### Preliminary Fiscal Year 2022/2023 Annual Work Program

regional and county agencies' activities on this front, as we continue advancement of concepts leading to environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd streets (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line (described below under Deliver). Phase 1 completed Caltrans scoping steps this year. We anticipate completing the outreach and environmental processes for Phase 1 this upcoming fiscal year. Building on the Streets and Freeways Study recommendations, we will also continue to develop the US 101/I-280 corridor. The equity study of the US 101/I-280 corridor will include outreach on improvement concepts identified in prior studies and will identify a full program to address congestion in this corridor, including transit service, local improvements, and potential lane striping changes to the freeway system. We are also continuing to coordinate with regional agencies and advocate for San Francisco's priorities on the Metropolitan Transportation Commission (MTC) Express Lane Strategic Plan; the MTC's Next Generation Freeway Study; the Bay Area Infrastructure Financing Authority's I-880 Express Lanes START pilot; Caltrans District 4's Transit Priority Study; and US 101 corridor managed lanes plans with San Mateo and Santa Clara counties, given the need to address growing congestion in the freeway corridors serving San Francisco and to help prioritize Muni and regional bus service.

- **Brotherhood Way Active Transportation and Open Space Plan.** With support from a new Caltrans Sustainable Transportation Planning grant, this community-driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit along Brotherhood Way in southwest San Francisco. The Brotherhood Way Active Transportation and Open Space Plan is a recommendation from the Streets and Freeways Study. Concepts will reduce modal conflicts in an area with demonstrated safety challenges, maximize the usefulness of developer-funded bicycle and pedestrian improvements west of the study area, and encourage mode shift by improving sustainable transportation options. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to seven acres of land within an equity priority community with a documented deficiency of neighborhood open space.
- **Support Statewide and Regional Policy and Planning Efforts.** We will continue to support studies and planning efforts at the state and regional levels, including the California High-Speed Rail Authority's (CHSHRA) Business Plan and Environmental Impact Report; Caltrain and High-Speed Rail Business Plan coordination; California Transportation Commission (CTC)/California Air Resources Board (CARB) joint efforts on climate policy; State of California Public Utilities Commission (CPUC) data rulemaking and regulations for Autonomous Vehicles and Transportation Network Companies (TNC, like Uber and Lyft) (including Senate Bill 1376 Access for All regulations); and MTC's efforts to implement the Blue Ribbon Transit Recovery Task Force's Transit Transformation Action Plan. We will also continue to coordinate with Bay Area Rapid Transit (BART) and other partner agencies to advance Link21, the study of a potential second Transbay rail crossing, and associated connection to the west side.
- **SFTP Modal Planning Follow-on Studies.** Looking ahead, we anticipate working in collaboration with Board members, partners agencies and the community on the following,



## Attachment 1

### Preliminary Fiscal Year 2022/2023 Annual Work Program

which will also be dependent upon securing funding through future appropriations or discretionary grants:

- Community outreach and technical evaluation to adopt a preferred configuration for a near-term multimodal Candlestick Undercrossing, one of the near-term priorities of the 2013 Bi-County Study;
- A District 4 Microtransit Business Plan, a recommendation from the 2020 District 4 Mobility Study;
- A Vision Plan and funding strategy for local waterfront ferry service, in partnership with the Water Emergency Transit Agency (WETA) and Bayshore development areas; (Districts 10, 6, 3, 2);
- Vision Zero Ramps Phase 3, a recommendation from the Streets and Freeways Study, which would focus on safety at I-280 and US-101 on and off-ramps in the south and southeast parts of the city; and
- The Bayview Truck Safety and Circulation Plan, which would identify strategies to shift truck access to industrial areas in the southeast away from Third Street and other active transportation routes (District 10).

#### Transportation Forecasting, Data and Analysis

- **Travel Forecasting and Analysis for Transportation Authority Studies.** We will provide modeling and data analysis to support efforts such as SFTP and ConnectSF; Downtown Rail Extension; US 101/280 Managed Lanes and Express Bus Study; Treasure Island Mobility Management Program; Bayview Caltrain Station Location Study; and the Brotherhood Way Active Transportation and Open Space Plan. We will continuously improve and update SF-CHAMP (version 7), now a cloud-based application, and also share more analyses from our comprehensive Household Travel Demand survey that was completed in collaboration with MTC in 2020 and serves as the basis for our travel demand estimates work.
- **Congestion Management Program Update.** Every two years, we prepare an update to the San Francisco Congestion Management Program (CMP), which documents changes in multi-modal transportation system performance including average roadway speeds and reliability, transit reliability, and bicycle and pedestrian counts. We will support the evaluation of several initiatives including Van Ness Bus Rapid Transit (BRT) and High-Occupancy Vehicle (HOV) lanes on Park Presidio (Highway 1). We will lead CMP data collection efforts in spring 2023, and the CMP update will be completed in fall 2023. For the first time, the 2023 CMP update will include a fully interactive online version.
- **Modeling Service Bureau.** We provide modeling, data analysis, and technical advice to City agencies and consultants in support of many projects and studies. Expected service bureau support this year for partner agencies and external parties is to be determined.

**Attachment 1**

## Preliminary Fiscal Year 2022/2023 Annual Work Program

- **Transportation Sustainability Program Evaluation Study.** We will advance research to quantify the effectiveness of the TDM strategies included in San Francisco's Transportation Sustainability Program (TSP) in reducing vehicle miles traveled (VMT) and single-occupancy vehicle trips.
- **New Mobility Rulemaking.** We will continue to work with SFMTA to provide San Francisco's input to state and federal rulemaking opportunities, particularly related to the CPUC's regulation of TNCs including data sharing; CPUC implementation of the TNC "Access for All" legislation; and CARB implementation of the TNC "Clean Miles" legislation. We will also continue to work on state and federal autonomous vehicle policies through monitoring of local deployments, providing input on guidelines development and other legislative efforts.
- **Model Enhancements.** We will release the latest version of the SF-CHAMP travel demand forecast model, which has been updated to incorporate the latest travel behavior survey data, including the availability of new mobility options such as TNCs. The updated model also includes new roadway network assignment assumptions that leverage our CMP roadway volume and speed data collection.

**FUND**

The Transportation Authority was initially established to administer the Prop B half-cent transportation sales tax (superseded by the Prop K transportation sales tax in 2003). This remains one of the agency's core functions, which has been complemented and expanded upon by several other roles including acting as the administrator for Prop AA, the TNC Tax program, the TFCA county program, and serving as CMA for San Francisco. We serve as a funding and financing strategist for San Francisco projects; advocate for discretionary funds and legislative changes to advance San Francisco priorities; provide support to enable sponsor agencies to comply with timely-use-of-funds and other grant requirements; and seek to secure new revenues for transportation-related projects and programs. The work program activities highlighted below are typically led by the Policy and Programming Division with support from all agency divisions. Notable efforts planned for FY 2022/23 include:

**Fund Programming and Allocations.** We will continue to administer the Prop K sales tax, Prop AA vehicle registration fee, TFCA, and TNC Tax programs through which the agency directly allocates and prioritizes projects for grant funding; and monitor and provide project delivery support and oversight for the Lifeline Transportation Program, One Bay Area Grant, and State Transportation Improvement Program in our role as CMA. We will continue to provide technical, strategic, and advocacy support for a host of other fund programs, such as revenues distributed under Senate Bill 1 (see below), California's Cap-and-Trade and Active Transportation Programs, and federal competitive grant programs. Notable efforts for FY 2022/23 include recommending to MTC programming of One Bay Area Grant Cycle 3 funds covering FY 2022/23 through FY 2025/26 for San Francisco's priority projects (anticipating Board approval in September); and allocating the third year of TNC Tax funds for the SFMTA's Quick-Build Program and updating the TNC Tax program guidelines to program future funds.

**Senate Bill 1 (SB 1).** This coming fiscal year, we will work internally, with San Francisco project sponsors and MTC to identify strong candidates for the next funding cycles of SB 1 programs including the Local Partnership Program (LPP) Competitive and Formula programs and Solutions for Congested Corridors. After seeking Board approval of project priorities for the Transportation

**Attachment 1**

## Preliminary Fiscal Year 2022/2023 Annual Work Program

Authority's share of LPP formula funds (anticipated spring 2023), we will seek approval from the CTC and support allocation requests for projects recommended to receive FY 2023/24 programming. Applications for SB 1 competitive programs are due to CTC by late November 2022. We will provide input to CTC on revisions to program guidelines, and engage our Board and MTC Commissioners, including seeking guidance on prioritizing funds (e.g. through the MTC's Major Projects Advancement Policy for larger, regionally significant projects).

**Plan Bay Area (PBA) 2050 Implementation.** With the approval of PBA 2050 in October 2021, MTC and Association of Bay Area Governments (ABAG) are now focused on implementing the plan, supporting transportation project funding and delivery and seeking to advance the plan's transportation and housing policies and strategies. As CMA, we will coordinate San Francisco's input to efforts such as the Major Projects Advancement Policy and guidelines development for the county and regional programs in the One Bay Area Grant Cycle 3 program, as well as provide input to numerous regional efforts from MTC's piloting of more equitable toll policies, development of the Transit Oriented Communities policy, the Rail Partnership and Governance Assessment, the Next Generation Bay Area Freeways Study, and implementation of the Transit Transformation Plan. These efforts involve close coordination with San Francisco agencies, the Mayor's office, our representatives on ABAG and MTC, and with Bay Area County Transportation Agencies (CTAs), regional transit agencies, and other community stakeholders.

**New Revenue Options.** We continue to track Regional Measure 3 status (in litigation) and are coordinating with SFMTA on needs and opportunities for potential local transportation measures in upcoming election cycles, and are tracking and, as appropriate, participating in discussions regarding a potential regional transportation measure or measures exploring 2024. See below for reauthorization of the Prop K sales tax.

**Sales Tax Reauthorization - Transition Planning for the 2022 Transportation Expenditure Plan.** If approved by at least a  $\frac{2}{3}$  majority of San Francisco voters in the November 2022 election, the new sales tax expenditure plan would take effect April 1, 2023. We are working on a transition plan to help guide the implementation of the new measure including developing the schedule and approach to the first Strategic Plan and 5-Year Prioritization Programs, guidelines for new expenditure plan programs such as Equity Priority Transportation and Development Oriented Transportation programs, improved public engagement methodologies, and taking a lessons learned approach to help identify improvements to program administration so that we can hit the ground running if the new measure is approved.

**Legislative Advocacy.** We will continue to monitor and take positions on state legislation affecting San Francisco's transportation programs and develop strategies for advancing legislative initiatives beneficial to San Francisco's interests and concerns at the state and federal level. Our advocacy builds off the agency's adopted legislative program, and is done in coordination with the Mayor's Office, the Self-Help Counties Coalition, and other city and regional agencies. This year, our efforts will include advocacy and coordination on transportation spending in the state budget and implementation of the Biden Administration's Infrastructure Investment and Jobs Act, as well as other state and federal policies that support San Francisco transportation projects, policies, and strategies (e.g. Vision Zero; greenhouse gas reduction including via electrification of Muni's fleet and related maintenance facility changes; improving major capital project delivery, securing additional revenues for San Francisco priorities, and emerging technology regulations).

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## Preliminary Fiscal Year 2022/2023 Annual Work Program

**Funding and Financing Strategy Opportunities.** We will continue to provide funding and financing strategy support for Prop K signature projects, many of which are also included in MTC's Regional Transit Expansion Agreement and are proposed for inclusion in the Major Projects Advancement Policy (MAP) that is under development. Examples include: Caltrain Electrification, Downtown Rail Extension (DTX), and Better Market Street. We will help position San Francisco's projects and programs to receive funding from the federal Infrastructure Investment and Jobs Act, and any additional federal COVID relief funds. We serve as a funding resource for all San Francisco project sponsors (e.g. brokering fund exchanges). At the regional level, in spring 2022, MTC will be kicking off the program development for the regional programs under the One Bay Area Grant framework to distribute future federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement funding. In our role as a CMA and advisors to our MTC and ABAG representatives, we will provide input to regional program guidelines development and prioritization processes, to support equitable distribution of funds across the region, including for San Francisco local and regional priorities included in PBA 2050.

**Capital Financing Program Management.** Led by the Finance and Administration Division in close collaboration with the Policy and Programming Division, and with the support of our financial advisors, we will continue to provide effective and efficient management of our debt program, including the outstanding sales tax revenues bonds, as well as the revolving credit loan agreement. Our goals are to enable accelerated delivery of sales tax-funded capital projects compared to what is supportable on a pay-go basis, while minimizing financing costs so more funds remain available for projects. We will closely track cash balances and proactively work with project sponsors to identify upcoming reimbursements so that we can better forecast when we may need to drawdown on the \$125 million revolving credit loan agreement. We will come to the Board for approval to drawdown revolving credit loan funds when they are needed.

**Customer Service and Efficiency Improvements.** This ongoing multi-division initiative will continue to improve our processes to make them more user-friendly and efficient for both internal and external customers, while maintaining a high level of transparency and accountability appropriate for administration of voter-approved revenue measures (Prop K, Prop AA, and the TNC Tax). The initiative includes maintaining and enhancing [mystreetsf.sfcta.org](http://mystreetsf.sfcta.org), our interactive project map, and the Portal, our web-based grants management database used by our staff and project sponsors. Our key areas of focus will be making refinements to the Allocation Request Form and enhancements to grant administration functionality in the Portal including incorporating cash flow reimbursement schedules and amendments thereof and identifying grants ripe for closeout.

**DELIVER**

Supporting the timely and cost-effective delivery of Transportation Authority-funded transportation projects and programs requires a multi-divisional effort, led primarily by the Capital Projects Division with support from other divisions. As in past years, the agency focuses on providing engineering support and oversight of Prop K sales tax major capital investments, such as SFMTA's Central Subway, Van Ness BRT, and facility upgrade projects; DTX; and Caltrain Modernization, including electrification as well as railyards planning coordination and oversight. We also serve as the lead agency for the delivery of certain capital projects, such as the I-80/Yerba Buena Island (YBI) Interchange Improvement

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### Preliminary Fiscal Year 2022/2023 Annual Work Program

Project, which typically are multi-jurisdictional in nature and often involve significant coordination with Caltrans. Key activities supporting project delivery for FY 2022/23 include the following:

#### Transportation Authority - Lead Construction:

- **I-80/YBI East Bound Off Ramp/Southgate Road Realignment Project.** We will continue working with Caltrans, the Bay Area Toll Authority (BATA), Treasure Island Development Authority (TIDA), and the U.S. Coast Guard to advance construction of the new facility. The project broke ground in June 2020 and is on schedule and within budget for substantial completion in summer of 2022. Work on building mitigation efforts will continue through 2023.
- **YBI West Side Bridges.** We recently submitted the project for inclusion in MTC's Major-Capital Project Advancement Policy as part of efforts securing full funding, executing funding agreements, and completing final engineering in preparation for the award of the construction contract. The project is experiencing a six-month delay due to the challenges of securing remaining Caltrans funding and need to re-scope the project. We anticipate resuming the project by the end of FY 2021/22. We are also coordinating with bicycle/pedestrian path plans adjacent to the West Side Bridges project. See YBI Multi-Use Path below.

#### Transportation Authority - Lead Project Development:

- **Pennsylvania Avenue Extension (PAX).** Subject to approval by the Board of a planned sales tax allocation, we will initiate a Bridging Study in FY 2022/23 to further develop the Pennsylvania Avenue rail alignment. Building on our design concept study, the Bridging Study will prepare the project to be advanced into environmental review, and will include further technical comparison of project alternatives, development of operational analysis working with Caltrain and the California High Speed Rail Authority (CHSRA), and public and stakeholder engagement.
- **US 101/I-280 Managed Lanes and Express Bus Project.** We will continue advancement of environmental approvals for the northbound I-280 carpool lanes between 18th and 3rd Street (Phase 1) as well as preliminary engineering and traffic analysis for the southbound lanes on I-280 and US 101 to the San Mateo County line. The companion equity study and related regional express lane policy work is described above under the Plan section above.
- **I-280/Ocean Avenue South Bound Off-Ramp Realignment and Geneva Avenue North Bound Ramp Optimization.** We will continue to advance I-280 Interchange modifications at Balboa Park including furthering design work for the southbound off-ramp at Ocean Avenue and early planning for northbound off-ramp and signal timing improvements at Geneva Avenue. We will also finalize our Geneva Avenue North Bound Ramp Study and work on follow-ups with Caltrans, SFMTA and community groups, as guided by the Board.
- **YBI Multi-Use Path.** We will keep working with our partners, BATA, TIDA, SFMTA, and interested stakeholders (San Francisco and East Bay bicycle coalitions) to fund and advance preliminary engineering and environmental phase work for the YBI multi-use path segment connecting the western side of the island from the San Francisco-Oakland Bay Bridge (SFOBB) East Span YBI viewing area down to the future Treasure Island Ferry Terminal and providing an

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### Preliminary Fiscal Year 2022/2023 Annual Work Program

ultimate connection point to the planned BATA-led SFOBB West Span Skyway Path. A key element of this effort will be to conduct outreach and develop the Comprehensive Multimodal Corridor Plan required for the Solutions for Congested Corridors grant application. MTC will submit this application as well as applications for Active Transportation Program (ATP) and LPP-Competitive grants, with the Transportation Authority and TIMMA's support.

- **Hillcrest Road Re-Design.** We will begin the design phase for the roadway widening project between Forest Road and the I-80 Portal crossing on the west side of YBI. The project will widen the narrow Hillcrest Road, which lacks sidewalks and bike paths, up to San Francisco Public Works (SFPW) standards and install safety features. The project will be closely coordinated with the adjacent YBI Multi-Use Path and connected West Side Bridges (see prior entries for both of these projects). The project is funded by a \$30 million Infill Infrastructure Grant awarded to TIDA.
- **Quint Street.** We will continue to work with SFPW and the Office of Real Estate to acquire the right of way for the re-aligned Quint Street, if not already achieved by the end of June 2022. This acquisition will allow us to begin the design phase of the project, subject to funding availability.
- **Presidio Parkway.** We will complete an informational case study showcasing the Public Private Partnership delivery of Phase 2 in comparison to traditional Design Bid Build delivery of Phase 1. The study explores the unique situation of a single project being delivered using two methods of procurement.

#### Transportation Authority - Project Delivery Support:

- **California High-Speed Rail Program and Peninsula Corridor Investment Program.** We coordinate with the CHSRA and City agencies on high-speed rail issues affecting the City, and work with Caltrain, MTC, the Mayor's Office, and Peninsula and regional stakeholders to monitor and support delivery of investments in the Peninsula Rail corridor, including the Caltrain electrification project. This year we will continue to work closely with aforementioned stakeholders to support delivery of the blended Caltrain/High Speed Rail system in the Peninsula corridor that will extend to the new Salesforce Transit Center, including leading critical Configuration Management Board efforts. We also continued to support policy discussions as requested for Caltrain funding and governance.
- **Caltrain Downtown Rail Extension (DTX) and Salesforce Transit Center.** We will continue moving forward with DTX project development efforts as part of the Executive Steering Committee (ESC), inclusive of regional partners per the SF Peninsula Rail Program Memorandum of Understanding (MOU). This includes the Executive Director serving on the ESC and on the Transbay Joint Powers Authority (TJPA) Board as an alternate. We will work closely with our MOU partners to meet the requirements of the Federal Transit Administration (FTA) Project Development phase and the MOU work plan, including our work to lead or co-lead the project's funding plan, delivery strategy, governance review, demand forecasting, and benefits analysis. We will also provide program oversight as TJPA advances the project's preliminary design, capital cost estimate, and risk assessment.

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### Preliminary Fiscal Year 2022/2023 Annual Work Program

- 4th and King Railyards and 22<sup>nd</sup> Street ADA Access Study.** We will continue to support planning and project development for the Caltrain northern terminus railyards site at 4<sup>th</sup> and King streets through our participation in the Railyards MOU Working Group and the Preliminary Business Case process for the site being led by Caltrain and the site owner. We also will work with Caltrain to advance further work on accessibility improvements at the existing 22<sup>nd</sup> Street Caltrain Station, building on the findings of Caltrain's 22<sup>nd</sup> Street ADA Access Study.
- Muni Metro Program Development.** We will provide enhanced oversight and planning/program development support to SFMTA in advancing its program of needed investments in the Muni Metro system, including state-of-good-repair and capacity expansion improvements. This includes the SFMTA-led Muni Metro Core Capacity Study, which will develop a program of investment to be put forward for FTA Core Capacity grant funds. We will also support development of the Muni Metro train control upgrade and the broader 10-year subway renewal program.
- Geary and Van Ness Avenue Bus Rapid Transits (BRT).** We will continue to oversee SFMTA construction efforts including environmental compliance for Geary Phase I and Van Ness BRT projects. We will also keep working closely with SFMTA to review Geary BRT Phase II project plans and coordination with Transit Corridor Study recommendations for the Geary/19th Ave subway.
- Better Market Street.** We will conduct oversight on City agencies' project delivery plans to minimize disruption to businesses during construction and reduce cost, as well as transit and cycling. We will also make further efforts to strengthen the project's funding plans both for the near-term improvements as well as the long-term vision for the corridor.
- Central Subway.** We will continue to provide project management oversight and support to management of project scope, schedule, and budget. We will work closely with SFMTA and other partners as the project moves from construction and commissioning into revenue service.
- Capital Projects Delivery Reform.** Advance project delivery reform best practices (lessons learned) analysis, including ongoing coordination with City stakeholders and industry experts. We anticipate bringing forward recommendations for this to the Board in early FY 2022/23.

## TRANSPARENCY AND ACCOUNTABILITY

This section of the work program highlights ongoing agency operational activities and administrative processes to ensure transparency and accountability in the use of taxpayer funds. This work includes ongoing efforts lead by the Finance and Administration Division (e.g., accounting, budgeting, human resources, procurement support), by the Technology, Data and Analysis Division (e.g., information technology and systems integration support), and by the Executive Office (e.g., Board operations and support, and communications) as listed below.

**Board Operations and Support.** Staff Board meetings including standing and ad hoc committees.

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## Preliminary Fiscal Year 2022/2023 Annual Work Program

**Communications and Community Relations.** Execute the agency's communications strategy with the general public, our Board, various interest groups, and other government agencies. This is accomplished through various means, including fostering media and community relations; developing strategic communications plans for projects and policy initiatives; disseminating agency news and updates through 'The Messenger' electronic newsletter; social media and other web-based communications; supporting public outreach; and helping coordinate events to promote the agency's work. Communications staff has listed the below growth goals for various platforms (estimates are based in part on past performance trends).

- Instagram: Grow following by 50%
- LinkedIn: Grow following by 10%
- Website: Increase unique website hits by 10%
- Facebook: Grow following by 5%
- Twitter: Grow following by 4%
- Messenger: Grow subscriber list by 3%

Communications staff will continue participating in training to advance outreach skills. This year, we plan to continue to:

- Refine outreach and communications techniques by incorporating the latest engagement techniques for the general public, with a focus on racial equity and seeking to engage Equity Priority Communities.
- Rollout agency Outreach Guidelines to agency staff to codify best practices when preparing for and executing agency outreach.
- Support agency experts in thought leadership roles and speaking engagements
- Support project delivery events (groundbreakings, ribbon cuttings), including the anticipated Southgate Road Realignment opening and Central Subway opening

**Audits.** Prepare, procure, and manage fiscal compliance and management audits.

**Budget, Reports, and Financial Statements.** Develop and administer agency budget funds, including performance monitoring, internal program, and project tracking. Monitor internal controls and prepare reports and financial statements. We will also analyze results of our planned salary survey and long-term personnel and office lease costs, to inform and prepare for administration and budget needs in the coming years.

**Accounting and Grants Management.** Maintain payroll functions, general ledger, and accounting system, including paying, receiving, and recording functions. Manage grants and prepare invoices for reimbursement.

**Debt Oversight and Compliance.** Monitor financial and debt performance, prepare annual disclosures, and complete required compliance activities.

**Systems Integration.** Enhance and maintain the enterprise resource planning system (business management and accounting software), and other financial systems to improve accounting functions, automate processes, general ledger reconciliations, and financial reporting, as well as enabling improved data sharing with the Portal.



**Attachment 1**

## Preliminary Fiscal Year 2022/2023 Annual Work Program

**Contract Support.** Oversee the procurement process for professional consultant contracts, prepare contracts, and manage compliance for contracts and associated Memoranda of Agreements and Understandings.

**Racial Equity Action Plan.** Continue to work through the Racial Equity Working Group to advance the Racial Equity Action Plan created in the prior fiscal year. The current phase of the plan identifies over 80 actions for implementation over a 3-year period. This year, the Racial Equity Working Group is focused on completing elements of its Racial Equity Action Plan related to retention and promotion. This work involves gathering data and identifying solutions to address any disparities by race/ethnicity and salaries. The Racial Equity Working Group will also be focused on elements related to professional development and formalizing staff policies.

**Disadvantaged Business Enterprise (DBE) and Local Business Enterprise (LBE).** Administer our own DBE and LBE program, review and update policy for any new state and federal requirements, conduct outreach and review applications, and award certifications to qualifying businesses. Continue to participate in the multi-agency consortium of Bay Area transportation agencies with a common goal to assist small, disadvantaged, and local firms doing business with Bay Area transit and transportation agencies.

**Policies.** Maintain and update Administrative Code, Rules of Order, fiscal, debt, procurement, investment, travel, and other policies.

**Human Resources.** Administer recruitment, personnel, and benefits management and office procedures. We conduct or provide training for staff. We advance agency workplace excellence initiatives through staff working groups, training, and other means. This year, we will complete the recruitments for the Deputy Director for Capital Projects, Senior Communications Manager, Program Analyst, and Transportation Planner.

**Office Management and Administrative Support.** Maintain facilities and provide procurement of goods and services and administration of services contracts. Staff front desk reception duties. Provide assistance to the Clerk of the Transportation Authority as required with preparation of agenda packets and minutes, updates to our website, and clerking meetings.

**Legal Issues.** Manage routine legal issues, claims, and public records requests.

**Information Technology.** Provide internal development and support; maintain existing technology systems including phone and data networks; develop new collaboration tools to further enhance efficiency and technological capabilities; and expand contact management capabilities.



	Preliminary Budget Annual by Fund						Budget Annual Fiscal Year 2022/23
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Revenues:</b>							
Sales Tax Revenues	\$ 101,701,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,701,000
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	7,815,500	7,815,500
Interest Income	302,006	-	774	760	-	71,030	374,570
Program Revenues	-	6,582,268	690,700	-	10,765,798	-	18,038,766
Other Revenues	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>102,003,006</b>	<b>6,582,268</b>	<b>691,474</b>	<b>4,834,809</b>	<b>10,765,798</b>	<b>7,886,530</b>	<b>132,763,885</b>
<b>Expenditures</b>							
Capital Project Costs	137,816,845	7,616,109	760,852	7,859,747	9,315,408	3,405,686	166,774,647
Administrative Operating Costs	6,868,213	3,584,630	43,384	246,117	1,701,071	137,825	12,581,240
Debt Service Costs	24,629,505	-	-	-	-	-	24,629,505
<b>Total Expenditures</b>	<b>169,314,563</b>	<b>11,200,739</b>	<b>804,236</b>	<b>8,105,864</b>	<b>11,016,479</b>	<b>3,543,511</b>	<b>203,985,392</b>
<b>Other Financing Sources (Uses):</b>	<b>70,130,848</b>	<b>4,618,471</b>	<b>-</b>	<b>-</b>	<b>250,681</b>	<b>-</b>	<b>75,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 2,819,291</b>	<b>\$ -</b>	<b>\$ (112,762)</b>	<b>\$ (3,271,055)</b>	<b>\$ -</b>	<b>\$ 4,343,019</b>	<b>\$ 3,778,493</b>
Budgetary Fund Balance, as of July 1	\$ 26,004,031	\$ -	\$ 348,184	\$ 10,474,442	\$ -	\$ 9,408,371	\$ 46,235,028
Budgetary Fund Balance, as of June 30	<u>\$ 28,823,322</u>	<u>\$ -</u>	<u>\$ 235,422</u>	<u>\$ 7,203,387</u>	<u>\$ -</u>	<u>\$ 13,751,390</u>	<u>\$ 50,013,521</u>



**San Francisco  
County Transportation  
Authority**

**Attachment 3  
Preliminary Fiscal Year 2022/23 Budget Annual  
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2020/21 Actual	Fiscal Year 2021/22 Amended Budget	Preliminary Fiscal Year 2022/23 Budget Annual	Variance from Fiscal Year 2021/22 Amended Budget	% Variance
Sales Tax Revenues	\$ 86,530,445	\$ 92,879,800	<b>\$ 101,701,000</b>	\$ 8,821,200	9.5%
Vehicle Registration Fee	5,513,643	4,834,049	<b>4,834,049</b>	-	0.0%
Traffic Congestion Mitigation Tax	5,625,880	5,880,000	<b>7,815,500</b>	1,935,500	32.9%
Interest Income	19,960	324,761	<b>374,570</b>	49,809	15.3%
Program Revenues					
Federal	6,868,989	10,290,316	<b>7,632,364</b>	(2,657,952)	-25.8%
State	125,865	5,066,932	<b>3,779,538</b>	(1,287,394)	-25.4%
Regional and other	4,792,608	8,647,921	<b>6,626,864</b>	(2,021,057)	-23.4%
<b>Total Revenues</b>	<b>109,512,718</b>	<b>127,923,779</b>	<b>132,763,885</b>	<b>4,840,106</b>	<b>3.8%</b>
Capital Project Costs	105,080,558	178,623,313	<b>166,774,647</b>	(11,848,666)	-6.6%
Administrative Operating Costs					
Personnel expenditures	7,087,755	8,997,784	<b>9,348,335</b>	350,551	3.9%
Non-Personnel expenditures	2,556,765	3,307,170	<b>3,232,905</b>	(74,265)	-2.2%
Debt Service Costs	21,681,509	21,722,350	<b>24,629,505</b>	2,907,155	13.4%
<b>Total Expenditures</b>	<b>136,406,587</b>	<b>212,650,617</b>	<b>203,985,392</b>	<b>(8,665,225)</b>	<b>-4.1%</b>
<b>Other Financing Sources (Uses)</b>	<b>-</b>	<b>50,000,000</b>	<b>75,000,000</b>	<b>25,000,000</b>	<b>50.0%</b>
<b>Net change in Fund Balance</b>	<b>\$ (26,893,869)</b>	<b>\$ (34,726,838)</b>	<b>\$ 3,778,493</b>	<b>\$ 38,505,331</b>	<b>-110.9%</b>
<b>Budgetary Fund Balance, as of July 1</b>	<b>\$ 107,855,735</b>	<b>\$ 80,961,866</b>	<b>\$ 80,961,866</b>		
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 80,961,866</b>	<b>\$ 46,235,028</b>	<b>\$ 84,740,359</b>		



	<b>Preliminary Budget Annual by Fund</b>						<b>Preliminary Fiscal Year 2022/23 Budget Annual</b>
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Revenues:</b>							
Sales Tax Revenues	\$ 101,701,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 101,701,000
Vehicle Registration Fee	-	-	-	4,834,049	-	-	4,834,049
Traffic Congestion Mitigation Tax	-	-	-	-	-	7,815,500	7,815,500
Interest Income	302,006	-	774	760	-	71,030	374,570
<b>Program Revenues</b>							
<b>Federal</b>							
Advanced Transportation and Congestion Management Technologies Deployment	-	-	-	-	3,729,957	-	3,729,957
Ferry Boat Discretionary Funds - Treasure Island Ferry Terminal	-	-	-	-	1,460,000	-	1,460,000
Innovative Deployments to Enhance Arterials Shared Automated Vehicle	-	-	-	-	464,885	-	464,885
Highway Bridge Program - I-80/Yerba Buena Island (YBI) Interchange Improvement	-	-	-	-	-	-	-
Priority Conservation Area Program - YBI Multi-Use Pathway	-	862,202	-	-	-	-	862,202
Surface Transportation Program 3% Revenue and Augmentation	-	1,115,320	-	-	-	-	1,115,320
<b>State</b>							
Affordable Housing and Sustainable Communities - Treasure Island Ferry Terminal	-	-	-	-	365,000	-	365,000
Affordable Housing and Sustainable Communities - East Bay Bus Exchange	-	-	-	-	1,013,283	-	1,013,283
Planning, Programming & Monitoring SB45 Funds	-	290,000	-	-	-	-	290,000
Infill Infrastructure Grant Program - Hillcrest Road Re-Design Project	-	1,292,692	-	-	-	-	1,292,692
Senate Bill 1 Local Partnership Program - I-280 SB Ocean Ave Off-Ramp Realignment Project	-	514,586	-	-	-	-	514,586
Senate Bill 1 Local Partnership Program - YBI Multi-Use Pathway Project	-	111,707	-	-	-	-	111,707
Sustainable Communities - School Access Plan	-	36,580	-	-	-	-	36,580
Sustainable Transportation - Brotherhood Active Transportation and Open Space Plan	-	155,690	-	-	-	-	155,690
<b>Regional and other</b>							
BATA - I-80/YBI Interchange Improvement	-	2,078,970	-	-	-	-	2,078,970
SFMTA - School Access Plan	-	9,521	-	-	-	-	9,521
SF Planning - Transportation Demand Management Program	-	40,000	-	-	-	-	40,000
SFMTA - Travel Demand Modeling Assistance	-	75,000	-	-	-	-	75,000
Treasure Island Community Development LLC (TICD) - Exhibit N Shuttle Exchange	-	-	-	-	1,857,673	-	1,857,673
TICD - Ferry Exchange	-	-	-	-	1,875,000	-	1,875,000
Vehicle Registration Fee Revenues (TFCA)	-	-	690,700	-	-	-	690,700
<b>Total Revenues</b>	<b>\$ 102,003,006</b>	<b>\$ 6,582,268</b>	<b>\$ 691,474</b>	<b>\$ 4,834,809</b>	<b>\$ 10,765,798</b>	<b>\$ 7,886,530</b>	<b>\$ 132,763,885</b>

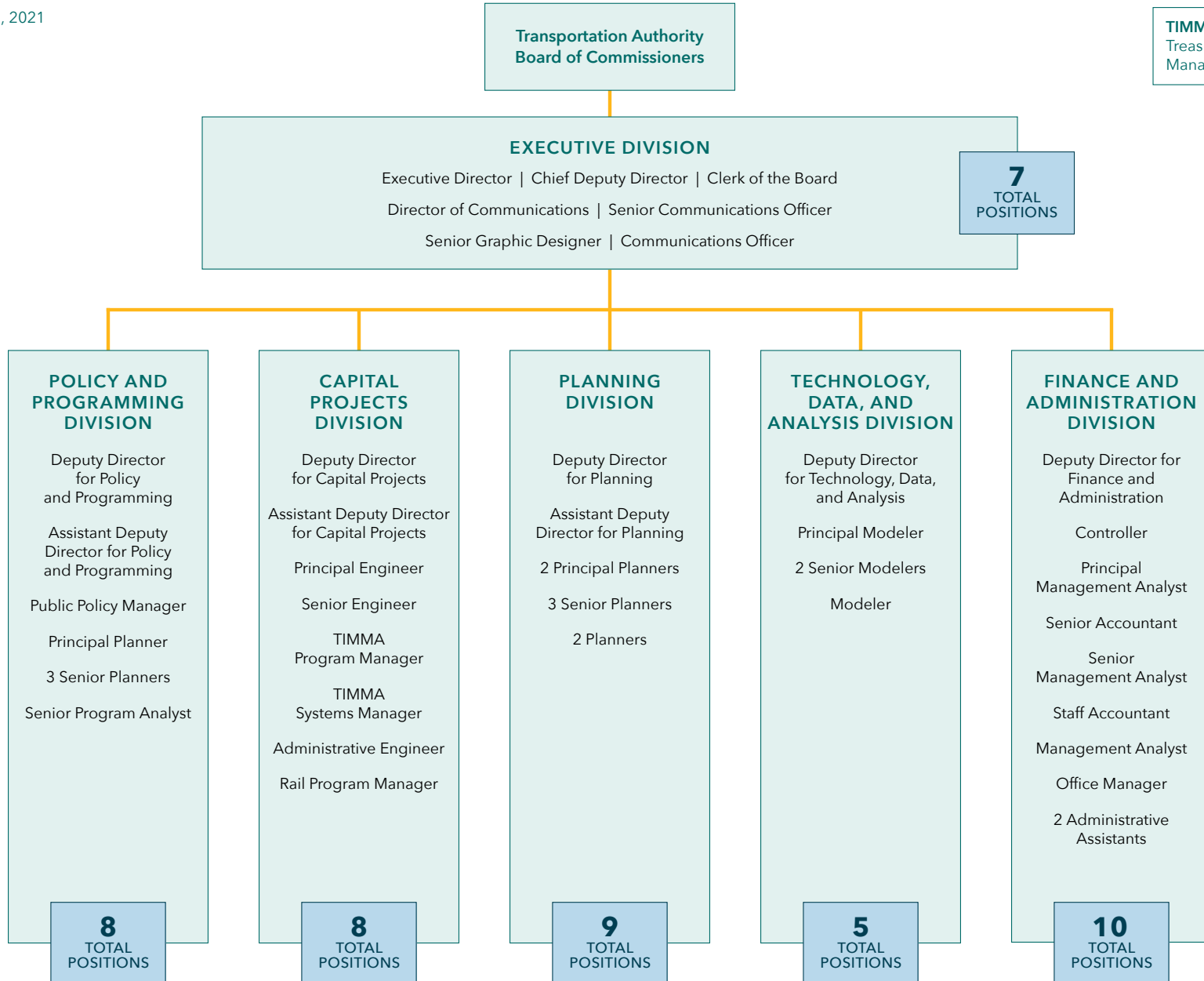


	<b>Preliminary Budget Annual by Fund</b>						<b>Preliminary Fiscal Year 2022/23 Budget Annual</b>
	Sales Tax Program	Congestion Management Agency Programs	Transportation Fund for Clean Air Program	Vehicle Registration Fee for Transportation Improvements Program	Treasure Island Mobility Management Agency Program	Traffic Congestion Mitigation Tax Program	
<b>Expenditures:</b>							
Capital Project Costs							
Individual Project Grants, Programs & Initiatives	\$ 135,000,000	\$ -	\$ 760,852	\$ 7,859,747	\$ -	\$ 3,305,686	\$ 146,926,285
Technical Professional Services	2,816,845	7,616,109	-	-	9,315,408	100,000	19,848,362
Administrative Operating Costs							
Personnel Expenditures							
Salaries	2,407,942	2,400,958	29,058	164,847	1,009,626	88,965	6,101,396
Fringe Benefits	1,187,114	1,183,672	14,326	81,270	497,745	43,860	3,007,987
Pay for Performance	238,952	-	-	-	-	-	238,952
Non-personnel Expenditures							
Administrative Operations	2,869,205	-	-	-	187,500	5,000	3,061,705
Equipment, Furniture & Fixtures	105,000	-	-	-	-	-	105,000
Commissioner-Related Expenses	60,000	-	-	-	6,200	-	66,200
Debt Service Costs							
Fiscal Charges	120,000	-	-	-	-	-	120,000
Interest Expenses	10,384,505	-	-	-	-	-	10,384,505
Bond Principal Payment	14,125,000	-	-	-	-	-	14,125,000
<b>Total Expenditures</b>	<b>\$ 169,314,563</b>	<b>\$ 11,200,739</b>	<b>\$ 804,236</b>	<b>\$ 8,105,864</b>	<b>\$ 11,016,479</b>	<b>\$ 3,543,511</b>	<b>\$ 203,985,392</b>
<b>Other Financing Sources (Uses):</b>							
Transfers in - Prop K Match to Grant Funding	-	4,618,471	-	-	250,681	-	4,869,152
Transfers out - Prop K Match to Grant Funding	(4,869,152)	-	-	-	-	-	(4,869,152)
Draw on Revolving Credit Agreement	75,000,000	-	-	-	-	-	75,000,000
<b>Total Other Financing Sources (Uses)</b>	<b>70,130,848</b>	<b>4,618,471</b>	<b>-</b>	<b>-</b>	<b>250,681</b>	<b>-</b>	<b>75,000,000</b>
<b>Net change in Fund Balance</b>	<b>\$ 2,819,291</b>	<b>\$ -</b>	<b>\$ (112,762)</b>	<b>\$ (3,271,055)</b>	<b>\$ -</b>	<b>\$ 4,343,019</b>	<b>\$ 3,778,493</b>
Budgetary Fund Balance, as of July 1	\$ 26,004,031	\$ -	\$ 348,184	\$ 10,474,442	\$ -	\$ 9,408,371	\$ 46,235,028
<b>Budgetary Fund Balance, as of June 30</b>	<b>\$ 28,823,322</b>	<b>\$ -</b>	<b>\$ 235,422</b>	<b>\$ 7,203,387</b>	<b>\$ -</b>	<b>\$ 13,751,390</b>	<b>\$ 50,013,521</b>
Fund Reserved for Program and Operating Contingency	<b>\$ 10,170,100</b>	<b>\$ -</b>	<b>\$ 69,070</b>	<b>\$ 483,405</b>	<b>\$ -</b>	<b>\$ 781,550</b>	<b>\$ 11,504,125</b>



Revised April 21, 2021

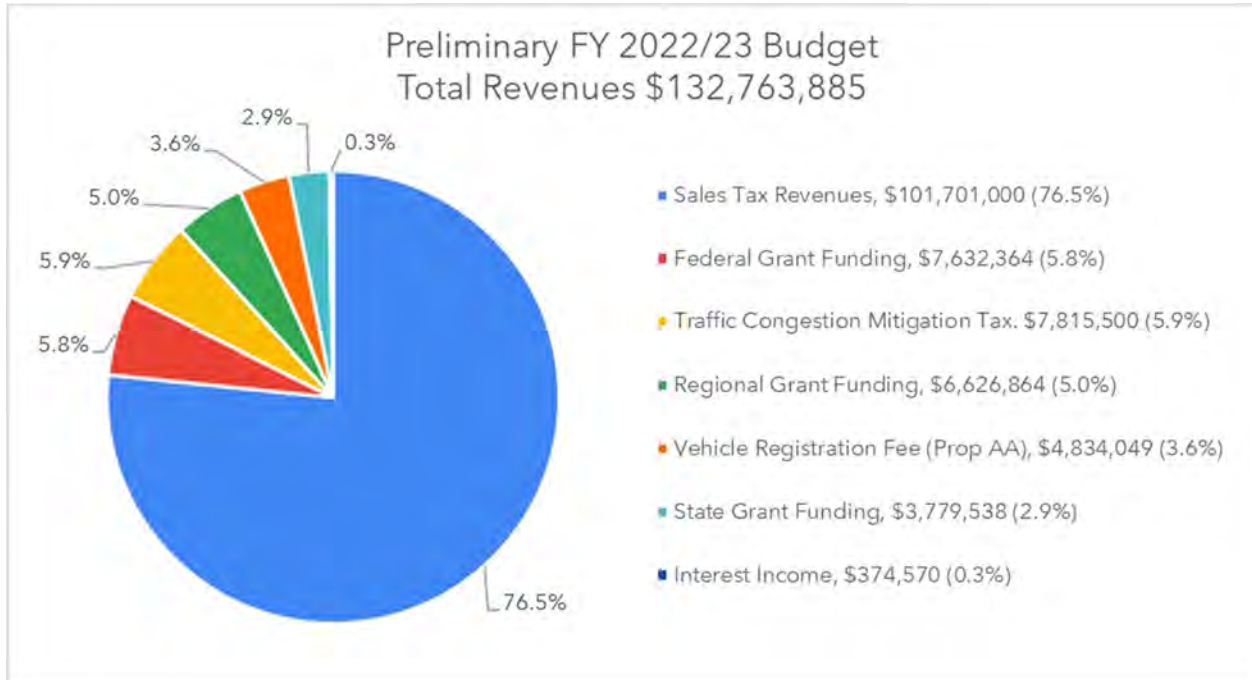
**TIMMA:**  
Treasure Island Mobility  
Management Agency



**Attachment 6**  
Line Item Descriptions

**TOTAL PROJECTED REVENUES..... \$132,763,885**

The following chart shows the composition of revenues for the preliminary FY 2022/23 budget.



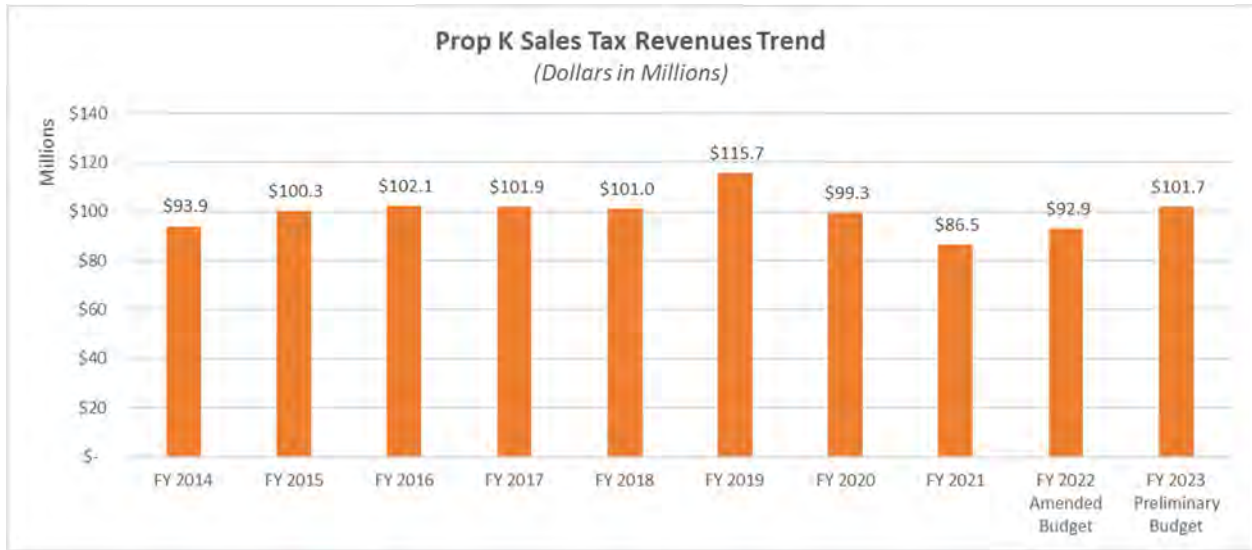
**Prop K Sales Tax Revenues: .....\$101,701,000**

On November 4, 2003, San Francisco voters approved Proposition K (Prop K), the imposition of a retail transactions and use tax of one-half of 1% in the City and County of San Francisco to fund the Prop K Expenditure Plan. The 30-year expenditure plan extends through March 31, 2034 and prioritizes \$2.35 billion (in 2003 dollars) and leverages another \$9 billion in federal, state, and local funds for transportation improvements. The expenditure plan restricts expenditures to four major categories: 1) Transit; 2) Streets and Traffic Safety; 3) Paratransit services for seniors and disabled people; and 4) Transportation System Management/Strategic Initiatives.

As pandemic restrictions are relaxing, sales tax revenues across multiple sectors including general retail, food/restaurant, and transportation continue to recover at moderate levels, although not quite to pre-pandemic levels yet. In addition, higher than anticipated, sustained inflation and rising fuel prices contribute to the increased revenue forecast. We project FY 2022/23 sales tax revenues to increase compared to the amended budget revenues for FY 2021/22 by 9.5%, or \$8.8 million. The increase in sales tax revenues is a result of pandemic recovery and reduced health order restrictions. We will continue to provide monthly updates of our sales tax revenue collections. The sales tax revenue projection is net of the California Department of Tax and Fee Administration’s charges for the collection of the tax and excludes interest earnings budgeted in Interest Income.

**Attachment 6**  
Line Item Descriptions

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop K sales tax revenues.

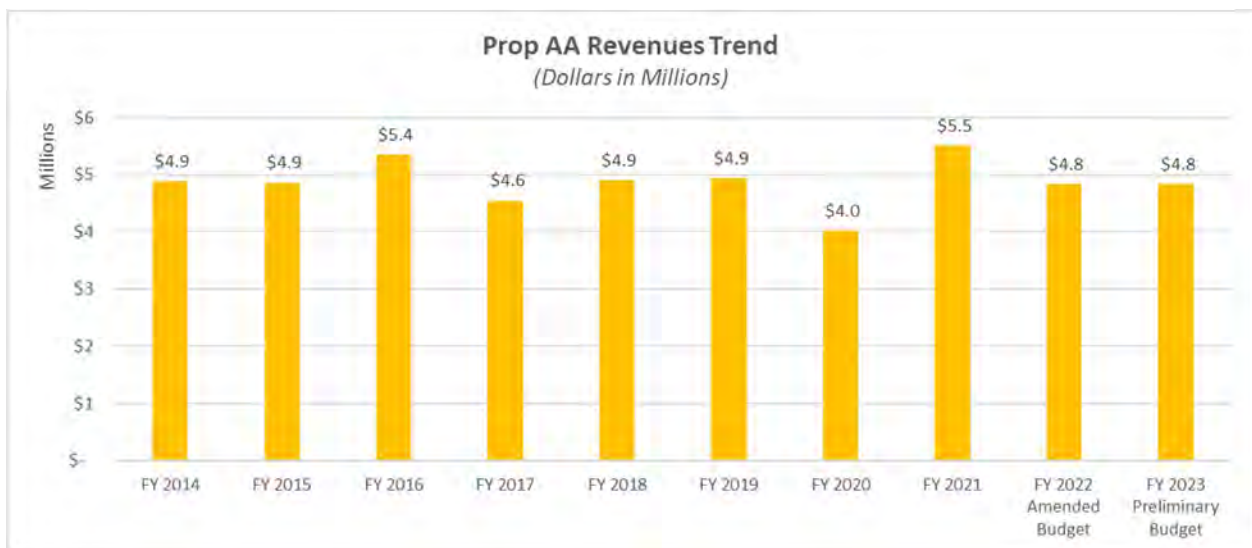


**Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues...\$4,834,049**

The Transportation Authority serves as the administrator of Proposition AA or Prop AA, a \$10 annual vehicle registration fee on motor vehicles registered in the City and County of San Francisco, which was passed by San Francisco voters on November 2, 2010. The 30-year expenditure plan continues until May 1, 2041 and prioritizes funds that are restricted to three major categories: 1) Street Repair and Construction, 2) Pedestrian Safety, and 3) Transit Reliability and Mobility Improvements.

Based on FY 2021/22 revenues to date, we project FY 2022/23 Prop AA revenues to be in line with pre-pandemic levels. This amount is net of the Department of Motor Vehicles' charges for the collection of these fees.

The chart below reflects the eight-year historical and two-year budgeted receipts for Prop AA revenues.





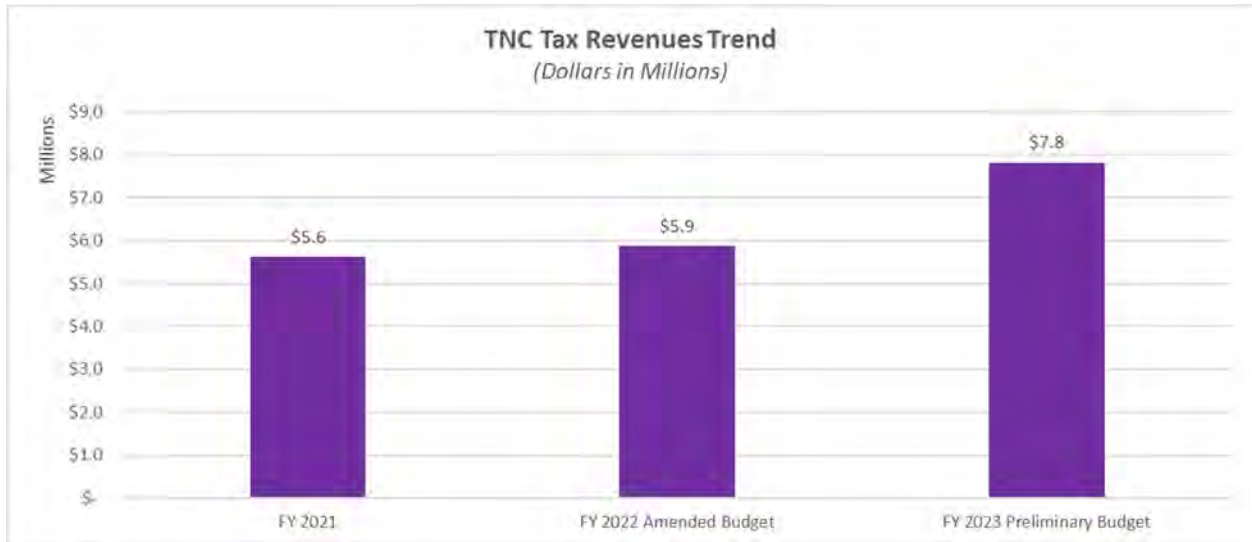
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**Traffic Congestion Mitigation Tax (TNC Tax) Revenues:..... \$7,815,500**

In November 2019, San Francisco voters approved measure Proposition D, also known as the TNC Tax enabling the City to impose a 1.5% business tax on shared rides and 3.25% business tax on private rides for fares originating in San Francisco and charged by commercial ride-share and driverless-vehicle companies until November 5, 2045. The Transportation Authority receives 50% of the revenues for capital projects that promote users’ safety in the public right-of-way in support of the City’s Vision Zero policy. The San Francisco Municipal Transportation Agency (SFMTA) receives the other 50% of revenues. The City began collecting TNC Tax revenues on January 1, 2020.

Based on continuous discussions and coordination with the City’s Controller’s Office and the SFMTA, we anticipate TNC Tax revenues for FY 2022/23 to increase by 32.9%, or \$1.9 million, which is due to the relaxation of COVID pandemic protocols and increased mobility and activity. While revenues are rebounding as we recover from the pandemic, they continue to be affected by changes in travel demand brought on by the pandemic.

The chart below reflects the one-year historical and two-year budgeted receipts for TNC Tax revenues



Note: FY 2020/21 TNC Tax Revenues includes \$2.5 million covering January to June 2020 that was received in October 2020.

**Interest Income:..... \$374,570**

Most of our investable assets are deposited in the City’s Treasury Pool. The level of our deposits held in the pool during the year depends on the volume and level of Prop K capital project reimbursement requests. Our cash balance consists largely of allocated Prop K funds, which are invested until invoices are received and sponsors are reimbursed. The FY 2022/23 budget for interest income shows a \$49,809 or 15.3%, increase as compared to FY 2021/22 which is mainly due to the increase in bank balance for the TNC Tax program thus more interest earned on the deposits with the anticipated capital expenditures for project sponsors’ projects and programs in FY 2022/23.

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Line Item Descriptions

**Congestion Management Agency (CMA) Programs Federal, State and Regional Grant**

**Revenues:.....\$6,582,268**

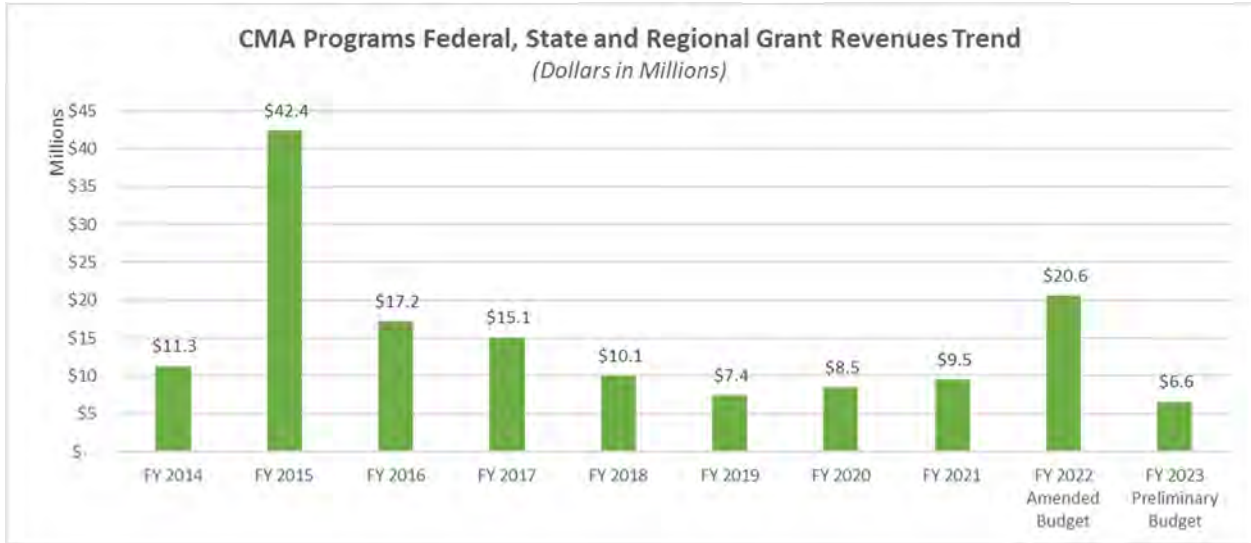
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing a long-range countywide transportation plan to guide the City’s future transportation investment decisions; monitoring and measuring traffic congestion levels in the City; measuring the performance of all modes of transportation; and developing a computerized travel demand forecasting model and supporting databases. As the CMA, the Transportation Authority is responsible for establishing the City’s priorities for state and federal transportation funds and works with the Metropolitan Transportation Commission (MTC) to program those funds to San Francisco projects.

The CMA program revenues for FY 2022/23 will be used to cover ongoing staffing and professional/technical service contracts required to implement the CMA programs and projects, as well as for large projects undertaken in our role as CMA. CMA revenues are comprised of federal, state, and regional funds received from the agencies such as the MTC and the California Department of Transportation (Caltrans). Some of these grants are project-specific, such as those for the Yerba Buena Island (YBI) Hillcrest Road Re-Design Project, YBI Multi-Use Pathway Project, and I-280 Southbound Ocean Avenue Off-Ramp Realignment Project. Other funding sources, such as federal Surface Transportation Program funds and state Planning, Programming and Monitoring funds, can be used to fund a number of eligible planning, programming, model development, and project delivery support activities, including the San Francisco Transportation Plan (SFTP) update and the Congestion Management Program. Regional CMA program revenues include City agency contributions for projects such as School Access Plan and travel demand model services provided to City agencies in support of various projects.

The FY 2022/23 budget includes \$4.4 million from federal and state funding, a \$3.9 million decrease as compared to FY 2021/22, largely due to expected depletion and decreased use of federal and state funding for construction phase activities for the I-80/YBI Southgate Road Realignment project and design phase activities for the YBI West Side Bridges project (collectively known as YBI Project). Construction activities for the Southgate Road Realignment project are anticipated to be completed by Summer 2022. The budget also includes \$2.2 million from regional funding, a \$2.0 million decrease as compared to FY 2021/22 largely due to expected depletion and decreased use of regional funding for the YBI Project from the Bay Area Toll Authority and the Treasure Island Development Authority.

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Line Item Descriptions

The chart below reflects the eight-year historical and two-year budgeted receipts for CMA program revenues.



**Transportation Fund for Clean Air (TFCA) Program Regional Revenues:..... \$690,700**

On June 15, 2002, the Transportation Authority was designated to act as the overall program manager for the local guarantee (40%) share of transportation funds available through the TFCA program. The TFCA Vehicle Registration Fee revenues (excluding interest earnings in the Interest Income section above) are derived from a \$4 surcharge on vehicles registered in the nine Bay Area counties and must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. FY 2022/23 TFCA revenues are expected to increase compared to the new revenues included in FY 2022/23 by 2.7% or \$17,992. Budgeted revenues are based on a funding estimate for calendar year 2021 provided by the Bay Area Air Quality Management District, which administers these revenues.

**Treasure Island Mobility Management Agency (TIMMA) Program Revenues:..... \$10,765,798**

We are working jointly with the Treasure Island Development Authority (TIDA) on the development of the YBI Project. TIDA requested that we, in our capacity as CMA, lead the effort to prepare and obtain approval for all required technical documentation for the project because of our expertise in funding and interacting with Caltrans on design aspects of the project.

The Treasure Island Transportation Management Act of 2008 (Assembly Bill 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency. On April 1, 2014, the San Francisco Board of Supervisors approved a resolution designating the Transportation Authority as the TIMMA to implement the Treasure Island Transportation Implementation Plan in support of the Treasure Island/YBI Development Project. In September 2014, Governor Brown signed Assembly Bill 141, establishing TIMMA as a legal entity distinct from the Transportation Authority to separate TIMMA’s functions from the Transportation Authority’s other functions. The eleven members of the Transportation Authority Board act as the Board of Commissioners for TIMMA. TIMMA is also a blended special revenue fund component unit under the Transportation Authority.

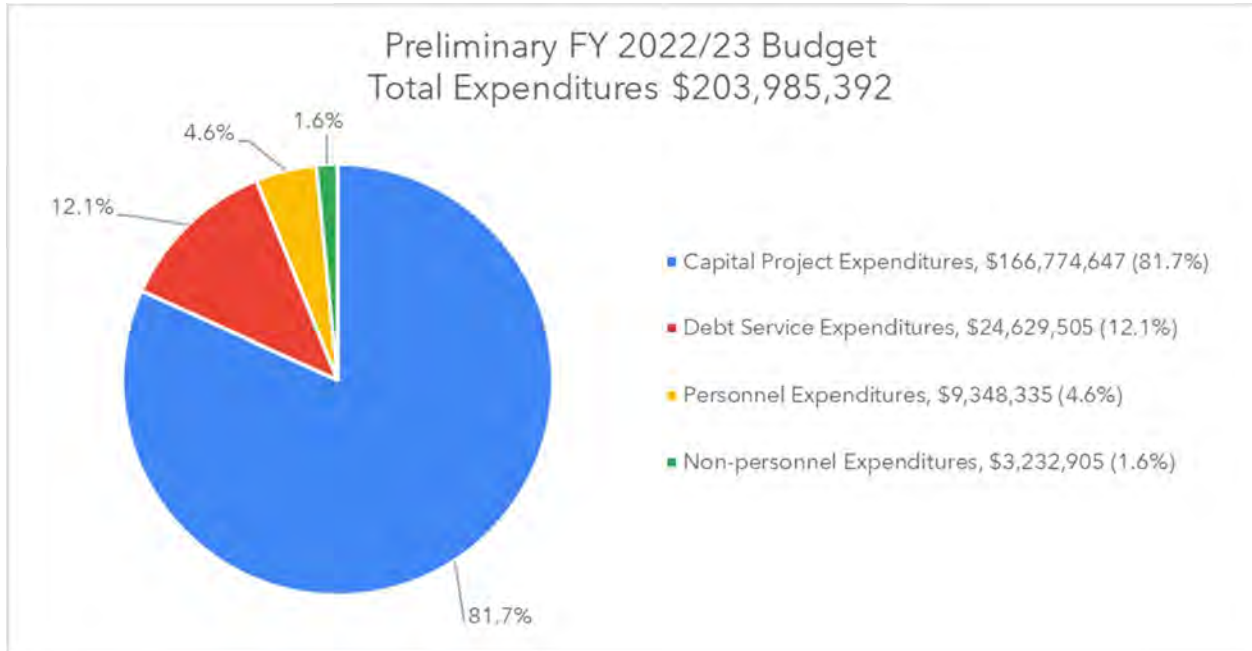
The TIMMA FY 2022/23 revenues will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective May meetings.

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Line Item Descriptions

**TOTAL PROJECTED EXPENDITURES..... \$203,985,392**

Total Expenditures projected for the budget year are comprised of Capital Expenditures of \$166.8 million, Administrative Operating Expenditures of \$12.6 million, and Debt Service Expenditures of \$24.6 million.

The following chart shows the composition of expenditures for the preliminary FY 2022/23 budget.



**CAPITAL EXPENDITURES..... \$166,774,647**

Capital expenditures in FY 2022/23 are budgeted to decrease from the FY 2021/22 amended budget by an estimated 6.6%, or \$11.8 million, which is primarily due to anticipated lower capital expenditures for the CMA Programs. Expenditures by Program Fund are detailed below.

**Sales Tax Program Expenditures:..... \$137,816,845**

The estimate of sales tax capital expenditures reflects the ongoing coordination with project sponsors to keep up-to-date project reimbursement schedules for the existing allocations with large remaining balances as well as the expected timing for allocations of programmed but unallocated funds. Some of the main drivers of Prop K capital expenditures for FY 2022/23 are SFMTA’s Light Rail Vehicle (LRV) procurement (\$27.4 million), Motor Coach procurement (\$13.2 million), Paratransit program (\$11.9 million), Muni Guideways projects (\$8.7 million), Muni Facility projects (\$7.9 million), Van Ness Bus Rapid Transit (\$6.7 million), Better Market Street (\$5.2 million), and Caltrain Electrification including vehicles (\$2 million).

SFMTA’s LRV Procurement project remains the largest cash obligation in the FY 2022/23 budget despite substantially reduced cash needs in FYs 2021/22 and 2022/23. The original cash flow schedule for this project anticipated that Prop K reimbursements in FY 2021/22 and FY 2022/23 would total \$121 million, whereas the FY 2022/23 budget reflects total reimbursements of \$73.8 million over the

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two fiscal years, with \$46.4 million in FY 2021/22 and \$27.4 million in FY 2022/23. This slower than anticipated cash reimbursement schedule reflects delays in the vehicle delivery schedule due to the COVID pandemic and supply chain issues, as well as SFMTA's ability to invoice against funds recently made available from the Federal Transit Administration. SFMTA still expects to procure all 151 replacement LRVs by June 2026 as originally planned, and production will continue to ramp up in the coming years with 53 vehicles to be delivered in FY 2025/26, compared with 30 vehicles in FY 2022/23.

With this new updated information, we no longer anticipate the need for a \$50 million drawdown from the Revolving Credit Loan Agreement assumed in the FY 2021/22 amended budget. See Other Financing Sources/Uses section for more information.

The chart below reflects the eight-year historical and two-year budgeted Prop K sales tax program capital expenditures.



**CMA Programs Expenditures:..... \$7,616,109**

This line item includes technical consulting services such as planning, programming, engineering, design, environmental, or programming services, which are needed in order to fulfill our CMA responsibilities under state law. Included are various planning efforts and projects such as US 101/I-280 Managed Lanes and Express Bus, YBI Hillcrest Road Re-Design, and I-280 Ocean Avenue South Bound Off-ramp Realignment projects. Also included is the YBI Project, which is supported by regional funding.

Expenditures in FY 2022/23 are budgeted to decrease by 73.3%, or \$20.9 million, as compared to FY 2021/22 amended budget. This decrease is primarily due to decreased activities for the YBI projects of \$23.3 million in capital expenditures as construction activities for the Southgate Road Realignment project are anticipated to be completed by Summer 2022 as well as increased activities of \$3.2 million for the Candlestick Undercrossing, I-280 Ocean Avenue South Bound Off-Ramp Realignment, YBI Multi-Use Path, YBI Hillcrest Road Re-Design, and Geary/19<sup>th</sup> Avenue Subway Strategic Case projects.

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The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.

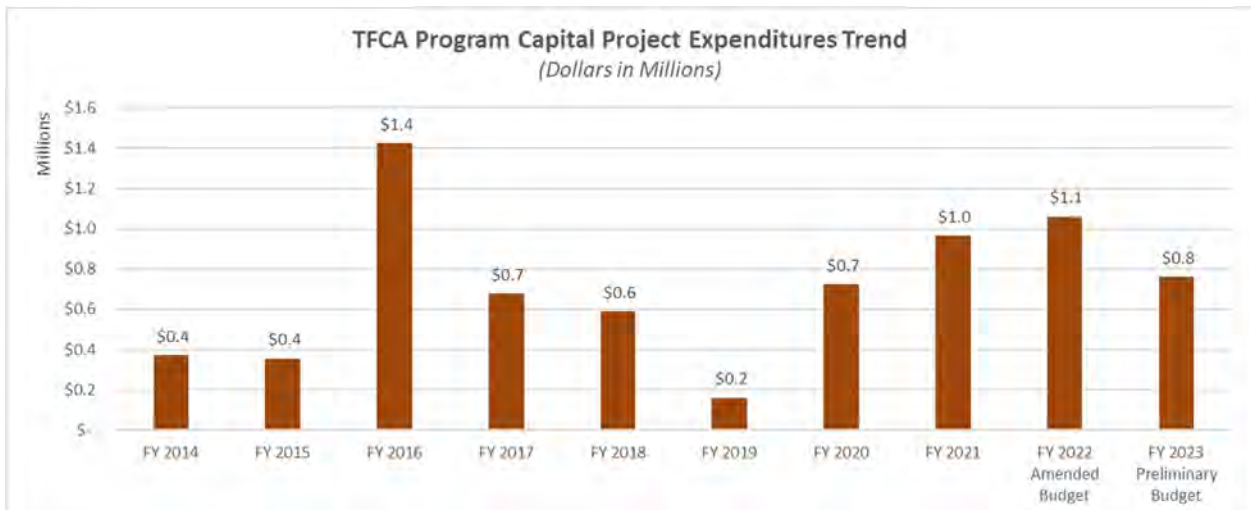


**TFCA Program Expenditures:..... \$760,852**

This line item covers projects to be delivered with TFCA funds, a regional program administered by the Bay Area Air Quality Management District, with the Transportation Authority serving as the County Program Manager for San Francisco. These monies must be used for cost-effective transportation projects which reduce motor vehicle air pollutant emissions. The TFCA capital expenditures program includes new FY 2022/23 projects, anticipated to be approved by the Board in June 2022, carryover prior year projects with multi-year schedules and other projects that will not be completed as anticipated in FY 2021/22.

This year’s budget is lower than the FY 2021/22 amended budget of \$1,060,567 by 28.3% or \$299,715, due to projects that have been or are expected to be completed by FY 2021/22 such as the Presidio Trust’s PresidioGo Battery Electric Shuttles project and the Bay Area Rapid Transit’s Early Bird Express project.

The chart below reflects the eight-year historical and two-year budgeted TFCA capital project expenditures.



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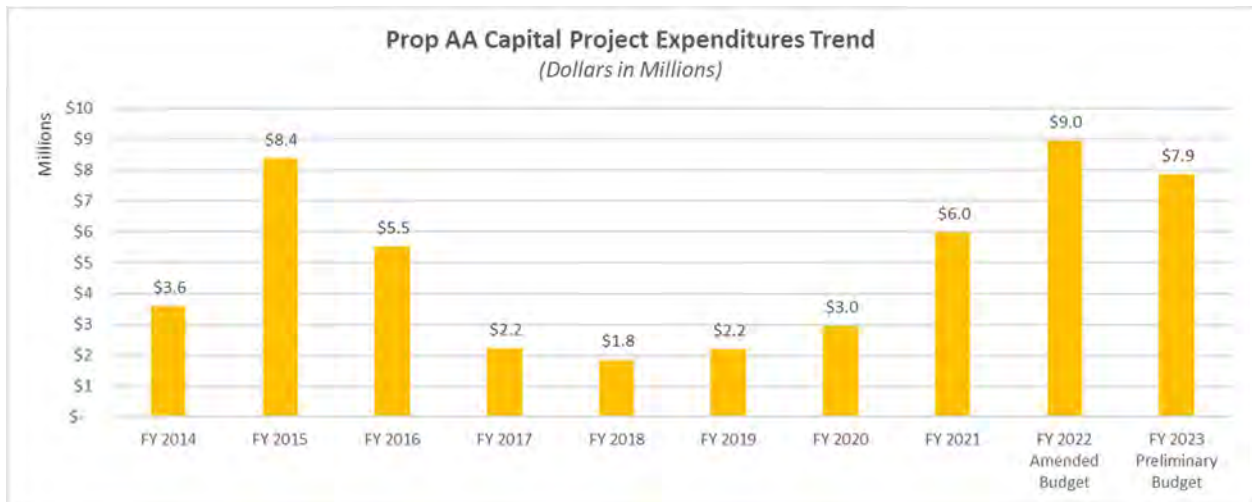
**Vehicle Registration Fee for Transportation Improvements Program (Prop AA)**

**Expenditures: .....\$7,859,747**

This line item includes projects that will be delivered under the voter-approved Prop AA Expenditure Plan. Consistent with the Prop AA Expenditure Plan, the revenues will be used for design and construction of local road repairs, pedestrian safety improvements, transit reliability improvements, and travel demand management projects. The Prop AA capital expenditures include FY 2022/23 projects programmed in the Prop AA Strategic Plan, anticipated to be approved April 2022, carryover prior year projects with multi-year schedules, and other projects that will not be completed as anticipated by the end of FY 2021/22. The largest capital project expenditures include San Francisco Public Works’ Richmond Residential Streets Pavement Renovation, Mission Street Transit and Pavement Improvement, 23rd Street, Dolores Street, York Street, and Hampshire Street Pavement Renovation projects, and SFMTA’s L-Taraval Transit Enhancements (Segment B) project, which together account for 57% of the FY 2022/23 budget amount.

For FY 2022/23, we expect expenditures to decrease by 12.2%, or \$1.1 million, as compared to the FY 2021/22 amended budget of \$9.0 million. This decrease is primarily due to several projects that have or are expected to complete construction in FY 2021/22, including the Geary Boulevard Pavement Renovation project.

The chart below reflects the eight-year historical and two-year budgeted Prop AA capital project expenditures.



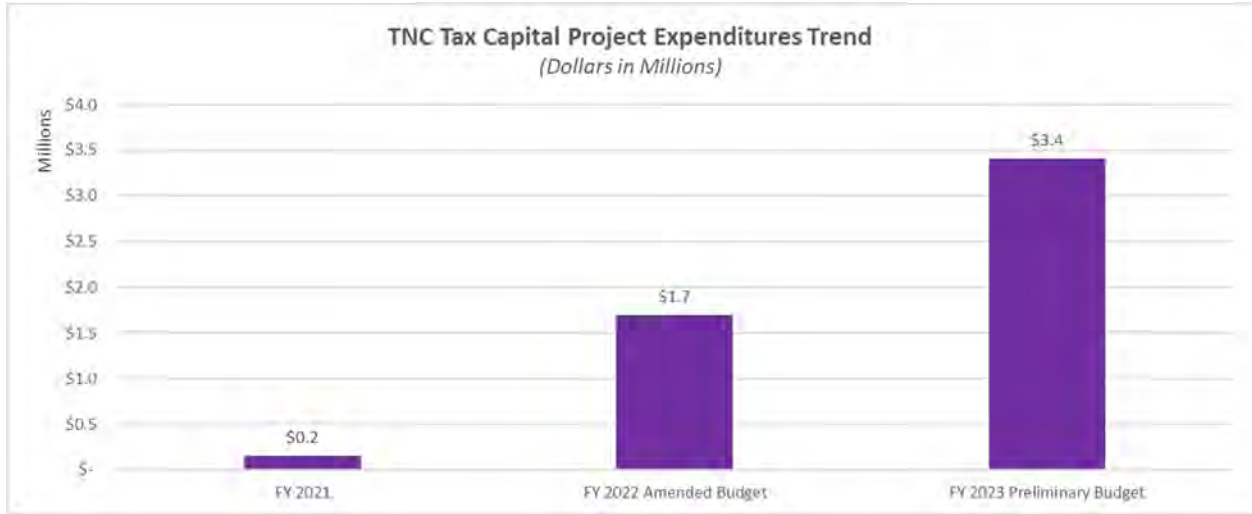
**Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$3,405,686**

The Board adopted the TNC Tax Program Guidelines in Fall 2020, allocated \$2.5 million in available collections, and programmed the next \$5.0 million in collections to the SFMTA’s Vision Zero Quick-Build Program. A second allocation of \$3.0 million was made in December 2021 for the FY 2021/22 Vision Zero Quick-Build Program. We anticipate allocating the remaining programmed amount of \$2.0 million this fall and updating the TNC Tax Program Guidelines to program additional funds.

Capital Project Costs for the TNC Tax Program in FY 2022/23 are expected to increase by \$1.7 million, which is based on allocations made for SFMTA’s Vision Zero Quick-Build Program in FY 2020/21 and FY 2021/22 and their associated project schedules.

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The chart below reflects the one-year historical and two-year budgeted TNC Tax capital project expenditures.



**TIMMA Program Expenditures:.....\$9,315,408**

The TIMMA FY 2022/23 expenditures will be presented as a separate item to the TIMMA Committee and TIMMA Board at its respective May meetings.

**ADMINISTRATIVE OPERATING EXPENDITURES..... \$12,581,240**

Administrative operating expenditures in FY 2022/23 are budgeted to increase from the FY 2021/22 amended budget by \$276,286 or 2.2%. Operating expenditures include personnel, administrative, Commissioner-related, and equipment, furniture and fixtures expenditures.

**Personnel:..... \$9,348,335**

Personnel costs are budgeted at a higher level by 3.9% as compared to the FY 2021/22 amended budget, reflecting a budget of 42 full-time equivalents. The increase in personnel costs is primarily due to the hiring of vacant positions for the Assistant Deputy Director for Planning, Senior Engineer, Senior Communications Officer, and Transportation Planner in the FY 2021/22 amended budget for a partial year as compared to FY 2022/23 for the full year. In addition, we anticipate hiring a TIMMA Program Manager in the latter half of the fiscal year, which would be funded by the TIMMA, to advance its FY 2022/23 work program. The increase in fringe benefits reflects the corresponding increase in salaries as mentioned above and rising healthcare costs. Capacity for merit increases is also included in the pay-for-performance and salary categories; however, there is no assurance of any annual pay increase. Employees are not entitled to cost of living increases. All salary adjustments are determined by the Executive Director based on merit only.

A study on total compensation which would include a comprehensive review of our job classifications, descriptions, base compensation and benefits is currently being conducted. The goal is to optimize personnel recruitment and retention by making every effort to compensate employees fairly and equitably and remaining competitive with similar agencies in its compensation practices as the Transportation Authority’s Personnel Manual calls for a periodic review of the Transportation Authority job classification structure. Changes to Personnel expenditures as a result of the revised job



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classifications and salary structure, if any, will be reflected in the FY 2022/23 Mid-Year Budget Amendment.

**Non-Personnel:..... \$3,232,905**

This line item includes typical operating expenditures for office rent, telecommunications, postage, materials and office supplies, printing and reproduction equipment and services, and other administrative support requirements for all of our activities, along with all administrative support contracts, whether for City-supplied services, such as the City Attorney legal services and the Department of Technology cablecast services, or for competitively procured services (such as auditing, legislative advocacy, outside computer system support, etc.). Also included are funds for ongoing maintenance and operation of office equipment, computer hardware, licensing requirements for computer software, an allowance for replacement furniture and fixtures, Commissioner meeting fees, and compensation for Commissioners' direct furniture, equipment and materials expenditures related to Transportation Authority activity.

In June/July 2022, the San Francisco Board of Supervisors are expected to act placing the local half-cent transportation sales tax reauthorization ordinance on the November 2022 ballot that would continue in effect the existing half-cent transportation sales tax for 30-years to fund the program in the 2022 Expenditure Plan. Costs associated with the placing of the measure on the ballot, if any, will be reflected in the FY 2022/23 Mid-Year Budget Amendment.

Non-personnel expenditures in FY 2022/23 are budgeted to decrease from the FY 2021/22 amended budget by an estimated 2.2%, or \$74,265. This is primarily due to the decreased project-related legal costs as well as decreased costs related to computer network system upgrades that were included in FY 2021/22 amended budget but will not be needed in FY 2022/23.

**DEBT SERVICE COSTS..... \$24,629,505**

We have a \$125 million Revolving Credit Loan Agreement with U.S. Bank National Association and the full balance is currently available to draw upon for Prop K capital project costs. This line item assumes fees and interests related to the expected drawdown from the Revolving Credit Loan Agreement noted in the Other Financing Sources/Uses section, anticipated bond principal payment of \$14.1 million and interest payments of \$7.2 million related to our 2017 Sales Tax Revenue Bonds, and other costs associated with our debt program. Debt service expenditures in FY 2022/23 are budgeted to increase from the FY 2021/22 amended budget by an estimated 13.4% or \$2.9 million. This is primarily due to higher costs associated with the anticipated drawdown from the Revolving Credit Loan Agreement.

**OTHER FINANCING SOURCES/USES.....\$75,000,000**

The Other Financing Sources/Uses section of the Line Item Detail for the FY 2022/23 budget includes anticipated drawdowns from the Revolving Credit Loan Agreement. We had budgeted for a \$50 million drawdown from the Revolving Credit Loan Agreement in our FY 2021/22 amended budget. However, we do not anticipate the need for this drawdown by June 2022 due to new updated information received on FY 2021/22 capital project costs as mentioned above in Sales Tax Program Expenditure. The estimated level of sales tax capital expenditures for FY 2022/23 may trigger the need to drawdown up to \$75 million from the Revolving Credit Loan Agreement. We will continue to monitor capital spending closely during the upcoming year through a combination of cash flow needs for allocation reimbursements, progress reports and conversations with project sponsors, particularly our largest grant recipient, the SFMTA.

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This line item also includes inter-fund transfers of \$5.8 million among the sales tax, CMA, and TIMMA funds. These transfers represent the required local match to federal grants such as the Surface Transportation Program and the Advanced Transportation and Congestion Management Technologies Deployment. Also represented are appropriations of Prop K to projects such as the US 101/I-280 Managed Lanes and Express Bus, Geary/19<sup>th</sup> Avenue Subway Strategic Case, and I-280 Ocean Avenue Southbound Off-Ramp Realignment projects.

**BUDGETARY FUND BALANCE FOR CONTINGENCIES..... \$11,504,125**

Our Fiscal Policy directs that we shall allocate not less than 5% and up to 15% of estimated annual sales tax revenues as a hedge against an emergency occurring during the budgeted fiscal year. In the current economic climate, a budgeted fund balance of \$10.2 million, or 10% of annual projected sales tax revenues, is set aside as a program and operating contingency reserve. We have also set aside \$69,070 or about 10% as a program and operating contingency reserve respectively for the TFCA Program; \$483,405 or about 10% as a program and operating contingency reserve respectively for the Prop AA Program; and \$781,550 or about 10% as a program and operating contingency reserve respectively for the TNC Tax Program.