



AGENDA

Community Advisory Committee Meeting Notice

Date: Wednesday, May 25, 2022; 6:00 p.m.

Location: Watch <https://bit.ly/3FculVs>

PUBLIC COMMENT CALL-IN: 1 (415) 655-0001; Access Code: 2484 397 5567 # #

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

Members: John Larson (Chair), David Klein (Vice Chair), Nancy Buffum, Rosa Chen, Robert Gower, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen

Remote Access to Information and Participation:

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

Written public comment may be submitted prior to the meeting by emailing the Clerk of the Transportation Authority at clerk@sfcta.org or sending written comments to Clerk of the Transportation Authority, 1455 Market Street, 22nd Floor, San Francisco, CA 94103. Written comments received by 5 p.m. the day before the meeting will be distributed to committee members before the meeting begins

Page

- 1. Call to Order
- 2. Chair’s Report - **INFORMATION**

Consent Agenda

- 3. Approve the Minutes of the April 27, 2022 Meeting - **ACTION*** 5
- 4. Adopt a Motion of Support to Approve \$1,035,626 in San Francisco Lifeline Transportation Program Cycle 2 Funds for the Bay Area Rapid Transit District’s Elevator Attendant Program - **ACTION*** 13



5. Adopt a Motion of Support to Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Brotherhood Way Active Transportation and Open Space Plan in the Amount of \$641,812; and for Planning, Programming, and Monitoring in the Amount of \$259,000- **ACTION*** 39
6. State and Federal Legislation Update - **INFORMATION*** 43
7. Community Advisory Committee Vacancy - **INFORMATION**
- The Board will consider recommending appointment of two members to the Community Advisory Committee (CAC) at a future meeting or meetings. One vacancy is the result of the resignation of Sophia Tupuola (District 10 representative). With respect to the second vacancy, the District 8 representative has kindly agreed to continue serving on the CAC while the respective District office seeks to identify a candidate who can help increase the diversity on the CAC. CAC applications can be submitted through the Transportation Authority's website at www.sfcta.org/cac. Neither staff nor CAC members make recommendations regarding CAC appointments.
- End of Consent Agenda**
8. Adopt a Motion of Support to Allocate \$6,919,800 in Prop K Funds, with Conditions, and Appropriate \$470,000 for Five Requests - **ACTION*** 49
- Projects:** SFMTA: 1399 Marin Street Maintenance Facility (\$6,619,800), Neighborhood Program (NTIP) Coordination (\$50,000). BART: Balboa Park Station Area Improvements (\$250,000). SFCTA: District 4 Microtransit Business Plan [NTIP Planning] (\$310,000), Treasure Island AV Shuttle Pilot (\$60,000), Neighborhood Program (NTIP) Coordination (\$100,000).
9. Adopt a Motion of Support to Approve the Fiscal Year 2022/23 Transportation Fund for Clean Air Program of Projects - **ACTION*** 73
- Projects:** SFE: Emergency Ride Home (\$88,202). SFMTA: Short-Term Bike Parking (\$847,113). SFCTA: Program Administration (\$43,384).
10. Adopt a Motion of Support to Adopt the Proposed Fiscal Year 2022/23 Budget and Work Program - **ACTION*** 93
11. Major Capital Project Update - Caltrain Modernization- **INFORMATION*** 127
12. Major Capital Project Update - Better Market Street - **INFORMATION*** 135
13. Bay Area Transit Transformation Action Plan and Seamless Transit Transformation Act (Senate Bill 917) Update - **INFORMATION*** 141
14. Streets and Freeway Strategy Update - **INFORMATION*** 171

Other Items

15. Introduction of New Business - **INFORMATION**
- During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration.
16. Public Comment



17. Adjournment

*Additional Materials

Next Meeting: June 22, 2022

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. 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 Community Advisory Committee 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.

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.

[this page intentionally left blank]



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 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. Paz 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.



Memorandum

AGENDA ITEM 4

DATE: May 18, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 06/07/22 Board Meeting: Approve \$1,035,626 in San Francisco Lifeline Transportation Program Cycle 2 Funds for the Bay Area Rapid Transit District's Elevator Attendant Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve \$1,035,626 in San Francisco Lifeline Transportation Program (SF LTP) Cycle 2 funds for the Bay Area Rapid Transit District's (BART's) Elevator Attendant Program</p> <p>SUMMARY</p> <p>The SF LTP supports projects that improve mobility for low-income residents by addressing transportation gaps or barriers identified through equity assessments and collaborative and inclusive community-based planning processes. This grant program is funded by State Transit Assistance (STA) funds that come from the Metropolitan Transportation Commission (MTC) to the Transportation Authority as the Congestion Management Agency (CMA) for San Francisco. Table 1 below shows the projects funded through the SF LTP Cycle 1. For the SF LTP Cycle 2, we recommend programming \$1,035,626 in STA funds to BART's Elevator Attendant Program which we also funded in Cycle 1 with \$2.6 million. The Elevator Attendant Program helps to improve safety, mobility, and accessibility for BART and SFMTA customers who rely on the elevators to access the four downtown shared BART and SFMTA stations: Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero. BART and SFMTA contribute equally to the cost of the program. SF LTP Cycle 2 funds are available from excess STA revenues collected in Fiscal Year (FY) 2020/21, estimated STA revenues to be collected in FY 2021/22 (\$875,772), and from the Potrero Hill Pedestrian Safety and Transit Stop Improvements Regional LTP project which will be completed under budget (\$159,854).</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



BACKGROUND

STA revenues come from the state sales tax on diesel fuel. It is a flexible transit funding program that can be used for a wide range of transit-related capital and operating purposes. It is also a volatile source of funding, even before the COVID-19 pandemic, given the fluctuations in the price of diesel fuel. In FY 2018/19, MTC began distributing a majority of the region's STA population-based funds to CMAs such as the Transportation Authority through a transit-focused STA County Block Grant program. The program allows each county to determine how best to invest in paratransit and other transit operating and capital needs, including providing lifeline transit services. Funds are distributed among the nine Bay Area counties based on the percentage that each county would have received in FY 2018/19 under the former regional programs.

In FYs 2018/19 and 2019/20, San Francisco received a total of \$7.7 million in STA block grant funds. The Board directed \$3.1 million (40%) to the SFMTA for its paratransit program (supporting the program's operating budget) based on the amount that SFMTA would have received under the regional program in FY 2018/19. For the remaining \$4.7 million (60%), the Board approved the SF LTP Cycle 1 program of projects, shown in Table 1 below, that addresses transportation needs of low-income populations.

Considering the significant decline in transit fare and other operating revenues due to the COVID-19 pandemic, in April 2020 the Board programmed all of San Francisco's estimated FY 2020/21 STA funds, up to \$3.794 million, to the SFMTA's paratransit program. Similarly, the Board programmed all of San Francisco's estimated FY 2021/22 STA funds, up to \$3,012,914, for SFMTA's paratransit program.

Paratransit (operations) (SFMTA)	\$ 9,311,676
San Francisco Community Health Mobility Navigation Project: Removing Health Care Transportation Barriers for Low Access Neighborhoods (SFMTA)	\$396,300
Continuing Late Night Transit Service to Communities in Need (SFMTA)	\$1,609,700
Elevator Attendant Initiative (BART)	\$2,600,000
Total	\$ 13,917,676



DISCUSSION

In April 2021, as part of Board approval of FY 2021/22 STA County Block Grant funds for SFMTA's paratransit program, we indicated that we would return to the Board in Spring 2022 to recommend programming the FY 2022/23 STA revenues. Additionally, we said we would assess the current STA revenue forecast and consider the status of SFMTA's operating revenues to develop a recommendation about whether to continue directing all the funds toward SFMTA's paratransit program or to issue a call for projects for San Francisco's LTP.

Table 2 below shows the roughly \$1 million in STA funding available for the SF LTP Cycle 2. The funding available is from the State collecting or expecting to collect more STA revenues than the Board programmed in the current and prior Fiscal Years, as well as \$159,854 we recommend reprogramming from the SFMTA's Potrero Hill Pedestrian Safety and Transit Stop Improvements Regional LTP project which will be completed under budget as described below.

The funds available for SF LTP Cycle 2 do not include any estimated FY 2022/23 STA funds. In October 2021, the MTC Commission approved MTC Resolution 4481, which programmed American Rescue Plan transit formula funds in the Bay Area. As a part of this action, and in close coordination with transit operators MTC identified a need of \$85 million for various regional initiatives that emerged from the Blue Ribbon Transit Recovery Task Force. However, due to the need to preserve eligibility for transit operators to receive additional federal relief funds, the \$85 million came through an exchange of funds from the STA program and the Transit Capital Priorities program. This exchange resulted in the suspension of FY 2022/23 STA funds that would have been distributed to the CMAs through the STA Block Grant.

Table 2. San Francisco STA County Block Grant Cycle 2 Funds Available	
FY 2020/21 and FY 2021/22 Actual and Estimated Revenues (unprogrammed)	\$875,772
Potrero Hill Pedestrian Safety and Transit Stop Improvements Regional LTP Cycle 4 (reprogrammed)	\$159,854
Total Available for Programming	\$1,035,626

Recommendation. We recommend programming \$1,035,626 in available funds to BART's Elevator Attendant Program. This program provides attendants from the non-profit Urban Alchemy to monitor each elevator at the four downtown BART and SFMTA shared stations: Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero. The attendants



help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems, and discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs. BART and SFMTA have confirmed that the agencies are in agreement on cost sharing and funding strategy for the project, and the two agencies will evenly split the responsibility to provide \$1,964,374 in local matching funds evenly. The LTP program is one of the few programs where the Transportation Authority can direct funds to support an operating program rather than to capital infrastructure investments.

Potrero Hill Pedestrian Safety and Transit Stop Improvements. In 2015, the Transportation Authority approved \$375,854 in Regional LTP funds for the SFMTA's Potrero Hill Pedestrian Safety and Transit Stop Improvements project. The scope included improvements at four intersections as part of a safe routes to school project for students attending Starr King Elementary and Daniel Webster Elementary. The project scope was completed at the three intersections of 23rd Street and Arkansas Street; 23rd Street, Dakota Street and Missouri Street; and Missouri Street and Watchman Way. Improvements at Dakota Street, Texas Street and 25th Street had been delayed due to the housing development needing to use the site for construction staging. Over the past two years, we have worked with SFMTA staff to advance the improvements at Dakota Street, Texas Street and 25th Street intersection. SFMTA staff presented and heard feedback at meetings with community stakeholders in June 2021 and September 2021 and had a site visit with community representatives in July 2021 to confirm the scope of work. Phase 1 of the improvements at the intersection was completed in November 2021 and included stop markings, double yellow centerlines, upgraded crosswalks, a new painted safety zone with delineators, and a new warning sign. Construction is pending on phase 2, which includes a speed cushion and raised crosswalk. Project completion is anticipated in Fall 2022.

Next Steps. Following Board approval of this item, we will provide the Board resolution to MTC. We anticipate returning to the Board in Spring 2023 to program the FY 2023/24 STA revenues.

FINANCIAL IMPACT

There are no impacts to the Transportation Authority's budget associated with the recommended action.

CAC POSITION

The Community Advisory Committee will consider this item at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1: BART's Elevator Attendant Program - Project Summary
- Attachment 2: BART's Elevator Attendant Program - Application



Attachment 1

San Francisco Lifeline Transportation Program (SF LTP) Cycle 2 Summary of Project Recommended for Funding

Elevator Attendant Initiative

Sponsor: Bay Area Rapid Transit, with the San Francisco Municipal Transportation Agency

Recommended SF LTP Cycle 2 Programming: \$1,035,626

Recommended Phase: Operations

Districts: 3, 5, 6

SCOPE

The Bay Area Rapid Transit (BART) and the San Francisco Municipal Transportation Agency (SFMTA) and the non-profit Urban Alchemy will continue elevator attendant services during the 21-hour period that the Powell Street, Civic Center/UN Plaza, Montgomery Street, and Embarcadero stations are open to the public. The 21-hour day is broken up into three seven-hour shifts with eight to ten attendants on duty at a time. Attendants fill three shifts per day, with two attendants at each station, one attendant assigned to "roam" between two stations, and supervisors that assist with breaks. The attendants oversee the operation and cleanliness of each elevator within the stations, providing clean and functioning elevators for BART and SFMTA customers, particularly disabled passengers, seniors, and families with strollers, who cannot use the stairs within the station. The four stations are located in Equity Priority Communities.

The initial 6-month pilot program began in April 2018 and was extended by BART and the SFMTA with the help of \$2.6 million in SF LTP Cycle 1 funds, approved by the Board in April 2019. The elevators are used by approximately 55,000 customers per station each month, or 220,000 in total across all four stations, and 2,640,000 customers per year. This request for funding would extend the project for an additional year.

The goals of the Elevator Attendant Program are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART and SFMTA customers.

The following are objectives related to the project goals:

- Objective 1: Provide elevator service to transit customers
- Objective 2: Improve cleanliness at Civic Center/UN Plaza, Powell Street, Montgomery Street, and Embarcadero stations
- Objective 3: Reduce elevator down time at the downtown San Francisco stations



REPORTING AND PERFORMANCE METRICS:

As a condition of receiving the SF LTP funds:

- The funds must be spent in the fiscal year of allocation; and
- BART will be required to provide quarterly progress reports to the Transportation Authority. BART will report on the effectiveness of the projects with the following performance metrics:

PERFORMANCE METRIC	DESCRIPTION	REPORTING FREQUENCY	GOAL
Users Served	Number of users using elevators at each station, including number of disabled users, strollers, luggage, bicycles, and carts.	Monthly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator	Monthly	Reduce biowaste incidents
Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during service periods	Quarterly	Increase elevator availability



**San Francisco
County Transportation
Authority**

Attachment 1
San Francisco Lifeline Transportation Program (SF LTP) Cycle 2
Summary of Project Recommended for Funding
Elevator Attendant Initiative

Page 3 of 4

SCHEDULE AND COST:

	PROJECT COST FY 22/23
Attendant Costs (52 weeks per year, 7 days per week, 21 hours per day)	\$1,902,933
Program Oversight, Weekly Reporting, Workforce Development, other Grant Activities	\$637,229
Non-Personnel/Variable Costs	\$9,600
Indirect Costs and Contingency	\$450,238
Total Cost	\$3,000,000

FUNDING PLAN:

SOURCE	STATUS	FUNDING	% OF COST BY FUND SOURCE
SF LTP Cycle 2	Planned	\$1,035,626	34.6%
BART Operating Funds	Programmed	\$982,187	32.7%
SFMTA Operating Funds	Planned	\$982,187	32.7%
	Total Funding	\$3,000,000	



**San Francisco
County Transportation
Authority**

Attachment 1

San Francisco Lifeline Transportation Program (SF LTP) Cycle 2

Summary of Project Recommended for Funding

Elevator Attendant Initiative

Page 4 of 4

URBAN ALCHEMY ELEVATOR ATTENDANT BUDGET:

STATION	PARTICIPANTS/ STAFF	\$/HR	HOURS/ DAY	DAYS/ (FY22)	UNITS	TERM COST
A. DIRECT PROGRAM PERSONNEL						
12 Months @ Powell St. Station						
Worker Participants	7.50	\$17.55	7.00	365	-	\$336,302
Fringe Benefits	-	-	-	-	38%	\$127,795
12 Months @ Civic Center Station						
Worker Participants	7.50	\$17.55	7.00	365	-	\$336,302
Fringe Benefits	-	-	-	-	38%	\$127,795
12 Months @ Montgomery Station						
Worker Participants	7.50	\$17.55	7.00	365	-	\$336,302
Fringe Benefits	-	-	-	-	38%	\$127,795
12 Months @ Embarcadero Station						
Worker Participants	7.50	\$17.55	7.00	365	-	\$336,302
Fringe Benefits	-	-	-	-	38%	\$127,795
Stand-In for Absence due to illness/PTO	-	-	-	-	-	\$46,547
Direct Program Personnel Total	-	-	-	-	-	\$1,902,933
B. PROGRAM OVERSIGHT, WEEKLY REPORTING, WORKFORCE DEVELOPMENT, AND OTHER GRANT ACTIVITIES						
Executive Director	-	\$72.00	1.25	260	-	-
Program Director	1	\$36.00	8.00	260	-	\$74,880
Deputy Director	1	\$30.00	8.00	260	-	\$62,400
Site Supervisors	6	\$26.00	8.00	260	-	\$324,480
Fringe Benefits	-	-	-	-	38%	\$175,469
Program Oversight Total	-	-	-	-	-	\$637,229
Personnel Total	-	-	-	-	-	\$2,540,162
C. NON-PERSONNEL / VARIABLE COSTS						
Phones	1	-	-	-	\$2,000	\$2,000
Uniforms	38	-	-	-	\$200	\$7,600
Non-Personnel Total	-	-	-	-	-	\$9,600
TOTAL DIRECT COSTS:	-	-	-	-	-	\$2,549,762
D. INDIRECT COSTS						
Administrative & Overhead	-	-	-	-	15%	\$450,238
TOTAL COSTS	-	-	-	-	-	\$3,000,000



**San Francisco
County Transportation
Authority**

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

San Francisco Lifeline Transportation Program (SF LTP) Cycle 2 Application

Application due by 5 p.m., May 11, 2022

Project Name: Elevator Attendant Program Project Type: Operating Project Sponsor: BART and SFMTA Date: May 10, 2022	Date Received: May 10, 2022
--	---

Complete this checklist to indicate the submitted items and to list any additional attachments. Clearly label attachments according to the numbering provided below. Attachments must be easily readable when reproduced in black and white.

To mark a box as checked, double click on the box and mark the "Default Value" as "Checked."

SF LTP Cycle 2 Application

Provided Word file: Project Summary and Narrative

Provided Excel file: Schedule, Budget, and Funding Plan

Map of Project Area / Route Map with Transit Stops Indicated

List additional attachments, such as letters of support, charts, drawings, and route schedule/timetable (add attachments as needed):

Attachment 1: Elevator Attendant Program Details

Attachment 2: Map of Project Area

Attachment 3: Program Factsheet

Attachment 4: BART Factsheet 2022

Budget Summary	Amount (\$)	% Of Total Project Budget	Fund Source
Lifeline funding requested:	\$1,035,626	34.6%	
Required local match:	\$982,187	32.7%	BART Operating Funds
Other funding:	\$982,187	32.7%	SFMTA Operating Funds
Total project budget:	\$3,000,000	100%	



A. GENERAL PROJECT INFORMATION

1. Project Name: Elevator Attendant Program

2. Project Sponsor

Agency BART

Contact/Title Aileen Hernandez, Principal Grants Officer

Address 2150 Webster Street, 9th floor, Oakland, CA 94612

E-mail ghernan@bart.gov

Telephone (510) 851-3164

Contact/Title Daniel Cooperman, Senior Manager of Social Service Partnerships

Address 2150 Webster Street, 10th floor, Oakland, CA 94612

E-mail Daniel.cooperman@bart.gov

Telephone (510) 381-1897

3. Partner Agencies

Agency, Project Role, Contact Name/Title, Telephone, Email

Agency and Project Role: SFMTA, Funding Partner

Name and Title: Joel Goldberg, Manager of Programming and Grants

Telephone and Email: (415) 646-2520, joel.goldberg@sfmta.com

4. Brief Description of Project (50 words max.):

The Elevator Attendant Program, launched in 2018, provides a staff member to monitor each elevator at four BART/Muni shared stations: Civic Center/UN Plaza, Powell St., Montgomery St., and Embarcadero. The attendants help to improve safety, mobility, and accessibility for customers who rely on elevators to access the transit systems. The attendants also discourage undesirable behaviors, improve elevator cleanliness and performance, decrease fare evasion, and reduce maintenance costs.



B. PROJECT DETAILS

Please provide responses below or attach a separate document

Please see Attachment 1, Elevator Attendant Program Details

Project Need, Goals and Objectives

1. Provide a detailed project description. Estimate the number of people per month and year that will be served by this project.
2. Describe the significance of the unmet transportation need or gap that the proposed project seeks to address and how the project will address that need or gap. Specify the goals and objectives of the project.
3. Describe how the project supports and the specific benefits to Equity Priority Communities (EPCs) and disadvantaged populations, include a description of the EPCs and pertinent demographic data.

Community-Identified Priority

4. Discuss how the project addresses a transportation gap and/or barrier identified in a Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement with low-income populations. Indicate the name of the plan(s) and the page number(s) where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan.

Implementation Plan and Project Management Capacity

5. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation and when will they be resolved?
6. Describe your organization's ability to provide and manage the proposed project.
7. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.

Project Sustainability

8. Describe the project sustainability:
 - Operating projects: Describe efforts to identify potential funding sources for sustaining the service beyond the grant period. If funding is identified, provide the responsible agency(ies) and funding sources for all ongoing service.

Cost-Effectiveness and Performance Indicators

9. Demonstrate how the proposed project is the most appropriate and cost-effective way in which to address the identified transportation need.
10. Identify performance measures to track the effectiveness of the project in meeting the identified goals. Minimum requirements include:
 - Operating projects: Provide the baseline and new or continued units of service to be provided (e.g., number of trips, service hours, etc.) and cost per unit of service (e.g., cost per trip or persons served per month and year).



Coordination and Program Outreach

11. Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and non-profit organizations serving Equity Priority Communities. Describe plans to market the project, and ways to promote public awareness of the project.
12. Please confirm that BART and SFMTA are in agreement on project cost sharing, funding strategy, scope and schedule.

C. PROJECT SCHEDULE, BUDGET, AND FUNDING PLAN

13. Complete the schedule, budget and funding plan information in the attached Excel template.

**San Francisco Lifeline Transportation Program Cycle 2 Application
Operating Project Schedule, Cost, and Funding Plan**



Instructions: Enter major cost line items below. Additional lines may be added as needed.

Provide total labor cost by agency including start-up, administration, operating expenses, consultant costs, other direct costs (e.g., mailing, reproduction costs room rental fees), contingency, and evaluation as applicable. If the project is a multi-year project, detailed budget information must be provided for all years. Please show all sources of revenue, including anticipated fare box revenue.

Project Name:	Elevator Attendant Program
Project Sponsor:	BART and SFMTA

Operating Projects					
Start Date of Operations:	7/1/2022				
End Date of Operations:	6/30/2023				
Source	Year 1	Year 2	Year 3	Total	Status ¹
SF LTP	\$1,035,626	\$0	\$0	\$1,035,626	Planned
BART Operating Funds	\$982,187	\$0	\$0	\$982,187	Programmed
SFMTA Operating Funds	\$982,187	\$0	\$0	\$982,187	Planned
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
Total Funding	\$3,000,000	\$0	\$0	\$3,000,000	
Cost by Task and Agency	Year 1	Year 2	Year 3	Total	Source of Cost Estimate
Attendant Costs (52 weeks per year, 7 days per week, 21 hours per day)	\$1,902,933	\$0	\$0	\$1,902,933	BART, based on actual cost
Program Oversight, Weekly Reporting, Workforce Development, other Grant Activities	\$637,229	\$0	\$0	\$637,229	BART, based on actual cost
Non-Personnel/Variable Costs	\$9,600	\$0	\$0	\$9,600	BART, based on actual cost
Indirect Costs and Contingency	\$450,238	\$0	\$0	\$450,238	BART, based on estimates
	\$0	\$0	\$0	\$0	
	\$0	\$0	\$0	\$0	
Total Expenditures	\$3,000,000	\$0	\$0	\$3,000,000	
Additional Schedule/Status/Cost/Source Information (If needed)					
BART match funds are programmed and will be formally allocated, pending approval from BART Board, in June of 2022. SFMTA funds are planned. Funds will be programmed with execution of extension to current agreement expiring on June 30, 2022. Extension extends agreement to June 30, 2025.					

¹ Planned funds have not been programmed or allocated specifically to the project or program that is the subject of the current request; Programmed funds have been committed to the project by the agency with the authority to do so; Allocated funds have been approved for expenditure for the subject project by the funding authority.

² Clearly specify the source(s) and status of all funding. Include letter(s) of commitment from all agencies contributing towards the match. If the project is multi-year, provide letters of commitment for all years.

**Elevator Attendant Program Budget
July 1, 2022 Through June 30, 2023**

Station	Participants/ Staff	\$/Hr	Hours/ Day	Days/ (FY22)	Units	Term Cost
A. Direct Program Personnel						
12 Months @ Powell St. Station						
Worker Participants	7.50	\$ 17.55	7.00	365		\$ 336,302
Fringe Benefits					38%	\$ 127,795
12 Months @ Civic Center Station						
Worker Participants	7.50	\$ 17.55	7.00	365		\$ 336,302
Fringe Benefits					38%	\$ 127,795
12 Months @ Montgomery Station						
Worker Participants	7.50	\$ 17.55	7.00	365		\$ 336,302
Fringe Benefits					38%	\$ 127,795
12 Months @ Embarcadero Station						
Worker Participants	7.50	\$ 17.55	7.00	365		\$ 336,302
Fringe Benefits					38%	\$ 127,795
Stand-In for Absence due to illness/PTO						\$ 46,547
Direct Program Personnel Total						\$ 1,902,933
B. Program Oversight, Weekly Reporting, Workforce Development, and other Grant Activities						
Executive Director		\$ 72.00	1.25	260		\$ -
Program Director	1	\$ 36.00	8.00	260		\$ 74,880
Deputy Director	1	\$ 30.00	8.00	260		\$ 62,400
Site Supervisors	6	\$ 26.00	8.00	260		\$ 324,480
Fringe Benefits					38%	\$ 175,469
Program Oversight Total						\$ 637,229
Personnel Total						\$ 2,540,162
C. Non-Personnel / Variable Costs						
Phones	1				\$ 2,000	\$ 2,000
Uniforms	38				\$ 200	\$ 7,600
Non-Personnel Total						\$ 9,600
TOTAL DIRECT COSTS:						\$ 2,549,762
D. Indirect Costs						
Administrative & Overhead					15%	\$ 450,238
Total Costs						\$ 3,000,000



Elevator Attendant Program Details

ATTACHMENT 1



Project Need, Goals and Objectives

1. Provide a detailed project description. Estimate the number of people per month and year that will be served by this project.

The Elevator Attendant Program is a partnership between the San Francisco Bay Area Rapid Transit District (BART) and the San Francisco Municipal Transportation Agency (SFMTA), also known as Muni, to provide attendant services inside elevators located in San Francisco. The Program was launched as a 6-month pilot in April of 2018 at the Powell St. and Civic Center/UN Plaza stations, and it was expanded to Embarcadero and Montgomery St. stations in November of 2019. In 2020, the Program continued to provide services through the COVID-19 pandemic, although ridership was significantly reduced for both transit agencies. Pre-pandemic, approximately 160,000 customers used the elevators, at the four downtown stations, each month. Post-pandemic, an average of 55,000 customers have used the elevators each month. This funding request is to provide Program services at all four downtown BART/Muni stations in FY22-23. BART anticipates for 2,640,000 customers to benefit from the Program.

Every day, the Program addresses sanitation, safety, and security concerns inside each elevator. This service is important for people with disabilities, seniors, and families with strollers who cannot use the stairs within the station. Tourists visiting San Francisco and arriving to downtown with suitcases also benefit from the service. The attendants greet customers, operate the elevator, collect data on the number of users and their demographics, and intervene to deter inappropriate behavior. Before the program, only 44% of elevator users rated themselves as very or somewhat satisfied using the elevators. Six months after the program was launched, customers expressed satisfaction stating, “very good for people with disabilities,” and “please keep this going. I feel so much safer.”¹

The Program provides services while trains are in service to ensure all customers, in need of an elevator, can benefit. Each station has two elevators, and each elevator has one attendant for each shift. Attendants staff the elevators during the 21-hour period when stations are open to the public. The 21-hour period is broken up into three seven-hour shifts. Each shift is also staffed with one floater and multiple supervisors to ensure the service is not interrupted. The shift of each attendant is for at least seven hours with required breaks.

2. Describe the significance of the unmet transportation need or gap that the proposed project seeks to address and how the project will address that need or gap. Specify the goals and objectives of the project.

The Elevator Attendant Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers.

Clean, functioning elevators are critical to increasing access to transit service for populations with mobility constraints. Concerns about security and safety in station areas are also barriers to transit access for riders. This can particularly impact people who are of low-income, people with disabilities, and minorities who may not have other transportation options and depend on transit and its elevators. The Elevator Attendant Program’s focus is to provide clean, safe, and reliable elevators for BART and SFMTA’s customers. The Program directly addresses a need in MTC’s Coordinated Public Transit – Human Services Transportation Plan (2018), which identifies safety investments for pedestrians and transfers between fixed route transit and paratransit as gaps in the transportation system. The Program assists to close these gaps in the system by providing pedestrians and people with disabilities safer and enhanced access to BART and SFMTA rail service, with clean and functioning elevators. The Program also addresses ongoing frustrations with poor elevator conditions, expressed by customers and BART’s Accessibility Task

¹ Office of External Affairs, "Elevator Attendant Factsheet," San Francisco Bay Area Rapid Transit District , 2021

Force (BATF). The Task Force advises BART's Board of Directors and staff on disability-related concerns and advocates for people with disabilities and/or seniors, many of whom are of low-income.

Homelessness, crime, and cleanliness are national challenges that are impacting transit stations and systems. In California alone, 72% of the homeless population is unsheltered – the highest share of unsheltered homelessness of any state in the United States.² Homelessness has increased in California. Between 2018 and 2019, homelessness in California increased by over 16%.³ People experiencing unsheltered homelessness are far more likely to face health challenges, violence and trauma, and longer lengths of homelessness than people staying in shelters. Lack of affordable housing options is one of the reasons people end-up on the street. In San Francisco, elevators and train stations have become areas where people who are experiencing homelessness and are unsheltered congregate. BART and SFMTA's customers, and the residents living around the downtown San Francisco transit stations, have raised concerns about cleanliness and security of the stations and the elevators. With many people, in San Francisco, who are also experiencing mental health and substance use challenges, the elevators at the downtown stations were often subject to misuse and vandalism, often resulting in elevators not being able to be in use. These impacts have been discussed in multiple City and County of San Francisco studies and plans, including the Tenderloin Neighborhood Plan for COVID-19, and BART's Customer Satisfaction Studies.

The Elevator Attendant Program addresses the needs of BART and SFMTA's customers and of downtown community members living near the stations. The attendants help to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order. Improved cleanliness of the elevators has helped to reduce elevator downtime. Customers, including those who arrive by paratransit and need to use the elevator to access fixed route transit service, now have more reliable elevator service to get to and from the platform. Thus, the Program provides increased mobility to people with disabilities and paratransit riders. The Program benefits a wide range of transit riders and community members using the station areas.

3. Describe how the project supports and the specific benefits to Equity Priority Communities (EPCs) and disadvantaged populations, include a description of the EPCs and pertinent demographic data.

The Elevator Attendant Program serves the community where the shared BART/Muni stations are located and provides specific benefits to EPCs and people who are historically disadvantaged. The Project's area expands from the Embarcadero station to the Civic Center/UN Plaza station, please see Attachment 2 for details. As shown in the Project's Area Map, Attachment 2, the stations are in an area with a high density of Equity Priority Communities (EPCs). Specifically, the stations are in an area with many people who have a disability, are of low-income, and/or are of a minority background. According to the San Francisco County Transportation Authority EPCs data, the Project's area has 17% to 33% of people with disabilities, 66% to 75% of people who identify as a minority, and 32% to 69% of people who are of low-income. Data captured by Elevator Attendants since the Program was launched, in April of 2018, includes one of these measures – people with disabilities. Since the Program's inception through the beginning of COVID-19 related shutdowns, the elevators have served, on average, 160,000 customers per month. Of these, approximately 8,500 people with disabilities were served each month. This equates to more than 1.2 million customers served per year, including over 100,000 people with disabilities. Since March 2020, elevators have averaged 55,000 customers per month with a similar level of customers with disabilities. The Program's quantitative and qualitative information demonstrates that the Elevator Attendant Program supports and provides benefits to the community where the stations are located.

² Ian Gabriel and Victoria Ciudad-Real, "State of Homelessness In California Fact Sheet," Homelessness Policy Research Institute.

³ Gabriel and Ciudad-Real, "State of Homelessness In California Fact Sheet."

Community-Identified Priority

- 4. Discuss how the project addresses a transportation gap and/or barrier identified in a Community-Based Transportation Plan (CBTP) and/or other substantive local planning effort involving focused inclusive engagement with low-income populations. Indicate the name of the plan(s) and the page number(s) where the relevant gap and/or barrier is identified. Indicate the priority given to the project in the plan.**

The Elevator Attendant Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. The Elevator Attendant Program has significantly improved the elevator experience for BART and Muni customers, many of whom are of low-income, have a disability, and/or are seniors, by consistently meeting objectives to ensure the Program achieves its goals. BART and SFMTA have often heard from groups advocating for people with disabilities and other customers how the Program has made their experience on transit friendlier and safer, see Attachment 3. The MTC's Coordinated Public Transit – Human Services Transportation Plan (2018) addresses the mobility needs of seniors, people with disabilities, people on low-incomes and veterans. Clean, functioning elevators help provide access to transit, particularly for groups with potential mobility limitations such as those addressed in this plan. The plan identifies elevator outages and lack of information about such outages as barriers to transit use (see pages 27, 47, 82, and 84). The Elevator Attendant Program helps to address these issues by reducing elevator service disruptions. In addition, elevator attendants help to communicate information about outages when they occur.

Implementation Plan and Project Management Capacity

- 5. Is the project ready to be implemented? What, if any, major issues need to be resolved prior to implementation and when will they be resolved?**

The Elevator Attendant Program has been successfully operating since the spring of 2018. The Program has been providing services at all four downtown San Francisco stations since the fall of 2019. The Program is coordinated in partnership with SFMTA. Since 2019, BART and SFMTA have had an agreement to administer the Program, whereby BART manages the service provider, Urban Alchemy, and tracks program data, invoices, and payments. Currently, BART and SFMTA are finalizing details to extend the agreement through June 30, 2025. The Project is ready to be implemented in FY22-23.

- 6. Describe your organization's ability to provide and manage the proposed project.**

BART, in partnership with SFMTA, has successfully managed the Elevator Attendant Program since the spring of 2018. The Program has been managed by BART staff with extensive experience overseeing similar projects benefiting diverse community members. The Program was first managed by Mr. Tim Chan, Group Manager of Station Planning, who has over 20 years of experience in urban planning and relevant experience overseeing projects providing services to Equity Priority Communities. In 2021, the Program was transitioned under BART's first position focused on social service partnerships. Mr. Daniel Cooperman, Senior Manager of Social Service Partnerships, with over 10 years of relevant experience, joined BART in May 2021. Mr. Cooperman will be managing the Program in FY22-23.

BART has also been successful at partnering with other public agencies in San Francisco for similar projects, for example, the Pit Stop Program. BART began partnering with San Francisco Public Works in 2015 to implement and administer this Program. The Program provides safe and clean public toilets, staffed by paid attendants, at locations across San Francisco. BART helps to fund the operating costs of the Program at Pit Stops located at BART stations. As the Elevator Attendant Program, the Pit Stop Program relies on local community-based organizations (CBOs) to staff the Program. In San Francisco, Urban Alchemy, a CBO and social enterprise, has been successfully providing services for the Pit Stop Program and the Elevator Attendant Program. Urban Alchemy is the lead provider of services to numerous projects throughout San Francisco.

- 7. Describe any proposed use of innovative approaches that will be employed for this project and their potential impact on project success.**

The presence of attendants at transit station elevators and the partnership established between BART, SFMTA, and Urban Alchemy is an innovative approach. The attendants serve as ambassadors for BART and the SFMTA in addition to helping to improve cleanliness, safety and security. Urban Alchemy, a community-based organization and social enterprise, manages the elevator attendants, who are also participating in the organization's workforce development program. Urban Alchemy engages with "situations where extreme poverty meets homelessness, mental illness and addiction" with a "peaceful and supportive presence."⁴ BART is confident that the Program will continue to be successful in FY22-23 under the current partnership with SFMTA and Urban Alchemy.

Project Sustainability

- 8. Describe the project sustainability: (Operating Projects) describe efforts to identify potential funding sources for sustaining the service beyond the grant period. If funding is identified, provide the responsible agency(is) and funding sources for all ongoing service.**

BART and SFMTA jointly fund operation of the Program, each providing 50 percent of operational costs. The Program is currently funded through June 30, 2022. This LTP application is to fund costs for FY22-23. BART and SFMTA are committed to continuing this initiative beyond the performance period of this grant.

Cost-Effectiveness and Performance Indicators

- 9. Demonstrate how the proposed project is the most appropriate and cost-effective way in which to address the identified transportation need.**

Various plans and community input have identified the need to improve the sense of safety and security in accessing elevators at transit stations and the need to reduce elevator down time, thus improving transit access for people who are of low-income and/or have a disability. The Elevator Attendant Program addresses this transportation need in a cost-effective way that has multiple benefits to the community where the stations are located, BART and SFMTA riders – from San Francisco, Bay Area, or from outside the region, and people who have a disability. Since the program was launched, safety and security concerns have been significantly reduced. The presence of Attendants at the elevators in downtown San Francisco stations has discouraged and reduced unwanted activities inside the elevators and decreased elevator down time due to cleaning and maintenance needs.

Through the program, Urban Alchemy is providing elevator attendants at the four stations 52 weeks per year, 21 hours per day, 7 days per week, with eight to ten attendants on duty at a time (attendants fill three shifts per day, with two attendants at each station, one attendant that "floats" between two stations, and supervisors that assist with breaks). This is a total of 76,440 service hours per year for a total cost of \$3,000,000 per fiscal year, including costs to pay attendants (with benefits), program oversight, weekly reporting, grant specific activities, equipment costs, and indirect costs. Therefore, BART and SFMTA are paying \$39.25 per service hour for the overall program costs. By comparison, the hourly loaded operating cost (including overhead and benefits) paid by BART for Community Service Officers (CSO) range from \$50 to \$70 per service hour. CSOs attend to issues throughout the transit system, conduct inspections, and issue citations, among other tasks. Although their service is different in scope, their training and day-to-day outputs are similar. Hence, the Elevator Attendant Program proves to be a

⁴ Urban Alchemy, "Our People," Transforming the Energy In Traumatized Urban Spaces," May 02, 2022, <https://urban-alchemy.us/>.

cost-effective way to address the identified transportation need described earlier.

- 10. Identify performance measures to track the effectiveness of the project in meeting the identified goals. Provide the baseline and new or continued units of service to be provided (e.g., number of trips, service hours, etc.) and cost per unit of service (e.g., cost per trip or persons served per month and year).**

Since spring of 2020, the Elevator Attendant program has been serving approximately 55,000 customers per station each month or 220,000 in total across all four stations. This equates to 2,640,000 customers per year and \$1.14 cents for each person served during that time.

The Program goals are to ensure elevators at the four downtown San Francisco stations consistently remain safe, clean, and in working order for all BART/Muni customers. The following performance measures are being used, and will continue to be used, to track the effectiveness of the Program and report for the LTP grant in FY22-23.

Performance Metric	Description	Reporting Frequency	Goal
Users Served	Number of users using elevators at each station, including number of disabled users, strollers, luggage, bicycles, and carts.	Monthly	Increase or maintain access to users, particularly disabled users
Biowaste Incidents	Number of incidents, per station, in which BART cleaning staff encounter needles or biowaste in an elevator	Monthly	Reduce biowaste incidents
Passenger Cleanliness Rating	Passenger ratings for station cleanliness (1-4 scale), including platform areas and other areas. Data collected from quarterly passenger surveys.	Quarterly	Improve station cleanliness ratings
Elevator Availability	Percent of the time station elevators are available for patron use during service periods	Quarterly	Increase elevator availability

Coordination and Program Outreach

- 11. Describe how the project will be coordinated with the community, public and/or private transportation providers, social service agencies, and non-profit organizations serving Equity Priority Communities. Describe plans to market the project, and ways to promote public awareness of the project.**

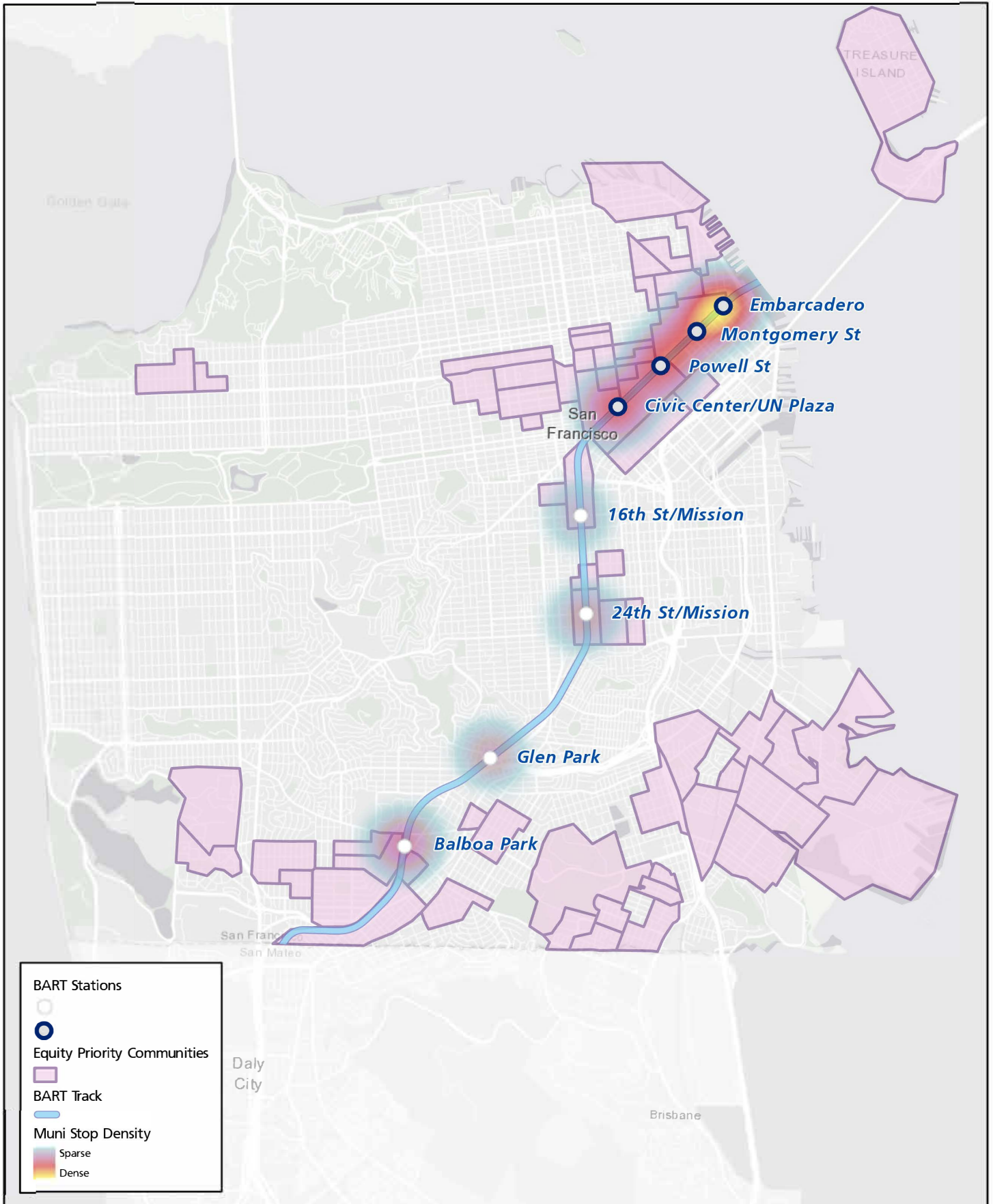
BART, the SFTMA, and Urban Alchemy work closely with the community in implementing the Elevator Attendant Program services. Urban Alchemy specifically serves low-income, “high-risk” youth and adults across San Francisco, providing workforce development opportunities for this population. These team members of a professional workforce simultaneously provide public safety and maintain clean public spaces, while engaging and educating the public. Attendants have come to be regarded as assets and stewards of the communities in which they work, creating a sense of safety and security in some of the most dangerous and socially impacted communities in San

Francisco. Since 2018, BART and SFMTA have conducted media campaigns, including press releases, and other outreach to inform the public about the Program. The Elevator Attendants themselves are the ultimate ambassadors of the initiative. Recent news stories about the program can be found here:

- <https://www.bart.gov/news/articles/2021/news20210518>
- <https://www.sfchronicle.com/bayarea/article/BART-installs-gates-adds-attendants-to-make-14814852.php>

12. Please confirm that BART and SFMTA are in agreement on project cost sharing, funding strategy, scope and schedule.

BART and SFMTA agree on these items, this mutual agreement will be vetted through the execution of a three-year extension to the current agreement between the agencies.



BART Stations
○

Equity Priority Communities
■

BART Track
—

Muni Stop Density
■ Sparse
■ Dense

Notes:
Equity priority community - <https://epc-map.sfcta.org/>
Muni stops - <https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6>



San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
2150 Webster St.. 3rd Floor, Oakland, CA 94612

Elevator Attendant Program

Helping riders, helping the community

Let's go.



Program Goal: Ensure elevators at the four downtown SF stations consistently remain safe, clean, and in working order for all BART/Muni patrons.

Over the past several years, the joint BART/SFTMA stations in downtown San Francisco have been increasingly challenged by the broader regional problems of homelessness, safety & security, drug activities, and vandalism. The station elevators have been used as bathrooms or for drug use—reflecting a broader crisis of homelessness and opioid abuse.

Inspired by the success of San Francisco's Pit Stop Program, which provided attendants at street level restrooms, BART and SFMTA launched a 6-month pilot in April 2018 to provide elevator attendants at the Civic Center & Powell St. stations. Before the pilot, only 44% of elevator users rated themselves as very or somewhat satisfied.

After the pilot, satisfaction shot up to 93%. Common comments included:

- "thank you for cleanliness & respectful attendant,"
- "very good for people with disabilities,"
- "awesome service,"
- "program amazing—commuting with two children," and
- "please keep this going. I feel so much safer and it doesn't smell".

The pilot proved so popular that the agencies expanded it in November 2019 to Embarcadero & Montgomery stations, funded in part thanks to an MTC Lifeline Grant from SFCTA.

BART/SFMTA initiated successful collaboration with Urban Alchemy (UA) to provide elevator attendant staff. UA is a community-based organization providing employment training and opportunities for vulnerable populations to lift them out of the cycle of poverty and hopelessness. Lena Miller, Founder and Executive Director, notes the men and women filling the attendant jobs are committed to hard work and improving the community because they know employment is key to success, "It's a point of pride for them to be working and bettering their lives."

The program has made a huge difference for customers who use the elevators. Pre-pandemic, over 160,000 people in a month rode the elevators with an attendant, 9% of those people with disabilities and 5% with families.

The results are solid—the program benefits transit riders and ensures a clean, safe experience for elevator users connecting to and from Market street for

work, school, day care, entertainment, and tourism. A pleasant and welcoming Market Street and transit experience is essential to downtown San Francisco in supporting the region's recovery from the COVID-19 pandemic and improving access to many vulnerable populations who rely on elevators.

"This program is amazing on so many levels," said Paula Fraser, BART's Assistant Chief Transportation Officer. "These workers are from the community, they're helping our patrons, and they're improving the quality of life in our stations, which benefits everyone."

BART and SFMTA are seeking a funding partner to help support the Elevator Attendant program. The annual cost for the four downtown San Francisco stations is approximately \$3M (including support for the City's prevailing wage requirements, worker benefits and overhead costs).



Celebrating 50 Years of Service



1972 - 2022

2022 marks BART's 50th anniversary serving the people of the Bay Area. BART began service on September 11, 1972. This golden milestone is also at a time we are making improvements to the customer experience during pandemic recovery. BART is back to full service, and weekend service is better than before for most riders with more trains in service. All BART cars have

virus-trapping MERV-14 air filters, and air in cars is replaced and filtered every 70 seconds. We have a historically high number of safety staff on platforms and onboard trains, and crime is significantly down. Other improvements include mobile payment, station and parking lot lighting upgrades, new escalators unveiled, and the reopening of several underground restrooms.

Pandemic Recovery and Financial Stability Strategies

- Provide frequent, reliable, safe, and clean service
- Adapt to changing commute patterns, improve weekend service
- Improve regional transit connections and coordination
- Maximize efficiencies, reduce overtime
- Explore opportunities for ongoing federal, state, regional operating subsidy
- Continue to prioritize Transit-Oriented Development

Federal Emergency Relief Funds

To date BART has been allocated \$1.3 billion from the CARES Act, Coronavirus Response and Relief Supplemental Appropriations Act of 2021, and American Rescue Plan Act of 2021. An additional \$270.8 million in ARP Additional Assistance Grant Program is expected in 2022. These funds are expected to last through 2025, at which time new revenue will be required to sustain BART service.

New Ridership Trends

BART ridership matches office occupancy rates in the Bay Area, and weekends are recovering at a faster rate than weekdays. BART is planning for a range of ridership recovery scenarios with ridership stabilizing by 2026 at a range as low as 65% of pre-pandemic ridership and as high as 90%.

BART Ridership Facts

AVERAGE WEEKDAY RIDERSHIP

2019 (PRE-COVID) 408,531
2021 79,095
Percentage of 2019 19%

CLIPPER FARES AND TRIPS

Riders pay for BART with the regional Clipper card.

Clipper fare range . . \$2.10-\$14.10*
Average fare \$3.78
Average trip length 15 miles

*The Clipper fare between Oakland International Airport and San Francisco International Airport is \$17.00.

Riders pay a 50 cent surcharge on all trips using a paper ticket.

Clipper is now available on your phone through Apple Pay and Google Pay. 11% of trips taken on BART were paid for with a phone since the option launched on April 15, 2021, through December 31, 2021.

CLIPPER DISCOUNTS

YOUTH CLIPPER: Ages 5-18 get 50% off

SENIOR CLIPPER: 65 years and over get 62.5% off

RTC CLIPPER: Persons with disabilities get 62.5% off

CLIPPER START: Qualified low-income adults get 20% off

RIDERSHIP PROFILE

BART's 2020 Customer Satisfaction survey results shows a dramatic change in rider demographics:

53% do not have access to a vehicle (up from 31% in 2018)

75% identify as non-white (up from 65% in 2018)

51% reported having annual household incomes under \$50K (up from 26% in 2018)

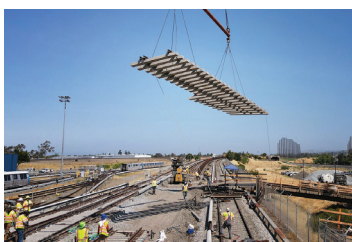
Progressive Policing Making a Difference

The first of the BART Police Department's new Crisis Intervention Specialists (CIS) are now proactively riding trains and walking platforms to respond to reports of people who are experiencing a crisis with mental health, a lack of housing, or drug issues and connect them with services. BART wants to reduce incidents inside trains and stations related to this vulnerable population and respond to calls for welfare checks with the CIS teams. The CIS teams are part of BPD's new Progressive Policing and Community Engagement Bureau, which also is home to the department's Transit Ambassadors. Crisis Intervention Specialists and Transit Ambassadors are at the forefront of BART's efforts to increase the visible presence of safety personnel in the system using unarmed, specially trained BPD staff. The increased safety presence is paying off as BART saw a nearly 40% drop in violent crime last year compared with 2020.



BART's Rebuilding Plan a Boon for Riders

BART's voter-approved \$3.5 billion Measure RR rebuilding program is paying off with improvements to the system's core infrastructure, boosting the reliability and quality of the rider experience. Downtown San Francisco riders are now using the first of 41 new escalators that will be installed as part of BART's largest-ever investment in escalators. Measure RR has already supported 150 rebuilding projects on every line of the BART system, including 36 that have been completed. Recent milestones include the successful earthquake retrofit of one of the bores of the Transbay Tube and replacement of the seventh-cross-over track interlock near the Hayward Station. BART has replaced 42 miles of worn rail, 31 track switches, 46 miles of 34.5kV cable to ensure trains have a reliable source of electricity, and 59 miles of 3rd rail coverboard, protecting the electrified third rail that powers trains.



BART by the Numbers

FINANCIAL PERFORMANCE

The Operating Ratio is the percentage of costs paid by passenger fares, parking revenue, advertising and other sources of revenue.

FY20 1st Quarter	71%
FY21	12%

STATIONS AND SERVICE

Total stations	50
Route miles of track	131
Maximum train speed	70 mph
Average passenger on-time performance	94.7%

PARKING AND BIKE ACCESS

Stations with parking	38
Total parking spaces	50,000
Bike parking (lockers, racks and bike stations)	8,796

FLEET*

Legacy cars	531
Fleet of the Future	286
Total vehicle fleet	817

*As of January 30, 2022

ELECTRICITY

Third rail	1000 volts DC
----------------------	---------------

POWER SOURCES

In FY21, BART achieved a 100% greenhouse gas free ("GHG-free") power supply comprised of hydroelectric and solar sources, including five onsite solar projects located throughout the BART system.

BART was one of two US public transit systems to make the Environmental Protection Agency's 2021 Green Power National Top 100 list which comprises private and public institutions.

ROLE IN REGION

- Pre-pandemic, BART carried more than twice the people per hour through the Transbay Tube than used the Bay Bridge and carried over half the passenger miles traveled on transit in the region
- BART connects with 18 of the 26 regional transit operators
- One in five BART riders connect to another transit operator during their trip

The BART System Includes:

817
Rail Cars

131 Route
Miles of Track

50 Stations

184
Escalators

147
Elevators

6 Major
Maintenance Facilities

39 Miles
of Tunnels

135 Electric
Substations



San Francisco Bay Area Rapid Transit District

P.O. Box 12688, Oakland, CA 94604
www.bart.gov

Sign up for text and email alerts
at www.bart.gov/alerts

[this page intentionally left blank]



Memorandum

AGENDA ITEM 5

DATE: May 18, 2022
TO: Transportation Authority Board
FROM: Rachel Hiatt - Deputy Director for Planning
SUBJECT: 6/7/22 Board Meeting: Authorize the Executive Director to Execute Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Transfer Agreements and Any Amendments Thereto with the California Department of Transportation for Receipt of State Funds for the Brotherhood Way Active Transportation and Open Space Plan in the Amount of \$641,812; and for Planning, Programming, and Monitoring in the Amount of \$259,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Authorize the Executive Director to execute master agreements, program supplemental agreements, cooperative agreements, fund transfer agreements and any amendments thereto with the California Department of Transportation (Caltrans) for receipt of state funds for the following projects:</p> <ul style="list-style-type: none"> • Brotherhood Way Active Transportation and Open Space Plan in the Amount of \$641,812 • Planning, Programming, and Monitoring activities in the amount of \$259,000 <p>SUMMARY</p> <p>We are seeking authorization for the Executive Director to execute funding agreements between the Transportation Authority and Caltrans for receipt of state funds for two grants that we anticipate receiving this year: the Brotherhood Way Active Transportation and Open Space Plan and Planning, Programming and Monitoring activities. Guidelines established by Caltrans require that certain funding agreements be signed by the project sponsor and returned to Caltrans. For some grants, project sponsors are also required to adopt a Board resolution. For instance, on April 4, 2022, we received an award notification from Caltrans for the Brotherhood Way Active Transportation and Open Space Plan. Caltrans requires us to adopt a resolution by July 3 to execute the grant agreement. This resolution must also identify the person(s) authorized to execute these funding</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other:
--	--



<p>agreements and the title of the grant. Caltrans may disencumber and/or de-obligate funds if the deadline is not met. The Board has previously adopted similar resolutions with the last one being Resolution 21-06 in July 2020. The subject funds for the Planning, Programming and Monitoring activities are already programmed to the Transportation Authority but are not yet encumbered.</p>	
--	--

BACKGROUND

We regularly receive federal and state transportation funds under ongoing grant programs and periodically receive congressional earmarks. These grant funds are typically administered by Caltrans, which requires that various types of funding agreements be executed between the project sponsor and Caltrans before the project sponsor can claim (e.g., encumber, seek reimbursement) the grant funds. Caltrans also requires an updated Board resolution identifying the person(s) authorized to execute these funding agreements and the title of the grant. This resolution was last updated in July 2020 through Resolution 21-06.

DISCUSSION

Brief descriptions of the two projects for which we are recommending approval of the subject resolution are provided below along with information on the relevant federal and state grants. Both projects and associated funding are included in the agency's Proposed Budget and Work Program for Fiscal Year (FY) 2022/23.

Brotherhood Way Active Transportation and Open Space Plan: The Brotherhood Way Active Transportation and Open Space Plan will develop concepts and conceptual designs for active transportation improvements along Brotherhood Way and St. Charles Street in the Oceanview - Merced Heights - Ingleside (OMI) neighborhood. Concepts will connect new recreational opportunities and housing near Lake Merced to San Francisco's core active transportation network and nearby regional transit. This study will consider and incorporate into the analysis recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, the San Francisco Planning Department's Green Connections Network and San Francisco Public Library's new Oceanview Branch Library. 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 7 acres of land.

The Brotherhood Way Active Transportation and Open Space Plan advances draft recommendations from the Transportation Authority's Streets and Freeways Study. As noted in the memo summary, on April 4, 2022, we received a Sustainable Transportation Planning Grant award notification from Caltrans for the Brotherhood Way Active Transportation and Open Space Plan in the amount of \$641,812. Caltrans requires us to adopt a resolution by July 3 to execute the grant agreement to avoid losing the funds. The study is scheduled to begin in November 2022 and grant funds must be spent by February 2025.



In addition to this resolution which authorizes the Executive Director to execute funding agreements, the Transportation Authority is required to secure at least \$81,153 in local matching funds for the Brotherhood Way Active Transportation and Open Space Plan. The Transportation Authority expects to bring a Proposition K appropriation request to the Board for those matching funds in Fall 2022.

Planning, Programming and Monitoring: Guidelines established for the use of State Transportation Improvement Program (STIP) funds by the California Transportation Commission (CTC) allow us to program up to 5% of STIP county share funds for planning, programming and monitoring activities. These activities are captured under our Congestion Management Agency function and are related to project planning, development, and oversight of projects including timely use of funds and compliance with State law and CTC guidelines. On March 16, 2022, the CTC approved the 2022 STIP, including \$259,000 in Planning, Programming and Monitoring funds for the Transportation Authority for FY 2022/23. The CTC will consider allocating these funds on August 17, 2022. We have already received approval to seek reimbursement of these grant funds retroactively to July 1, 2022, pending approval of the subject resolution and allocation of funds.

FINANCIAL IMPACT

Approval of the recommended action would facilitate compliance with Caltrans funding agreement deadlines (avoiding loss of grant revenues) and enable the Transportation Authority to seek reimbursement of state grant funds administered by Caltrans for the Brotherhood Way Active Transportation and Opens Space Plan and Planning, Programming, and Monitoring activities. The first year of anticipated revenues for these grants are included in the Proposed FY 2022/23 Budget and Work Program, and will bring procurements to be funded by these grants, where applicable, to the Board for approval as part of future agenda items.

CAC POSITION

The Community Advisory Committee will consider this item at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

None

[this page intentionally left blank]

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	AB 2147 Ting D	<p>Pedestrians.</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>

Recommended Positions	Bill # Author	Title and Update
<p>Watch</p>	<p>AB 2237 Friedman D</p>	<p>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</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"> • 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). • 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. • 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. • 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. <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	AB 2594 Ting D	<p>Vehicle registration and toll charges.</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	SB 942 Newman D	<p>Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program.</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>

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

Adopted Positions	Bill # Author	Title and Update
Watch	SB 917 Becker D	<p>Seamless Transit Transformation Act.</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 ¹ (as of 05/06/2022)
Support	AB 117 Boerner Horvath D	<p>Air Quality Improvement Program: electric bicycles.</p> <p>Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.</p>	Senate Appropriations
	AB 455 Wicks D Coauthor: Wiener D	<p>Bay Bridge Fast Forward Program.</p> <p>Authorizes the Bay Area Toll Authority to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.</p>	Senate Transportation
	AB 2197 Mullin	<p>Caltrain electrification project: funding.</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

	AB 2336 Ting D Friedman D	Vehicles: Speed Safety System Pilot Program. Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	<i>Assembly Appropriations</i>
Watch	ACA 1 Aguiar-Curry D Lorena Gonzalez D	Local government financing: affordable housing and public infrastructure: voter approval. 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
	SB 66 Allen D	California Council on the Future of Transportation: advisory committee: autonomous vehicle technology. Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.	Assembly Appropriations
	SB 917 Becker D	Seamless Transit Transformation Act. 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>
	SB 922 Wiener D	California Environmental Quality Act: exemptions: transportation-related projects. 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>
	SB 1049 Dodd D	Transportation Resilience Program. 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>
	SB 1050 Dodd D	State Route (SR) 37 Toll Bridge Act. 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>

¹Under 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.

[this page intentionally left blank]



Memorandum

AGENDA ITEM 8

DATE: May 18, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 6/7/2022 Board Meeting: Allocate \$6,919,800 in Prop K Funds, with Conditions, and Appropriate \$470,000 for Five Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$6,669,800 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ul style="list-style-type: none"> • 1399 Marin Street Maintenance Facility (\$6,619,800) • Neighborhood Program (NTIP) Coordination (\$50,000) <p>Allocate \$250,000 to the Bay Area Rapid Transit District (BART) for:</p> <ul style="list-style-type: none"> • Balboa Park Station Area Improvements <p>Appropriate \$470,000 for:</p> <ul style="list-style-type: none"> • District 4 Microtransit Business Plan [NTIP Planning] (\$310,000) • Treasure Island AV Shuttle Pilot (\$60,000) • Neighborhood Program (NTIP) Coordination (\$100,000) <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. At the meeting, SFMTA staff will present a project progress update on the Potrero Yard Modernization project (Attachment 5). That project is closely tied to the 1399 Marin Street Maintenance Facility project, and updates to the CAC and Board are a condition of a nearly \$5.8 million allocation of Prop K funds for Potrero Yard Modernization approved in February 2021. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	---

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 enclosed, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.

1399 Marin Street Maintenance Facility: This project is one of a trio of closely related projects driven by the need to replace the Potrero trolleybus maintenance facility with a modern one designed with the flexibility to accommodate changing technology for electric buses. Construction of that \$465 million project, currently in the developer procurement phase, will displace the Potrero Division trolleybus fleet. Until the Potrero Modernization project is complete, the trolleybuses normally housed and maintained at the Potrero Yard (located at Bryant and Mariposa streets) will be stored at a 4-acre expansion area adjacent to the east side of the Muni Metro East light rail facility. Maintenance and repair of the Potrero trolleybuses will be done at 1399 Marin Street. At the meeting, SFMTA staff will present an update on the status of all three projects and explain how they are being coordinated.

FINANCIAL IMPACT

The recommended action would allocate and appropriate \$7,389,800 in Prop K funds. The allocations and appropriations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the enclosed Allocation Request Forms.

Attachment 4 shows that the recommended allocations, along with their associated cash flow commitments, would be the first of Fiscal Year 2022/23.

Sufficient funds are included in the proposed Fiscal Year 2022/23 annual budget. Furthermore, sufficient funds will be included in future budgets to cover the recommended cash flow distributions in those fiscal years.

CAC POSITION

The Community Advisory Committee will consider this item at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Summary of Requests
- Attachment 2 - Project Descriptions
- Attachment 3 - Staff Recommendations
- Attachment 4 - Prop K Allocation Summary - FY 2022/23
- Attachment 5 - SFMTA Building Progress Presentation
- Enclosure - Allocation Request Forms (5)

Attachment 1: Summary of Requests Received

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	13	BART	Balboa Park Station Area Improvements	\$ 250,000	\$ 8,750,000	72%	97%	Construction	11
Prop K	20M	SFMTA	1399 Marin Street Maintenance Facility	\$ 6,619,800	\$ 6,619,800	90%	0%	Design	10
Prop K	43	SFCTA	District 4 Microtransit Business Plan [NTIP Planning]	\$ 310,000	\$ 310,000	54%	0%	Planning	4
Prop K	43	SFCTA	Treasure Island AV Shuttle Pilot	\$ 60,000	\$ 1,274,650	54%	95%	Construction	6
Prop K	44	SFCTA/ SFMTA	Neighborhood Program (NTIP) Coordination	\$ 150,000	\$ 150,000	40%	0%	Planning	Citywide
TOTAL				\$ 7,389,800	\$ 17,104,450	77%	57%		

Footnotes

- ¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2019 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2017 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.
- ² Acronyms: BART (Bay Area Rapid Transit District); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)
- ³ "Expected Leveraging By EP Line" is calculated by dividing the total non-Prop K funds expected to be available for a given Prop K Expenditure Plan line item (e.g. Pedestrian Circulation and Safety) by the total expected funding for that Prop K Expenditure Plan line item over the 30-year Expenditure Plan period. For example, expected leveraging of 90% indicates that on average non-Prop K funds should cover 90% of the total costs for all projects in that category, and Prop K should cover only 10%.
- ⁴ "Actual Leveraging by Project Phase" is calculated by dividing the total non-Prop K, 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 ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
13	BART	Balboa Park Station Area Improvements	\$ 250,000	Requested funds will be used to fund BART staff to provide project support during the construction phase of the project. This project will construct an open space plaza at the southern end of the Upper Yard of the Balboa Park Station in the current BART passenger drop-off area. The new plaza area will include redesigned vehicular access from San Jose Avenue to create a passenger drop-off loop, closing off vehicular access to Geneva Avenue. This will create flexible public open space that meets the needs of the community, enhances safety and encourages multi-modal access to the BART and Muni stations. The project is adjacent to the new mixed-use transportation oriented development at the Upper Yard with low-income housing and street/ground level retail spaces. The developer for the Upper Yard will issue the construction contract for the plaza since the work will be done by the contractor building the multi-use structure. The Mayor's Office of Economic and Workforce Development is the lead agency for the Upper Yard development. The project will be open for use by December 2023.
20M	SFMTA	1399 Marin Street Maintenance Facility	\$ 6,619,800	This request will fund design of a temporary facility at 1399 Marin Street for maintenance of the electric trolleybuses normally stored and maintained at the Potrero Division yard. During the Potrero Modernization project trolleybuses will be stored at the Muni Metro East expansion area and maintained at 1399 Marin. SFMTA staff will present an update on the status of the Potrero Modernization project and explain how the projects at all three sites are interrelated. Timely completion of the storage and maintenance facilities is on the critical path for successful delivery of the Potrero Modernization project, which will replace the old Potrero Yard with a modern facility that has the flexibility to accommodate changing electric bus technology. This request will fund preliminary engineering and procurement of a contractor who will perform detailed design through a design-build project delivery method. Detailed design work will also be done by SFMTA's Overhead Lines Division for the catenary system that will provide motive power to the trolleybuses maintained at the site. Contingent on securing funding (~\$40 million to close the construction gap), the project will be open for use by December 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
43	SFCTA	District 4 Microtransit Business Plan [NTIP Planning]	\$ 310,000	The District 4 Mobility Study identified a community shuttle as a priority and found low levels of transit use for trips within District 4 (4%) compared to trips that start within District 4 and end outside the district (10%). This request will fund the planning phase for a Business Plan, requested by Commissioner Mar, to define a, on-demand microtransit shuttle service within District 4. The Plan will identify potential service models and establish the operating requirements of a successful service, as well as outline the operating phase cost and funding strategy. Upon completion, expected by July 2023, the final report will be presented to the Board for approval.
43	SFCTA	Treasure Island AV Shuttle Pilot	\$ 60,000	Requested funds will leverage a federal Innovative Deployments to Enhance Arterials Shared Automated Vehicles (IDEA SAV) grant from the Metropolitan Transportation Commission and developer funds to conduct community engagement, establish community partnerships, and evaluate Phase 2 of the Treasure Island Autonomous Vehicle Shuttle (AVS) Pilot Project. Phase 1, funded by another federal grant from the Federal Highway Administration and the Treasure Island Development Authority, includes the first three months of shuttle operations. Phase 2 covers the next six months of operations, for a nine-month pilot project duration providing free rides for all passengers. The goals of the pilot project include understanding of the following: multi-modal road user experiences and perceptions of AVS operations; ability of AVS services to be accessible to all travelers; the cost and performance of AVS services to meet TIMMA’s shuttle service requirements; and, institutional and other requirements to deploy and manage AV shuttle services. Prop K would fund staff to evaluate the safety, mobility, and operation to understand if, and how, AV technology could improve first mile/last mile service and intra-island mobility on Treasure Island. The pilot project is an approximately 2-year effort, proposed to start summer 2022 and conclude in spring 2024. The final evaluation and associated report will be done by Spring 2024.

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
44	SFCTA/ SFMTA	Neighborhood Program (NTIP) Coordination	\$ 150,000	The purpose of the Transportation Authority’s NTIP is to build community awareness of, and capacity to provide input to, the transportation planning process and to advance delivery of community-supported neighborhood-scale projects that can be funded by Prop K sales tax and/or other sources. This request provides \$50,000 for SFMTA staff and \$100,000 for Transportation Authority staff to support implementation of the NTIP, including working with district supervisor offices, implementing agencies, and community stakeholders to identify, develop, and support delivery of NTIP planning and capital projects. Requested funds would support the administration of the program through June 2023.
TOTAL			\$7,389,800	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
13	BART	Balboa Park Station Area Improvements	\$ 250,000	
20M	SFMTA	1399 Marin Street Maintenance Facility	\$ 6,619,800	5-Year Prioritization Program (5YPP) amendment: The recommended allocation is contingent upon an amendment of the Facilities-Muni 5YPP. See attached 5YPP amendment for details.
43	SFCTA	District 4 Microtransit Business Plan [NTIP Planning]	\$ 310,000	Special Condition: Upon completion (anticipated July 2023), staff will present the draft final report, including key findings, recommendations, next steps, implementation, and funding strategy, to the Board for approval.
43	SFCTA	Treasure Island AV Shuttle Pilot	\$ 60,000	5YPP Amendment: The recommended allocation is contingent upon amendment of the Transportation Demand Management/Parking Management 5YPP. See attached 5YPP amendment for details.
44	SFCTA/ SFMTA	Neighborhood Program (NTIP) Coordination	\$ 150,000	
TOTAL			\$ 7,389,800	

¹ See Attachment 1 for footnotes.

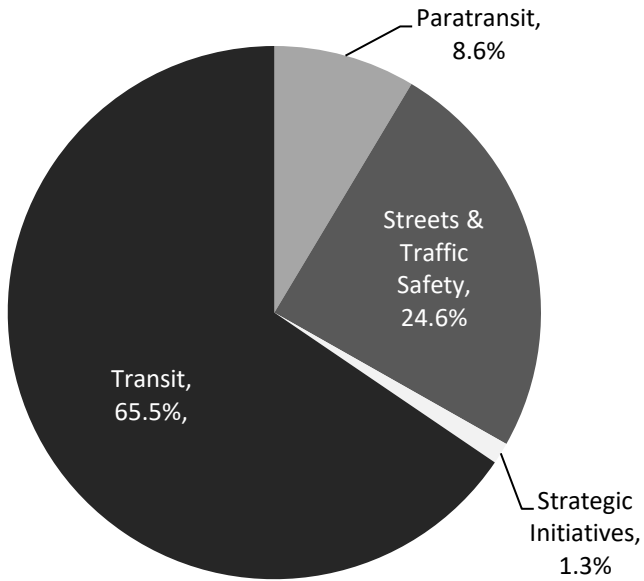
**Attachment 4.
Prop K Allocation Summary - FY2022/23**

PROP K SALES TAX

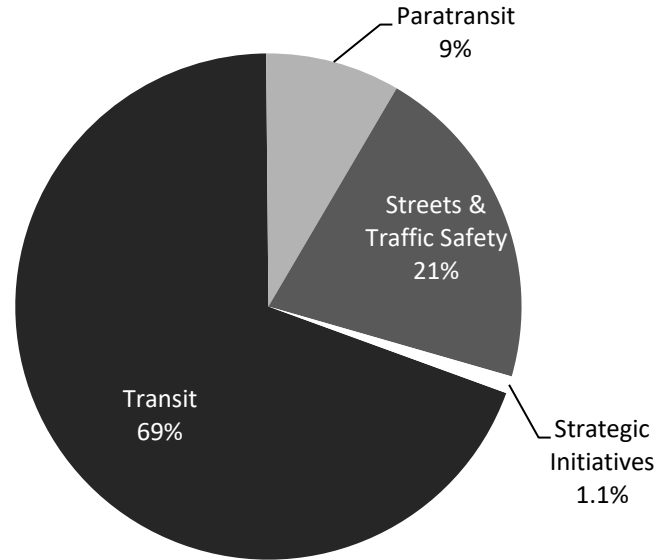
FY2021/22	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ -	\$ -	\$ -	\$ -	\$ -
Current Request(s)	\$ 7,389,800	\$ 2,440,667	\$ 4,188,462	\$ 760,671	\$ -
New Total Allocations	\$ 7,389,800	\$ 2,440,667	\$ 4,188,462	\$ 760,671	\$ -

The above table shows maximum annual cash flow for all FY 2022/23 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



BUILDING PROGRESS

Potrero Yard Modernization Project
Muni Metro East Expansion Project
1399 Marin Maintenance Yard Project

SFCTA Community Advisory Committee
May 25, 2022

The SFMTA launched the **Building Progress Program** in Fall 2017.

Modernize aging SFMTA facilities in order to meet the needs of everyone who travels in San Francisco

Improve the transportation system's resiliency to seismic events, climate change, technology changes

Make the SFMTA a better neighbor in the parts of the city that currently host our facilities

BUILDING PROGRESS

Program Overview

Core programs and initiatives currently include the following.

Modernization Program

Muni Metro East Expansion
Potrero Yard Modernization
Presidio Yard Modernization
Kirkland Yard Modernization

Electrification Program

Woods Chargers Pilot Project
Battery Electric Bus (BEB)
Facility Master Plan

Cable Car Barn Program

Cable Car Barn Improvements
Cable Car Barn Master Plan

Joint-Development Program

4th and Folsom
Parking Garages
Surface Parking Lots
Yard Modernization

Capital Program

Burke Rehabilitation
Presidio Lifts & Scott Lifts
1200 15th Street PCO HQ
Station Escalators
Operator Restrooms

Facility Condition Assessment (FCA) Program

Implementation of \$200+ million in deferred maintenance and repairs

The **Building Progress Modernization Program** is a \$2 billion+ capital program designed to meet the current and future needs of the Muni Fleet.

Modernization of Muni operational workspaces and maintenance equipment for growth and resiliency.

Modernization

Transformation of Muni Yards to support both the trolley fleets and expansion to Battery Electric Busses.

Electrification

**Joint
Development**

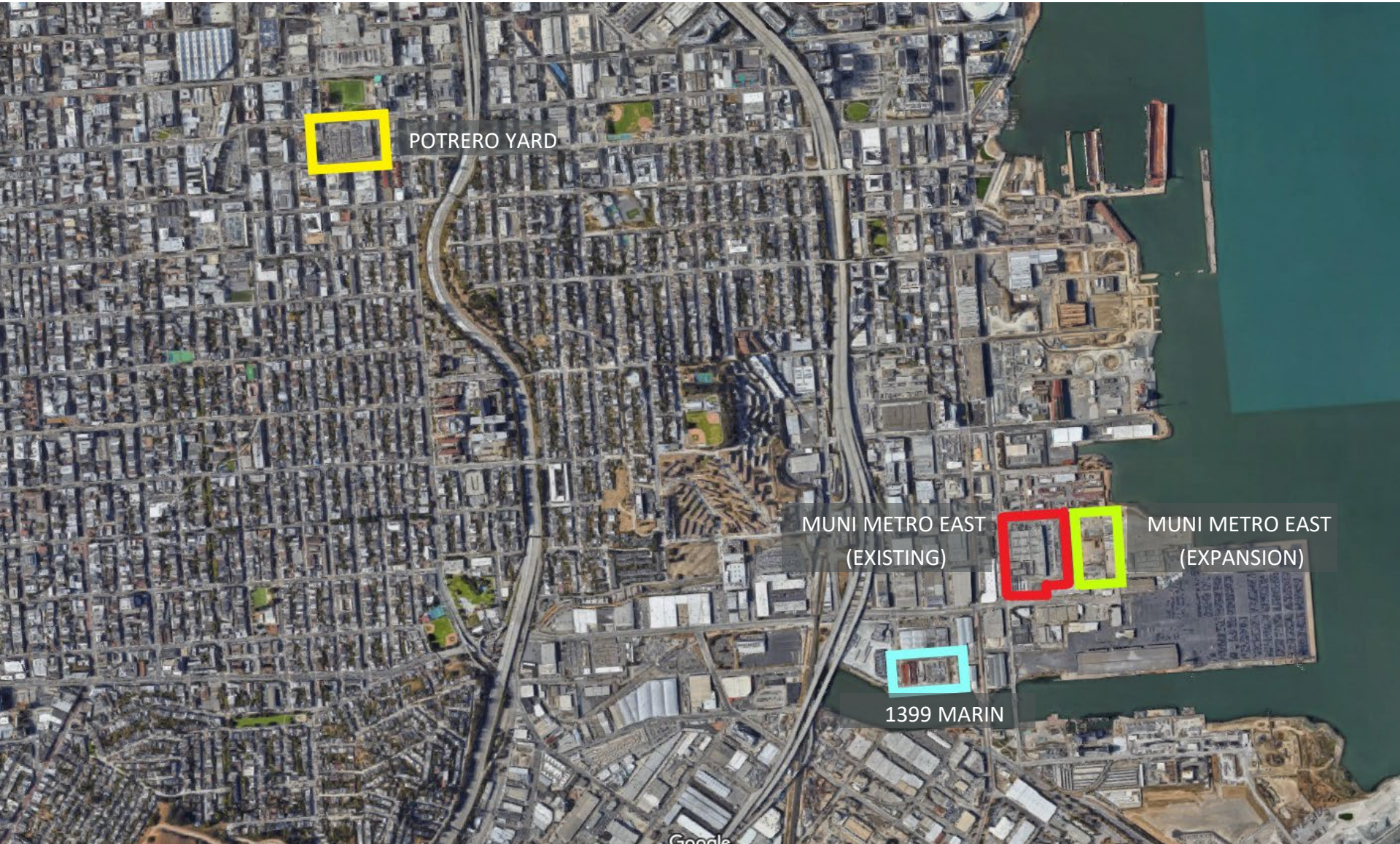
Innovative Project delivery to finance Muni capital, maintenance and operations into the future.

BUILDING PROGRESS Modernization Program

<h2>MME</h2>	<h2>Potrero</h2>	<h2>Presidio</h2>	<h2>Kirkland</h2>
<p>Build for trolley coach swing, convert to rail and shop uses</p>	<p>Rebuild as multi-level trolley and motor coach facility with private development above</p>	<p>Rebuild as multi-level trolley and motor coach facility with private development adjacent</p>	<p>Modernize as a new Zero Emission Bus Facility</p>
<p>Project at 100% design</p>	<p>Developer Selection</p>	<p>Planning/Site Programming</p>	<p>Planning</p>



BUILDING PROGRESS Project Locations



POTRERO YARD

MUNI METRO EAST
(EXISTING)

MUNI METRO EAST
(EXPANSION)

1399 MARIN

Google

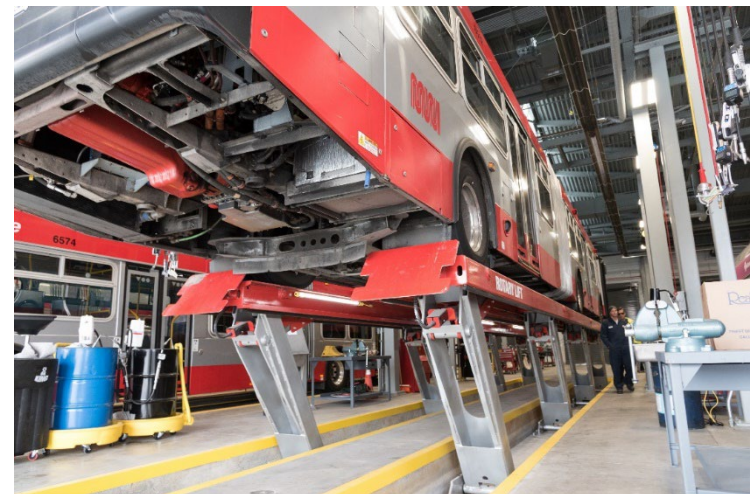
BUILDING PROGRESS

Potrero Yard Modernization Project

PROPOSED FEATURES

A new yard to:

- Repair buses faster, improving Muni's reliability
- Provide the green infrastructure needed to transition Muni to an all-electric fleet
- Service Muni's fleet as it grows, with room for 50% more buses at the yard
- Improve the work environment for front-line mechanics and bus operators to safety and efficiently do their jobs



Top: Maintenance pit at Potrero Yard. Bottom: Bus lift at Islais Creek Yard

Potrero Yard Modernization Project



A LOOK AT POTRERO YARD

Before
COVID-19



102,000

Muni riders rely on buses from Potrero Yard every day. (~14% of Muni riders)

Existing Facility



Future Facility



Potrero Yard was built to serve 100 street cars. Today it serves 136 trolley buses for eight routes. In many of the maintenance bays the ceiling is too low to do roof repairs indoors or lift buses to repair them from below.

BUILDING PROGRESS

Potrero Yard Modernization Project

**3-Level Muni
bus yard** modernized
for all-electric fleet

**Up to 150 feet
building height**

**Up to 575
residential units**

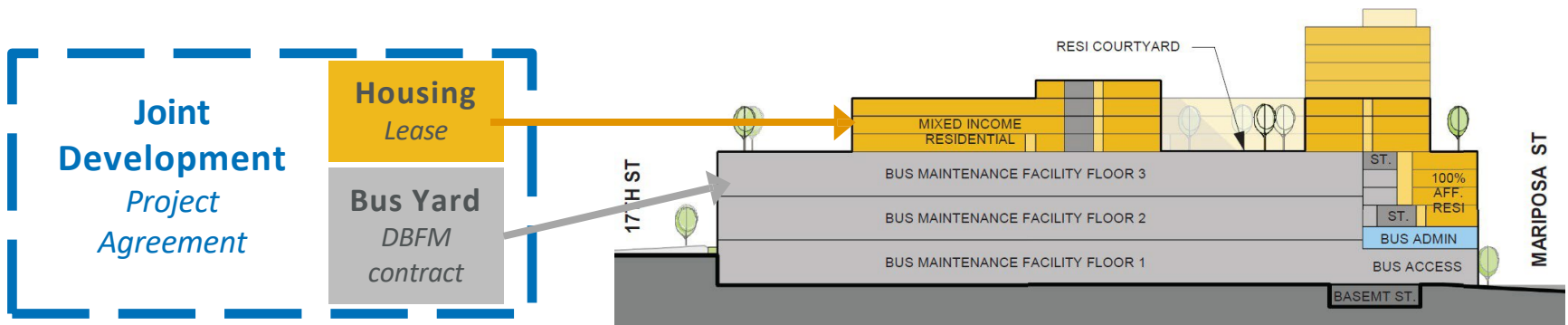
**At least 50%
affordable housing**

**Up to 30,000 sq. ft.
of ground floor uses
including commercial space**



PUBLIC-PRIVATE PARTNERSHIP PROJECT DELIVERY MODEL

- Project split into 3 parts: 1) Bus Yard Component, 2) Housing and Commercial Component, and 3) Common Infrastructure
- Infrastructure developer partner would design, build, and finance new facility, operate the housing, maintain common building elements
- DBFM: Finance and Maintain components are critical for the SFMTA
- Risk transfer to a well-capitalized partner who can better manage financing “surprises” and interface between project components
- Improved speed to market through approach to design and contractual incentives



BUILDING PROGRESS

Muni Metro East (MME) Expansion

GOAL: Expand trolley bus parking capacity within the SFMTA transit system to provide flexibility for capital projects.



Muni Metro East (MME) Expansion



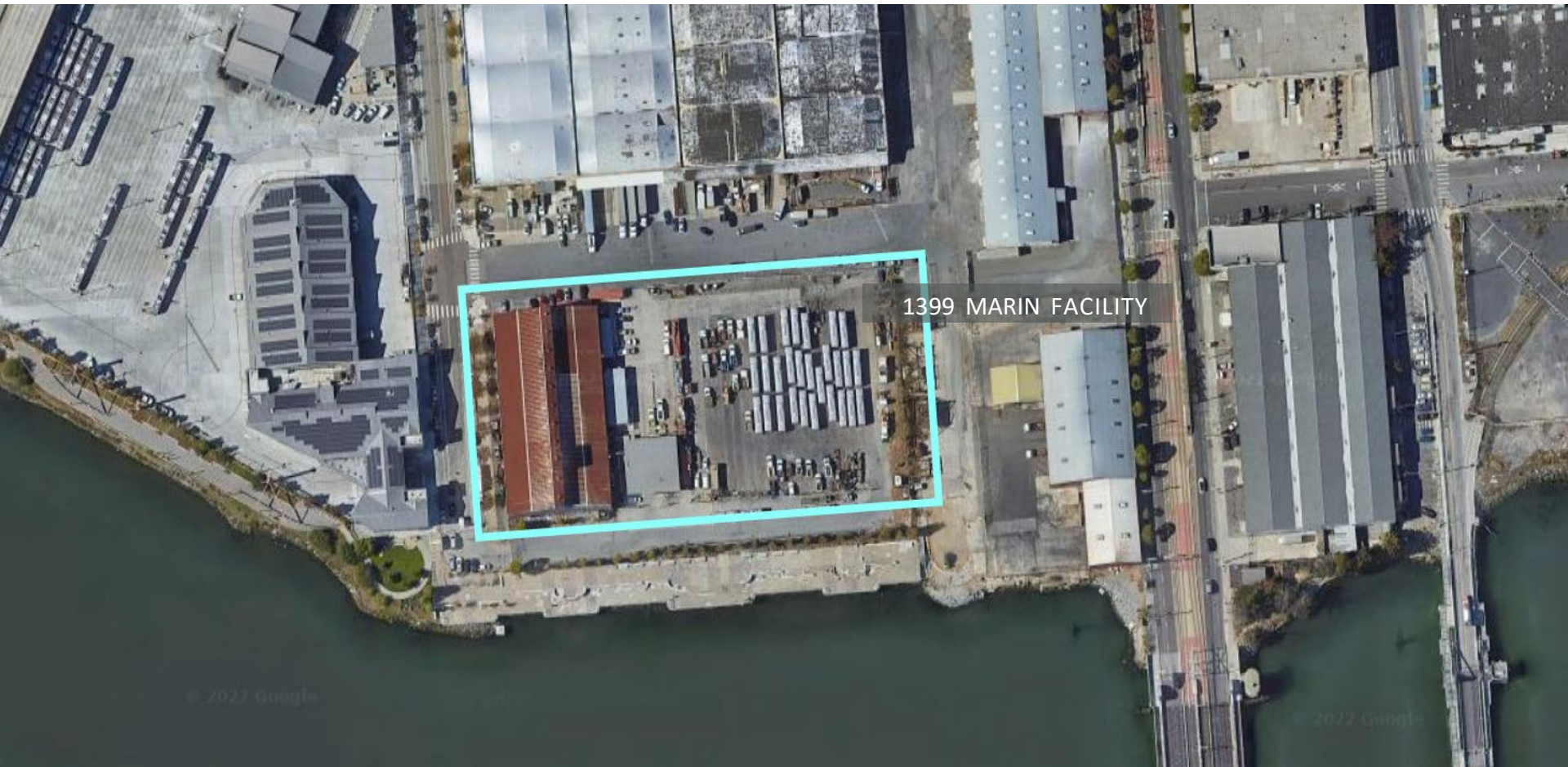
PROJECT SCOPE

- Bus operations, operator check-in trailers, lockers, restrooms, and break space.
- Bus wash served by below-grade rainwater cistern, fare pull, and interior bus cleaning.
- Overhead trolley charging (in yard only) and parking for approx. 160 buses.
- Access across new street improvement on Maryland St from re-striped Cesar Chavez, since 25th St ROW is blocked by the navigation center.
- *The MME site is SFMTA property and is entitled by the Planning Department.*

BUILDINGPROGRESS

Temporary Trolley Bus Facility: 1399 Marin — Overview

GOAL: Maintain electric trolley buses -- which are stored at Muni Metro East -- during the Potrero and Presidio Modernization projects.



1399 Marin Trolley Maintenance Facility Project

SFCTA Prop K funding request for 1399 Marin: \$6,619,800.

Includes:

- Preliminary Engineering and Design
- Environmental review
- Preliminary design to 100% design
- RFP for construction
 - Facilities and equipment for electric bus maintenance and operations
 - Facilities for new bus acceptance
 - Facilities for materials management parts for electric trolley buses
 - New overhead poles and wires inside and outside the facility bus parking for 30 buses as they wait for repairs, and for 10 additional new buses.
 - Repaving of the outdoor trolley bus parking areas
 - Landscaping per Port's MOU with the SFMTA for use and operations of 1399 Marin
 - Security fencing and lighting
 - Two trailers for offices, locker rooms, and rest rooms
 - Temporary outdoor bus repair canopy over bus bays to increase maintenance capacity

The Marin site is Port property under MOU to the SFMTA and is entitled by the Port.

Thank You.

Contact the **Building Progress** Team:

Jonathan Rewers
Building Progress Program Manager
Jonathan.Rewers@SFMTA.com

Kerstin Magary
Deputy Building Progress Program Manager
Senior Manager, FIT Facilities and Real Property Management
Kerstin.Magary@SFMTA.com

Bonnie Jean von Krogh
Building Progress Public Affairs Manager
BonnieJean.vonKrogh@SFMTA.com

Joel Goldberg
Manager, Programming & Grants
Joel.Goldberg@SFMTA.com

Visit our website at sfmta.com/buildingprogress

[this page intentionally left blank]



Memorandum

AGENDA ITEM 9

DATE: May 18, 2022
TO: Transportation Authority Board
FROM: Anna LaForte - Deputy Director for Policy and Programming
SUBJECT: 6/7/2022 Board Meeting: Approve the Fiscal Year 2022/23 Transportation Fund for Clean Air Program of Projects

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Approve the Fiscal Year (FY) 2022/23 Transportation Fund for Clean Air (TFCA) Program of Projects including:</p> <ul style="list-style-type: none"> • Emergency Ride Home (\$88,202 to the Department of the Environment (SFE)) • Short-Term Bike Parking (\$847,113 to the San Francisco Municipal Transportation Agency (SFMTA)) • Program Administration (\$43,384 to the Transportation Authority) <p>SUMMARY</p> <p>As the San Francisco TFCA County Program Manager, the Transportation Authority annually develops the Program of Projects for San Francisco’s share of TFCA funds. Revenues come from a portion of a \$4 vehicle registration fee in the Bay Area and are used for projects that reduce motor vehicle emissions. After netting out 6.25% or \$43,384 for program administration, as allowed by the Air District, the estimated amount available to program to projects is \$935,315. Following Board approval of the Local Expenditure Criteria in February, we issued a call for projects on March 4. We received two project applications by the April 22 deadline, requesting \$445,122 in TFCA funds compared to the \$935,315 available. For the FY 2022/23 TFCA County Program Manager program we are recommending fully funding the SFE’s Emergency Ride Home project and exceeding the amount of funds initially requested for SFMTA’s Short Term Bike Parking to match the funds available. This programming results in a dollar-for-dollar reduction in the amount of Prop K funds needed for bike parking and avoids the loss of TFCA funds to San Francisco since any funds not programmed to an eligible project by November must be returned to the Air District. SFMTA has no objection to this recommendation and is planning to develop a pilot program for secure bike parking (e.g. electronic lockers) that could be funded with the \$398,000 in freed up Prop K funds.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



BACKGROUND

The TFCA Program was established to fund the most cost-effective transportation projects that achieve emission reductions from motor vehicles in accordance with the Bay Area Air Quality Management District's (Air District's) Clean Air Plan. Funds are generated from a \$4 surcharge on the vehicle registration fee collected by the Department of Motor Vehicles in San Francisco. 40% of the funds are distributed on a return-to-source basis to Program Managers for each of the nine counties in the Air District. The Transportation Authority is the designated County Program Manager for the City and County of San Francisco. The remaining 60% of the revenues, referred to as the TFCA Regional Fund, are distributed to applicants from the nine Bay Area counties via programs administered by the Air District.

DISCUSSION

Funds Available. As shown in the table below, the amount of available funds for the FY 2022/23 San Francisco County Program Manager program is comprised of estimated FY 2022/23 TFCA revenues, interest income, and de-obligated funds from completed prior-year TFCA projects as shown in the table below.

Estimated TFCA Funds Available for Projects FY 2022/23	
Estimated TFCA Revenues (FY 2022/23)	\$690,700
Interest Income	\$920
De-obligated Funds from SFE's Emergency Ride Home and Essential Worker Ride Home projects (completed under budget) and Grace Cathedral's DC Fast Chargers (cancelled)	\$289,240
Total Funds	\$980,860
Administrative Expense (6.25%, less \$2,191 adjustment to account for lower than estimated FY 2021/22 revenues)	(\$43,384)
Total Available for Projects	\$935,315

After netting out 6.25% for Transportation Authority program administration, as allowed by the Air District, the amount available to program to projects is \$935,315.

Prioritization Process. On March 4, 2022 we issued the FY 2022/23 TFCA San Francisco County Program Manager call for projects. We received two project applications by the April 22, 2022 deadline, requesting \$445,122 in TFCA funds compared to the \$935,315 available.

We evaluated the TFCA project applications following the Board adopted prioritization process for developing the TFCA Program of Projects shown in Attachment 1. The first step involved screening projects to ensure eligibility according to the Air District's TFCA guidelines. One of the most important aspects of this screening was ensuring a project's cost effectiveness (CE) ratio was calculated correctly and was low enough to be eligible for consideration. The Air District's CE ratio, described in detail in Attachment 1, is designed to



measure the cost effectiveness of a project in reducing air pollutant emissions and to encourage submittal of projects that leverage funds from non-TFCA sources. CE ratio limits are expressed in dollars per ton of emissions reduced and vary by project type. CE limits for FY 2022/23 for relevant project types are: Bicycle Parking - \$250,000 and Ridesharing Projects - Existing - \$150,000.

We performed our review of the CE ratio calculations in consultation with project sponsors and the Air District. The focus was to ensure that the forms were completed correctly, that values other than default values had adequate justification, and that assumptions were consistently applied across all project applications for a fair evaluation. Inevitably, as a result of our review, we had to adjust some of the submitted CE worksheets. In these cases, we worked with the project sponsor to determine the correct CE ratio and whether or not it exceeded the Air District's CE threshold.

We then prioritized projects that passed the eligibility screening using factors such as project type (e.g., first priority to zero emission projects), cost effectiveness, program diversity, project delivery (i.e., readiness), benefits to Communities of Concern, investment from non-public project sponsors, community support, and other considerations (e.g., a sponsor's track record for delivering prior TFCA projects). Our prioritization process also considered carbon dioxide (CO₂) emissions reduced by each project. CO₂ emissions are estimated in the Air District's CE worksheets but were not a subject of the state legislation that created TFCA and are not a factor in the CE calculations.

Staff Recommendation. Attachment 2 shows the two candidate projects, listed in ranked order based on the scoring criteria and other information, including a brief project description, total project cost, and the amount of TFCA funds requested. The enclosure includes a Project Information Form for each project with additional detail on the proposed scope, schedule, cost, and funding plan, as well as proposed deliverables.

We are recommending funding at the requested amount for the SFE's Emergency Ride Home (\$88,202) project. After consulting with SFMTA, we are recommending funding the SFMTA's Short-Term Bike Parking with \$847,113 versus the \$356,920 requested, to fully program the TFCA funds available to San Francisco. The additional TFCA programming will reduce the amount of Prop K funds needed to fully fund the project and avoid the loss of TFCA County Program Manager funds for San Francisco.

We are aware of interest from Board members in a program for secure bike parking (e.g. electronic lockers) in the city. This is also a topic that has been raised by Community Advisory Committee members. SFMTA has indicated that this program isn't developed enough for a TFCA grant in this cycle, but they are planning to develop a pilot program for secure bike parking that could be funded with the \$398,000 in freed up Prop K funds that are no longer needed for bike racks. This pilot could inform future secure bike parking projects that could be funded by TFCA.

Schedule for Funds Availability. We expect to enter into a master funding agreement with the Air District by August 2022 after which we will issue grant agreements for the recommended FY 2022/23 TFCA funds. Pending timely review and execution of the grant agreements by the Air District and project sponsors, we expect funds to be available for expenditure beginning



in September 2022. Projects are expected to be completed within two years, unless otherwise specified, per Air District policy.

FINANCIAL IMPACT

The estimated total budget for the recommended FY 2022/23 TFCA program is \$978,699. This includes \$935,315 for the two proposed projects and \$43,384 for administrative expenses. Revenues and expenditures for the TFCA program are included in the proposed Transportation Authority's FY 2022/23 budget, which will be considered for adoption by the Transportation Authority Board on June 7, 2022 (first reading) and June 28, 2022 (final approval).

CAC POSITION

The Community Advisory Committee will consider this item at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - FY 2022/23 TFCA Local Expenditure Criteria
- Attachment 2 - FY 2022/23 TFCA Program of Projects - Detailed Staff Recommendation
- Attachment 3 - Project Information Forms (2)

Attachment 1
Fiscal Year 2022/23 Transportation Fund for Clean Air (TFCA)
LOCAL EXPENDITURE CRITERIA (Approved 2/15/2022)

The following are the Fiscal Year 2022/23 Local Expenditure Criteria for San Francisco's TFCA County Program Manager Funds.

ELIGIBILITY SCREENING

In order for projects to be considered for funding, they must meet the eligibility requirements established by the Air District's TFCA County Program Manager Fund Policies for Fiscal Year Ending 2023. Consistent with the policies, a key factor in determining eligibility is a project's cost effectiveness (CE) ratio. The TFCA CE ratio is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. TFCA funds budgeted for the project are divided by the project's estimated emissions reduction. The estimated reduction is the weighted sum of reactive organic gases (ROG), oxides of nitrogen (NOx), and particulate matter (PM) emissions that will be reduced over the effective life of the project, as defined by the Air District's guidelines.

TFCA CE is calculated by inputting information provided by the applicant into the Air District's CE worksheets. Transportation Authority staff will be available to assist project sponsors with these calculations and will work with Air District staff and the project sponsors as needed to verify reasonableness of input variables. The worksheets also calculate reductions in carbon dioxide (CO₂) emissions, which are not included in the Air District's official CE calculations, but which the Transportation Authority considers in its project prioritization process.

Consistent with the Air District's Guidelines, in order to be eligible for Fiscal Year 2022/23 TFCA funds, a project must meet the CE ratio for emissions (i.e., ROG, NOx, and PM) reductions as specified in the guidelines for each project type. Projects that do not meet the appropriate CE threshold cannot be considered for funding.

PROJECT PRIORITIZATION

Candidate projects that meet the cost effectiveness thresholds will be prioritized for funding based on the two-step process described below:

Step 1 - TFCA funds are programmed to eligible projects, as prioritized using the Transportation Authority Board-adopted Local Priorities (see next page).

Step 2 - If there are TFCA funds left unprogrammed after Step 1, the Transportation Authority will work with project sponsors to develop additional TFCA candidate projects. This may include refinement of projects that were submitted for Step 1, but were not deemed eligible, as well as new projects. This approach is in response to an Air District policy that does not allow County Program Managers to rollover any unprogrammed funds to the next year's funding cycle. If Fiscal Year 2022/23 funds are not programmed within 6 months of the Air District's approval of San Francisco's funding allocation, expected in May 2021, funds can be redirected (potentially to non-San Francisco projects) at the Air District's discretion. New candidate projects must meet all TFCA eligibility requirements and will be prioritized based on the Transportation Authority Board's adopted Local Priorities.

Local Priorities

The Transportation Authority's Local Priorities for prioritizing TFCA funds include the following factors:

1. Project Type - In order of priority:

- 1) Zero emissions non-vehicle projects including, but not limited to, bicycle and pedestrian facility improvements, transit priority projects, traffic calming projects, and transportation demand management projects;
- 2) Shuttle services that reduce vehicle miles traveled (VMT);
- 3) Alternative fuel vehicles and alternative fuel infrastructure; and
- 4) Any other eligible project.

2. Cost Effectiveness of Emissions Reduced– Priority will be given to projects that achieve high CE (i.e. a low cost per ton of emissions reduced) compared to other applicant projects. The Air District’s CE worksheet predicts the amount of reductions each project will achieve in ROG, NO_x, PM, and CO₂ emissions. However, the Air District’s calculation only includes the reductions in ROG, NO_x, and PM per TFCA dollar spent on the project. The Transportation Authority will also give priority to projects that achieve high CE for CO₂ emission reductions based on data available from the Air District’s CE worksheets. The reduction of transportation-related CO₂ emissions is consistent with the City and County of San Francisco’s 2021 *Climate Action Plan*.

3. Project Readiness – Priority will be given to projects that are ready to proceed and have a realistic implementation schedule, budget, and funding package. Projects that cannot realistically commence in calendar year 2023 or earlier (e.g. to order or accept delivery of vehicles or equipment, begin delivery of service, award a construction contract, start the first TFCA-funded phase of the project) and be completed within a two-year period will have lower priority. Project sponsors may be advised to resubmit these projects for a future TFCA programming cycle.

4. Community Support – Priority will be given to projects with demonstrated community support (e.g. recommended in a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or a letter of recommendation provided by the district Supervisor).

5. Benefits Equity Priority Communities – Priority will be given to projects that directly benefit Equity Priority Communities, whether the project is directly located in an Equity Priority Community (see map) or can demonstrate benefits to disadvantaged populations.

6. Investment from Non-Public Project Sponsors or Partners – Non-public entities may apply for and directly receive TFCA grants for alternative-fuel vehicle and infrastructure projects and may partner with public agency applicants for any other project type. For projects where a non-public entity is the applicant or partner, priority will be given to projects that include an investment from the non-public entity that is commensurate with the TFCA funds requested.

7. Project Delivery Track Record – Projects that are ranked high in accordance with the above local expenditure criteria may be lowered in priority or restricted from receiving TFCA funds if either of the following conditions applies or has applied during the previous two fiscal years:

- **Monitoring and Reporting** – Project sponsor has failed to fulfill monitoring and reporting requirements for any previously funded TFCA project.
- **Implementation of Prior Project(s)** – Project sponsor has a signed Funding Agreement for a TFCA project that has not shown sufficient progress; the project sponsor has not implemented the project by the project completion date without formally receiving a time extension from the Transportation Authority; or the project sponsor has violated the terms of the funding agreement.

8. Program Diversity – Promotion of innovative TFCA projects in San Francisco has resulted in increased visibility for the program and offered a good testing ground for new approaches to reducing motor vehicle emissions. Using the project type criteria established above, the Transportation Authority will continue to develop an annual program that contains a diversity of project types and approaches and serves multiple constituencies. The Transportation Authority believes that this diversity contributes significantly to public acceptance of and support for the TFCA program.

Attachment 2
San Francisco County Transportation Authority
Fiscal Year 2022/2023 TFCA Program of Projects – Detailed Staff Recommendation

PROJECTS RECOMMENDED FOR TFCA FUNDS [sorted by project type priority and then cost-effectiveness]										
Rank	Sponsor ¹	Project Description	District	Project Type ²	Prop K Eligible	Cost Effectiveness Ratio ³	CO ₂ Tons Reduced ⁴	Total Project Cost	TFCA Amount Requested	TFCA Amount Proposed
1	SFE	Emergency Ride Home - This program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes by providing a subsidized taxi ride home in the event of a personal emergency.	Citywide	1	Yes	\$31,261/ton emissions	1,632	\$ 88,202	\$88,202	\$ 88,202
2	SFMTA	Short-Term Bike Parking - Plan, coordinate, and install 1,320 bicycle parking racks in San Francisco, providing an additional 2,640 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle and scooter trips, thereby replacing vehicle trips and reducing motor vehicle emissions.	Citywide	1	Yes	\$249,624/ton emissions	1,600	\$ 883,600	\$356,920	\$ 847,113

TOTAL \$ 971,802 \$ 445,122 \$ 935,315
Total TFCA Funding Available for Projects: \$ 935,315

¹Sponsor acronyms include San Francisco Department of the Environment (SFE) and San Francisco Municipal Transportation Agency (SFMTA).

²Priority based on project type is established in the Local Expenditure Criteria, with zero-emissions non-vehicle projects as the highest priority, followed by shuttle services, followed in turn by alternative fuel vehicle projects, and finally any other eligible project.

³The TFCA cost effectiveness ratio (CE) is designed to measure the cost effectiveness of a project in reducing motor vehicle air pollutant emissions and to encourage projects that contribute funding from non-TFCA sources. For 2022/23 the CE limits, in dollars per ton of emissions reduced, for relevant project types are: Bike Parking - \$250,000, Ridesharing Projects - Existing - \$150,000.

⁴CO₂ Reduction is based on tons of carbon dioxide reduced over the lifetime of the project. This figure is calculated in the cost effectiveness worksheet.

Attachment 3
San Francisco County Transportation Authority
Fiscal Year 2020/21 Transportation Fund for Clean Air County Program Manager Fund
Project Information Form



Project Name:	Emergency Ride Home		
Implementing Agency:	Department of the Environment		
Project Location:	San Francisco		
Supervisory District(s):	San Francisco (all)	TFCA Proj. Number:	SFCTA assigns
Project Manager:	Alexandra Bogdan		
Contact Information	Email:	Phone:	(415) 539-6744
	alexandra.bogdan@sfgov.org		
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency.		
Type of Environmental Clearance:	N/A		

DETAILED SCOPE:

See attached

PROJECT INFORMATION:

Describe benefits to Communities of Concern or disadvantaged populations.

Communities of concern are a key target audience in the outreach and marketing scope of the upcoming grant cycle, so they will benefit from heightened, targeted promotion about the program's offering of a guaranteed ride home in case of emergency.

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor).

Emergency Ride Home is an ongoing program critical to supporting San Francisco in reaching its sustainable transportation goals through a reduction in vehicle miles traveled. The program is included in San Francisco's Transportation Demand Management Plan, which is created and managed by Department of the Environment, SFMTA, SF Planning Department, and SFCTA.

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

N/A

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfcacallforprojects.



**San Francisco Emergency Ride Home
Program Scope
Transportation Fund for Clean Air – Call for Projects
San Francisco Department of the Environment**

Project Summary

The Emergency Ride Home (ERH) program furthers San Francisco's Transit First Policy by incentivizing commuters' usage of sustainable commute modes via a subsidized ride home in the event of a personal emergency. By doing so, the program helps to meet the City's goal of reducing greenhouse gas emissions 80 percent below 1990 levels by 2040. Overall, ERH is a very cost-effective program considered to motivate commuters to walk, bike, take transit, carpool or vanpool to work instead of driving alone.

The San Francisco Department of the Environment (SFE) administers the Emergency Ride Home program, which is available to anyone who commutes to a job based in San Francisco.

Due to the COVID-19 pandemic and associated remote-work arrangements, use of the Emergency Ride Home program was low from March 2020-March 2022. However, the program has seen a notable increase in demand due to the increase in employees returning to offices in San Francisco and—most significantly—an increase in program awareness brought about by robust outreach and a paid marketing campaign. During the past grant cycle, SFE launched a first-ever paid marketing campaign to raise awareness about the program, which resulted in 32,636 unique page views. Of these, the English-language page received 17,712 views and the Chinese-language page received 14,768 views. The campaign ran from January 5 to March 31, 2022, and proved very impactful, as evidenced by the increase in page views and the number of reimbursement requests submitted. In Q3 FY21-22 (January 2022-March 2022), SFE received 13 requests, compared to zero in the preceding quarter (October 2021-December 2021). When comparing Q3 FY20-21 (January 2021 – March 2021) to Q3 FY 21-22 (January 2022-March 2022), SFE saw a 4,674% increase in unique page views.

SFE also conducted significant outreach to community-based organizations and City partners, notably SFUSD, the San Francisco Public Library, and the San Francisco Department of Human Resources, among others. Additionally, SFE sponsored programs by SF Transit Riders, Walk SF, and the SF Bicycle Coalition. Sponsorship benefits included the distribution of ERH marketing collateral and direct engagement with commuters. Since August 2021, SFE has distributed more than 3,000 pieces of collateral in English, Spanish, and Chinese.

In the upcoming grant cycle, SFE is requesting additional funds to continue paid marketing efforts aimed at increasing program awareness, especially among businesses and Spanish and Chinese speakers. Of the \$88,202 requested, SFE is requesting \$54,000 to cover direct costs for ongoing marketing efforts, with \$40,000 earmarked for a paid marketing campaign; \$4,000 to cover collateral printing costs; \$4,000 for program sponsorships; \$1,500 for translation services; and \$4,500 for program reimbursements. For further information on the allocation of funding, please review the project budget and detailed project scope.

2022-2023 Project Scope

For budget details associated with each task below, please refer to the budget outlined in the TFCA Info Form.

Task 1: TFCA Administration (Ongoing)

SFE staff will evaluate and report on the effectiveness of the program. SFE staff will use reimbursement data to track changes in the number of ERH program participants. With each reimbursement request, participants are asked questions regarding program usage and typical commute modes, among others. All data will be provided in quarterly and annual reports to SFCTA.

Task 2: Program Management (Ongoing)

SFE staff will administer and maintain the reimbursement process, including verifying that reimbursement requests meet reimbursement criteria. SFE will process reimbursement payments in the form of checks mailed to approved participants. SFE staff will provide customer service to employees (participants) and employers and manage any issues or concerns that may arise.

Task 3: Marketing and Outreach

The work outlined below will build upon activities completed in FY 2021-2022. The key audiences for our outreach efforts will include, but not be limited to:

- Local community-based organizations that can support outreach to people who live and work within communities of concern
- Spanish- and Chinese-speaking communities
- Businesses, specifically small- to medium-sized organizations reachable through partnerships with the Office of Workforce Development, the San Francisco Green Business program (also administered by SFE), and community organizations
- City and County of San Francisco employees

Marketing Collateral Distribution (Ongoing): Funds requested for this task include \$4,000 in direct costs to print marketing collateral, as well as additional budget for associated staff hours to distribute materials to community-based organizations and other relevant partners.

Translation of Marketing Materials (Ongoing): Translation of ERH program materials is essential to ensuring the program is equitable and accessible. During the past grant cycle, SFE translated all program materials into three languages: Spanish, Chinese, and Filipino. In anticipation of future marketing and outreach campaigns, SFE is requesting \$1,500 to provide for associated translation needs. SF Environment staff time is also required to coordinate translation work, including content review, vendor management, and website updates.

Paid Media Campaign (Fall/Winter 2022-23): The 2022-2023 campaign will be informed by lessons learned from the preceding 2022 campaign. Anticipated direct costs, paid to a marketing consultant to support creative concepting, media planning, and media purchasing, amount to \$40,000. The goal of the campaign will be to increase ERH program reach and awareness to all audiences, as measured by traffic to the ERH webpage, ad reach, and ad impressions data. This \$15,000 increase in requested marketing funds will provide for the incorporation of Spanish-language ads, which were not previously included in the 2022 campaign due to limited budget, as well as the inclusion of local Spanish- and Chinese-language print media in publications such as El Tecolote and Sing Tao, estimated at \$6,000. As employees continue to return to work and resume daily commutes, the ERH program and a paid marketing campaign will be integral to encouraging sustainable mode choices.

Ongoing Marketing & Outreach (Ongoing): SFE will continue to promote the program through existing SFE marketing and outreach channels, such as on SFEnvironment.org, SFE social media channels, public-facing tabling and outreach events, and commuter benefits presentations to CCSF employees. SFE will also continue to collaborate with City partners, businesses, and community partners for cross-promotion via digital channels and at relevant events and programs.

Program Sponsorship: Each year, SF Transit Riders, Walk SF, and SF Bike Coalition host separate, highly visible initiatives aimed at encouraging employees to walk, bike, or take public transit. These programs

are in direct alignment with the goals of the ERH program, which aims to reduce vehicle miles traveled and encourage commuters to choose sustainable modes. As these programs provide a high-profile opportunity for SFE to market the ERH program, we are requesting funds to support the direct costs associated with sponsoring these three programs—Transit Week, Walk to Work Day, and Bike to Wherever Day. The \$4,000 funds request for this task will allow for adaptation of relevant promotional materials in alignment with program messaging; distribution of additional ERH marketing collateral to these organizations; and ERH program features on partner webpages. These sponsorships provide a low-cost, high-return opportunity to market ERH to a broad swath of the program's target audience.

Deliverables:

- Program administration: processing reimbursements, customer service support, and employer registrations
- Marketing and promotion of program: strategic marketing plan and execution
- Quarterly and annual report: submitted to SFCTA

High-level Project Schedule and Delivery Milestones

Phase	Description	Start	End
1	Task 1 TFCA Administration	September 2022	September 2023
2	Task 2 Program Management	September 2022	September 2023
3	Task 3 Marketing and Outreach	September 2022	September 2023
4	Final Report	October 2023	November 2023

San Francisco County Transportation Authority
Fiscal Year 2020/21 Transportation Fund for Clean Air County Program Manager Fund
Project Information Form



Project Name:	Emergency Ride Home
----------------------	---------------------

SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/22/22	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering					
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	September	2022	November	2023
Open for Use	N/A	N/A	N/A		
Final Report Due Date (Project completion):	March 31, 2024				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$0				
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$88,202	\$88,202			
TOTAL PROJECT COST	\$88,202	\$88,202	\$0	\$0	

PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

All Phases	22/23	23/24	24/25	Total
TFCA	\$88,202	\$0	\$0	\$88,202

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$88,202			\$88,202
Specify Source of Non-Public Funds (if applicable)				\$0
Specify Source of Other Funds				\$0
TOTAL	\$88,202	\$0	\$0	\$88,202

Emergency Ride Home
SF Environment - FY 2022-2023 TFCA Budget
 September 2022-November 2023

Task	Project Supervision (5644)			Project Oversight (5642)			Project Manager (9922)			Total Fully Burdened Cost	Direct Costs	Total
	Hours	Base Rate	Fully Burdened Cost	Hours	Base Rate	Fully Burdened Cost	Hours	Base Rate	Fully Burdened Cost			
Emergency Ride Home - Prop K												
Task 1 TFCA Administration												
1.1 TFCA Reporting and Project Evaluation	3	\$ 101.73	\$ 738.56	5	\$ 87.32	\$ 1,057	18	\$ 40.93	\$ 1,783			\$ 3,578
Task 2 Program Management												
2.1 Reimbursement Payment - Direct Cost	0	\$ 101.73	\$ -	0	\$ 87.32	\$ -	0	\$ 40.93	\$ -		\$ 4,500	\$ 4,500
2.2 Reimbursement Processing and Management	5	\$ 101.73	\$ 1,230.93	3	\$ 87.32	\$ 633.94	45	\$ 40.93	\$ 4,457			\$ 6,322
2.3 Employee & Employer Customer Service	0	\$ 101.73	\$ -	3	\$ 87.32	\$ 633.94	25	\$ 40.93	\$ 2,476			\$ 3,110
Task 3 Marketing and Outreach												
3.1 Marketing Material Updates - Direct Cost (Printing)	0	\$ 101.73	\$ -	5	\$ 87.32	\$ 1,056.57	5	\$ 40.93	\$ 495		\$ 4,000	\$ 5,552
3.2 Translation of Materials - Direct Cost (Translation Services)	0	\$ 101.73	\$ -	2	\$ 87.32	\$ 422.63	5	\$ 40.93	\$ 495		\$ 1,500	\$ 2,418
3.3 Ongoing Marketing & Outreach	2	\$ 101.73	\$ 492.37	10	\$ 87.32	\$ 2,113.14	125	\$ 40.93	\$ 12,381			\$ 14,987
3.4 Paid Media Campaign - Direct Cost (Contractor, Media Buys)	2	\$ 101.73	\$ 492.37	10	\$ 87.32	\$ 2,113.14	0	\$ 40.93	\$ -		\$ 40,000	\$ 42,606
3.5 Program Sponsorship - Direct Cost (SF Walk, SF Bike Coalition)	0	\$ 101.73	\$ -	3	\$ 87.32	\$ 633.94	5	\$ 40.93	\$ 495		\$ 4,000	\$ 5,129
Subtotals	12		\$ 2,954.24	41		\$ 8,663.89	228		\$ 22,583.54	34,202	\$ 54,000	88,202
FTE Totals	0.006			0.020			0.110					

Overhead Multiplier		
	Base Rate	Fully Burdened Rate
Project Supervision (5644)	\$101.73	\$ 246.19
Project Oversight (5642)	\$ 87.32	\$ 211.31
Project Manager (9922)	\$ 40.93	\$ 99.05
Multiplier for SFE Staff	2.42	

Overhead Multiplier: 2.42

**San Francisco County Transportation Authority
Fiscal Year 2019/20 Transportation Fund for Clean Air County Program Manager Fund
Project Information Form**



Project Name:	Emergency Ride Home	
Sponsor Agency:	Department of the Environment	
TFCA Project Number:	SFCTA assigns	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY22/23	\$75,202	85%	\$13,000
FY23/24	\$13,000	15%	\$0
Total:	\$88,202		

Resolution:

Date:

Deliverables:

1. SF Environment shall provide evidence of Emergency Ride Home promotion at any sponsored events, including evidence of Air District attribution.
2. By January 30, April 30, July 30, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
3. With the October 15 quarterly report, submit Interim Project Report Form.
4. By March 31, 2024, submit Final Report Form #1 (Ridesharing), including evidence of TFCA and Transportation Authority attribution. Final report shall include BAAQMD required description of Monitoring Methodolgy.

Special Conditions:

1. Event sponsorship costs are eligible provided that SFE can provide evidence that the Emergency Ride Home program was promoted and SFE can justify that event sponsorship will help reduce vehicle emissions. Sponsorship budget shall not exceed 6% of grant amount.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <http://www.sfcta.org/TFCA-sponsor-resource-page>

Attachment 3
Fiscal Year 2022/23 Transportation Fund for Clean Air
County Program Manager Fund
Project Information Form



Project Name:	Short Term Bike Parking		
Implementing Agency:	SFMTA		
Project Location:	City and County of San Francisco		
Supervisory District(s):	Citywide	TFCA Proj. Number:	<i>SFCTA assigns</i>
Project Manager:	Kathie Studwell		
Contact Information	Email: kathryn.studwell@sfmta.com	Phone:	(415) 646-4329
Partner Agencies (incl. staff contact):			
Brief Project Description (50 words max):	SFMTA will use \$847,113 in TFCA County Program Manager funds to plan, coordinate, and install 1,320 bicycle parking racks in San Francisco, providing an additional 2,640 bicycle parking spaces. Bicycle parking spaces will provide end-of-trip facilities for new bicycle trips, thereby replacing vehicle trips and reducing motor vehicle emissions.		
Type of Environmental Clearance:	Cat Ex		

DETAILED SCOPE:

See attached.

PROJECT INFORMATION:

Describe benefits to Equity Priority Communities or disadvantaged populations.

In San Francisco over the last five years, approximately a third of bike racks installed citywide were located in Equity Priority Communities. SFMTA staff will continue to review requests as they come in to confirm we are filling this need as well as proactively identify corridors in Equity Priority Communities using the existing San Francisco GIS inventory, where there is a lack of bike parking .

Demonstrate community support (e.g. cite a community-based transportation plan, outreach conducted to identify locations and/or interested neighborhoods, or attach a letter of recommendation provided by the district Supervisor).

The SFMTA installs racks for short-term bike parking in the public rights-of-way by request through the SFMTA website (<https://www.sfmta.com/getting-around/bike/bike-parking/request-bike-rack>), email, and 311. The SFMTA receives new bike rack requests each month. Additionally we identify corridors where more parking is needed plus work with city project managers through public outreach process to identify and then install bike parking with streetscape projects and street improvement projects

Describe investment from non-public project sponsors or partners (if applicable) including evidence of commitment by private applicant or partner.

NA

NOTE: Cost-effectiveness worksheets are required for all project types, available at sfcta.org/tfcacallforprojects.

22SF01 Short Term Bike Parking

The San Francisco Municipal Transportation Agency (SFMTA) requests \$847,113 in FY22/23 Transportation Fund for Clean Air County Program Manager (TFCA PM) Funds to provide 1,320 bicycle racks to create 2,640 bicycle parking spaces throughout San Francisco.

Providing 2,640 additional bicycle parking spaces in San Francisco means that more people will be encouraged to bicycle to their destinations, knowing they will have a secure place to lock their bikes. This will increase the number of bicycle trips to city businesses, transit stops, and other destinations, which will shift trips away from motor vehicles, reduce emissions, and help achieve the San Francisco Board of Supervisors' goal of a 20% bicycle mode share.

The SFMTA maintains a list of public requests for short-term bicycle parking locations. The SFMTA currently receives 40-60 new bike rack requests each month via email, the SFMTA website, and SF311. These requests are for sites throughout the city, with the vast majority near San Francisco businesses and along transit routes. The SFMTA staff knows anecdotally and from experience that there is a latent demand for bicycle infrastructure in San Francisco; there are more people who would ride a bicycle if the proper facilities were available to support their trip.

Bicycle racks help meet this need by providing a secure parking location at trip destinations. To better serve businesses and people who bicycle throughout the city, the SFMTA has developed a proactive strategy for surveying and installing short-term bicycle parking. This citywide strategy focuses on commercial, retail and mixed-use corridors where a lack of secure bicycle parking exists (e.g., Jones, Valencia, Battery/Sansome, and 17th streets, and Bayshore Boulevard), as well as Equity Priority Communities (EPCs), where the Agency targets installing 20% of all racks (approximately 40% of racks have been installed in EPCs over the last two years). Because rack requests tend to cluster in certain areas of the city, the bike parking team uses proactive installations to help ensure racks are installed in an equitable way. Proactive installation locations come from a number of sources, including:

- 1) From Project Managers working on corridor or neighborway projects in EPCs;
- 2) High-demand locations in EPCs as identified by the SFMTA's bikeshare/scootershare permittees; and

- 3) High-demand locations in EPCs identified through MDS data from bikeshare/scootershare permittees and/or from other data sources such as bike counters; and
- 4) Through ongoing analysis of bike rack location data to identify and address gaps in bike rack coverage

The bike parking team has also begun focusing some proactive installations in residential areas (especially adjacent to multi-unit buildings) where requests and installations have historically been less frequent, assuming placement guidelines such as minimum sidewalk widths and required clearances from street furniture are met. The SFMTA will continue to prioritize these types of installations in Equity Priority Communities to ensure equitable bike rack coverage across San Francisco.

In addition to sidewalk locations, these funds may also be used for on-street bicycle parking corrals. The SFMTA currently receives 2-4 new bicycle corral applications each year. Bicycle corrals consist of several bicycle racks placed in the parking lane of a roadway where demand for bike parking is higher than can be accommodated on the sidewalk. Eight to 12 bicycles can be parked in the space occupied by just one motor vehicle, making bike corrals an efficient use of public roadway space.

Short-term bicycle parking is defined as simple bicycle rack fixtures to park at for two hours or less, per the 2015 Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines. Short-term bicycle parking enables linked trips to multiple destinations (e.g., a trip from home, to the bank and to the grocery store.) Bicycle racks also provide a large quantity of bicycle storage inexpensively and are a cost-effective solution to support non-polluting transportation modes.

These new installations of bicycle racks are independent of previous grant applications

Fiscal Year 2022/23 Transportation Fund for Clean Air
County Program Manager Fund
Project Information Form

Project Name:	Short Term Bike Parking
----------------------	-------------------------

SCHEDULE Phase/Milestone	Status	Start Date		End Date	
	% Complete as of 4/22/22	Month	Calendar Year	Month	Calendar Year
Planning/Conceptual Engineering	0%	July	2022	July	2024
Environmental Studies (PA&ED)					
Design Engineering (PS&E)					
Right-of-Way					
Advertise Construction					
Start Construction or Procurement (e.g. award contract)	0%	July	2022	July	2024
Open for Use	N/A	N/A	N/A	July	2024
Final Report Due Date (Project completion):	September 30, 2024				

PROJECT COST ESTIMATE Phase	Cost	Funding Source by Phase			Source of Cost Estimate
		TFCA	Non-Public Funds	Other	
Planning/Conceptual Engineering	\$310,383	\$310,383			based on past cycles
Environmental Studies (PA&ED)	\$0				
Design Engineering (PS&E)	\$0				
Right-of-Way	\$0				
Construction	\$573,217	\$536,730		\$36,487	based on past cycles
TOTAL PROJECT COST	\$883,600	\$847,113	\$0	\$36,487	

PROPOSED TFCA EXPENDITURES BY FISCAL YEAR (CASH FLOW)

All Phases	22/23	23/24	24/25	Total
TFCA	\$211,778	\$535,335	\$100,000	\$847,113

FUNDING PLAN

Funding Source and Status	Planned	Programmed	Allocated	Total
TFCA	\$847,113			\$847,113
Bikeshare/Scootershare Fees		\$36,487		\$36,487
Prop K				\$0
TOTAL	\$847,113	\$36,487	\$0	\$883,600

San Francisco County Transportation Authority
Fiscal Year 2019/20 Transportation Fund for Clean Air County Program Manager Fund
Project Information Form



Project Name:	Short Term Bike Parking	
Sponsor Agency:	SFMTA	
TFCA Project Number:	23SF02	

TRANSPORTATION AUTHORITY RECOMMENDATION

Fiscal Year Cash Flow Distribution:	Cash Flow for TFCA Funds	% Reimbursed Annually	Balance
FY22/23	\$211,778	25%	\$635,335
FY23/24	\$535,335	63%	\$100,000
FY24/25	\$100,000	12%	
Total:	\$847,113		

Resolution:

Date:

Deliverables:

1. By January 30, April 30, July 30, and October 15 of each year, submit quarterly reports updating project progress and identifying any issues which may delay project implementation.
2. With the October 15 quarterly report, submit BAAQMD Interim Project Report Form.
3. By 9/30/2024, submit Final Report Form #3 (Bicycle Projects), including evidence of TFCA and Transportation Authority attribution. Final report shall include a list of rack locations and number of racks at each, as well as 2-3 photos of installed racks showing BAAQMD logo.

Special Condition:

1.

Notes:

1. Deliverables shall be submitted through the Transportation Authority's online grants portal at <https://portal.sfcta.org/>.
2. All required forms are available at <http://www.sfcta.org/TFCA-sponsor-resource-page>

TFCA-Funded Bike Racks

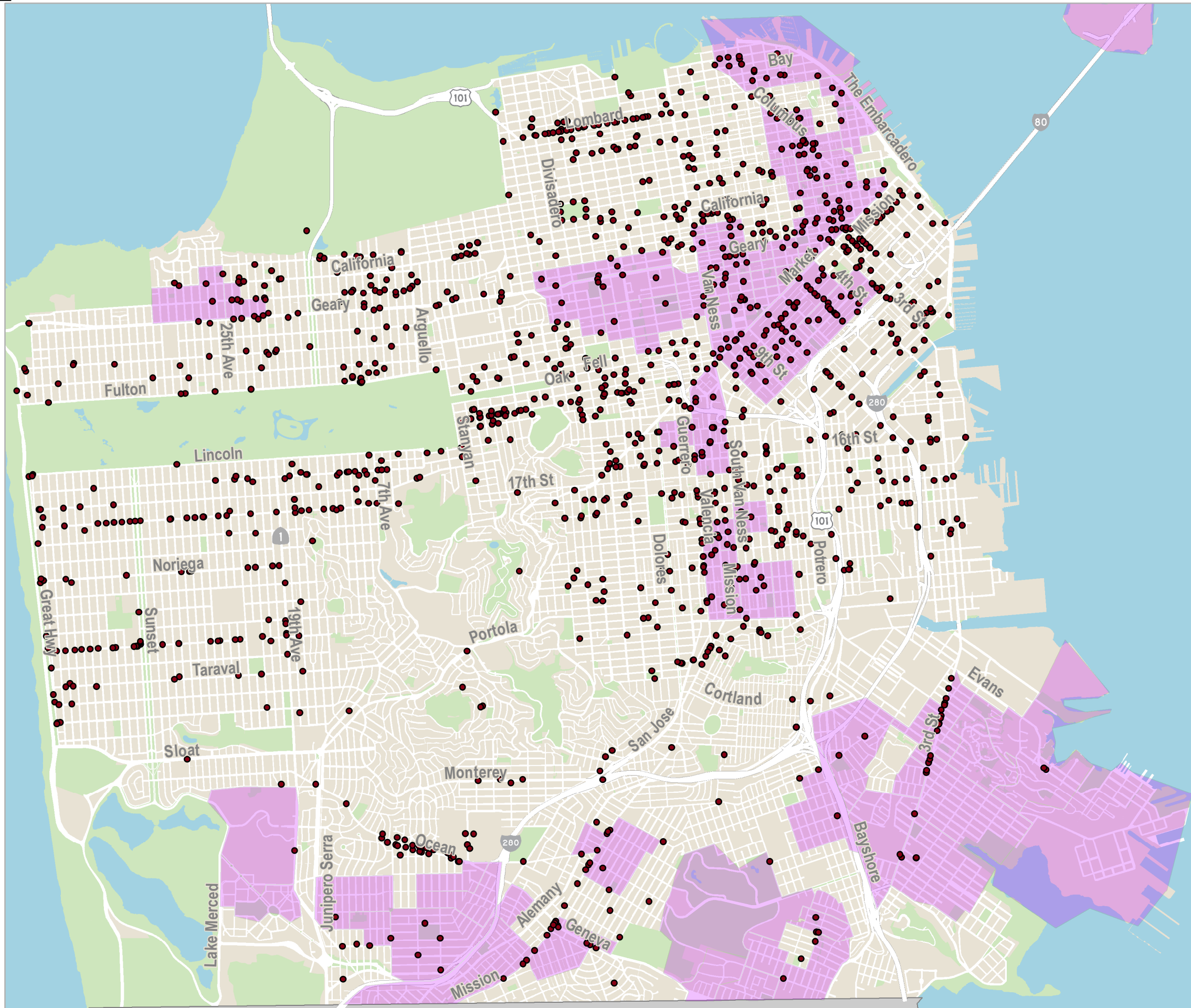
Installations - 1/1/20 through 5/1/22

May 2022

Note - multiple racks may be represented by a single dot, depending on # of racks installed at a given location

LEGEND

- Bike Rack Install Locations - 2020 - Present
- Equity Priority Communities
- Parks



0.9 miles

Scale 1:46,140

Date Saved: 5/12/2022

For reference contact: <jason.hyde@sfmta.com>

By downloading this map, you are agreeing to the following disclaimer: "The City and County of San Francisco ("City") provides the following data as a public record and no rights of any kind are granted to any person by the City's provision of this data. The City and County of San Francisco ("City") makes no representation regarding and does not guarantee or otherwise warrant the accuracy or completeness of this data. Anyone who uses this data for any purpose whatsoever does so entirely at their own risk. The City shall not be liable or otherwise responsible for any loss, harm, claim or action of any kind from any person arising from the use of this data. By accessing this data, the person accessing it acknowledges that she or he has read and does so under the condition that she or he agrees to the contents and terms of this disclaimer."





Memorandum

AGENDA ITEM 10

DATE: May 19, 2022
TO: Transportation Authority Board
FROM: Cynthia Fong - Deputy Director for Finance and Administration
SUBJECT: 06/7/22 Board Meeting: Adopt the Proposed Fiscal Year 2022/23 Budget and Work Program

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Adopt the Proposed Fiscal Year (FY) 2022/23 Budget and Work Program</p> <p>SUMMARY</p> <p>The purpose of this memorandum is to present the proposed FY 2022/23 annual budget and work program and seek adoption. The June 7 Board meeting will serve as the official public hearing prior to final consideration of the annual budget and work program at the June 28 Board meeting. There have been no changes made to the proposed annual budget and work program since the item was included in the Community Advisory Committee’s April 26 meeting agenda as an information item.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input checked="" type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--

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 proposed 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 proposed work program for FY 2022/23. Attachment 2 displays the proposed 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 Board at its upcoming May and June 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 proposed 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/19th Avenue Subway Strategic Case, and I-280 Ocean Avenue South Bound Off-Ramp Realignment projects.

Fund Balance. The budgetary fund balance is generally defined at 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.

FINANCIAL IMPACT

As described above.

CAC POSITION

The CAC will consider this item at its May 25, 2022, meeting.



SUPPLEMENTAL MATERIALS

- Attachment 1 - Proposed Work Program
- Attachment 2 - Proposed Budget
- Attachment 3 - Proposed Budget - Comparison of Revenues and Expenditures
- Attachment 4 - Proposed Budget - Line Item Detail
- Attachment 5 - Agency Structure
- Attachment 6 - Line Item Descriptions

Attachment 1

Proposed 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

Proposed 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

Proposed 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

Proposed 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

Proposed 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

Proposed 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

Proposed 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).

Attachment 1

Proposed 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, 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

Attachment 1

Proposed 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

Attachment 1

Proposed 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.

Attachment 1

Proposed Fiscal Year 2022/2023 Annual Work Program

- **4th and King Railyards and 22nd Street ADA Access Study.** We will continue to support planning and project development for the Caltrain northern terminus railyards site at 4th 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 22nd Street Caltrain Station, building on the findings of Caltrain's 22nd 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.

Attachment 1

Proposed 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

Proposed 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.



	Proposed 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	
Revenues:							
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	-	-	-	-	-	-	-
Total Revenues	102,003,006	6,582,268	691,474	4,834,809	10,765,798	7,886,530	132,763,885
Expenditures							
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
Total Expenditures	169,314,563	11,200,739	804,236	8,105,864	11,016,479	3,543,511	203,985,392
Other Financing Sources (Uses):	70,130,848	4,618,471	-	-	250,681	-	75,000,000
Net change in Fund Balance	\$ 2,819,291	\$ -	\$ (112,762)	\$ (3,271,055)	\$ -	\$ 4,343,019	\$ 3,778,493
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
Proposed Fiscal Year 2022/23 Budget Annual
Comparison of Revenues and Expenditures**

Category	Fiscal Year 2020/21 Actual	Fiscal Year 2021/22 Amended Budget	Proposed Fiscal Year 2022/23 Budget Annual	Variance from Fiscal Year 2021/22 Amended Budget	% Variance
Sales Tax Revenues	\$ 86,530,445	\$ 92,879,800	\$ 101,701,000	\$ 8,821,200	9.5%
Vehicle Registration Fee	5,513,643	4,834,049	4,834,049	-	0.0%
Traffic Congestion Mitigation Tax	5,625,880	5,880,000	7,815,500	1,935,500	32.9%
Interest Income	19,960	324,761	374,570	49,809	15.3%
Program Revenues					
Federal	6,868,989	10,290,316	7,632,364	(2,657,952)	-25.8%
State	125,865	5,066,932	3,779,538	(1,287,394)	-25.4%
Regional and other	4,792,608	8,647,921	6,626,864	(2,021,057)	-23.4%
Total Revenues	109,512,718	127,923,779	132,763,885	4,840,106	3.8%
Capital Project Costs	105,080,558	178,623,313	166,774,647	(11,848,666)	-6.6%
Administrative Operating Costs					
Personnel expenditures	7,087,755	8,997,784	9,348,335	350,551	3.9%
Non-Personnel expenditures	2,556,765	3,307,170	3,232,905	(74,265)	-2.2%
Debt Service Costs	21,681,509	21,722,350	24,629,505	2,907,155	13.4%
Total Expenditures	136,406,587	212,650,617	203,985,392	(8,665,225)	-4.1%
Other Financing Sources (Uses)	-	50,000,000	75,000,000	25,000,000	50.0%
Net change in Fund Balance	\$ (26,893,869)	\$ (34,726,838)	\$ 3,778,493	\$ 38,505,331	-110.9%
Budgetary Fund Balance, as of July 1	\$ 107,855,735	\$ 80,961,866	\$ 80,961,866		
Budgetary Fund Balance, as of June 30	\$ 80,961,866	\$ 46,235,028	\$ 84,740,359		



	Proposed Budget Annual by Fund						Proposed Fiscal Year 2022/23 Budget Annual
	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	
Revenues:							
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							
Federal							
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
State							
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
Regional and other							
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
Total Revenues	\$ 102,003,006	\$ 6,582,268	\$ 691,474	\$ 4,834,809	\$ 10,765,798	\$ 7,886,530	\$ 132,763,885



San Francisco
County Transportation
Authority

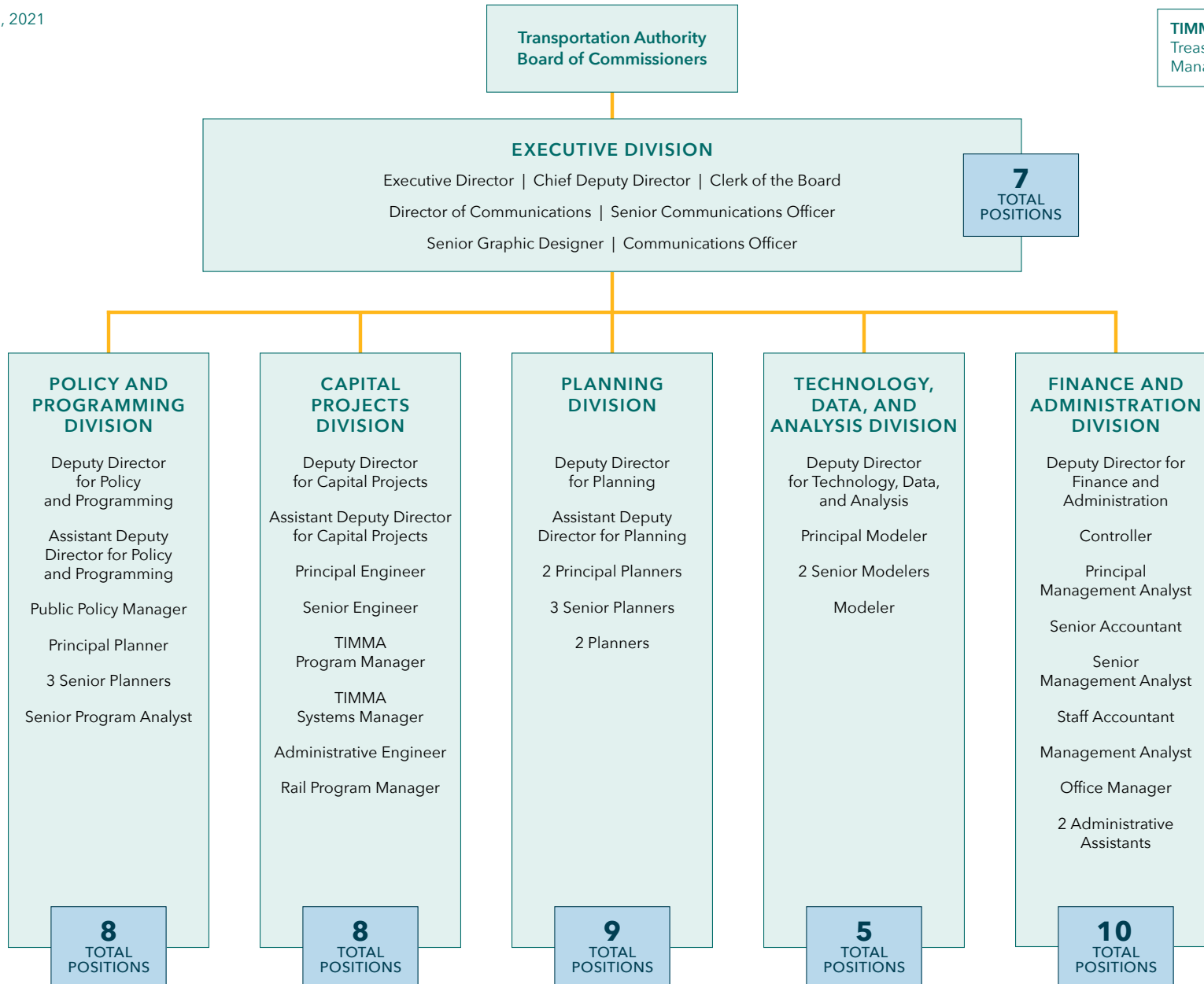
Attachment 4
Proposed Fiscal Year 2022/23 Budget Annual
Line Item Detail

	Proposed Budget Annual by Fund						Proposed Fiscal Year 2022/23 Budget Annual
	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	
Expenditures:							
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
Total Expenditures	\$ 169,314,563	\$ 11,200,739	\$ 804,236	\$ 8,105,864	\$ 11,016,479	\$ 3,543,511	\$ 203,985,392
Other Financing Sources (Uses):							
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
Total Other Financing Sources (Uses)	70,130,848	4,618,471	-	-	250,681	-	75,000,000
Net change in Fund Balance	\$ 2,819,291	\$ -	\$ (112,762)	\$ (3,271,055)	\$ -	\$ 4,343,019	\$ 3,778,493
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	\$ 28,823,322	\$ -	\$ 235,422	\$ 7,203,387	\$ -	\$ 13,751,390	\$ 50,013,521
Fund Reserved for Program and Operating Contingency	\$ 10,170,100	\$ -	\$ 69,070	\$ 483,405	\$ -	\$ 781,550	\$ 11,504,125



Revised April 21, 2021

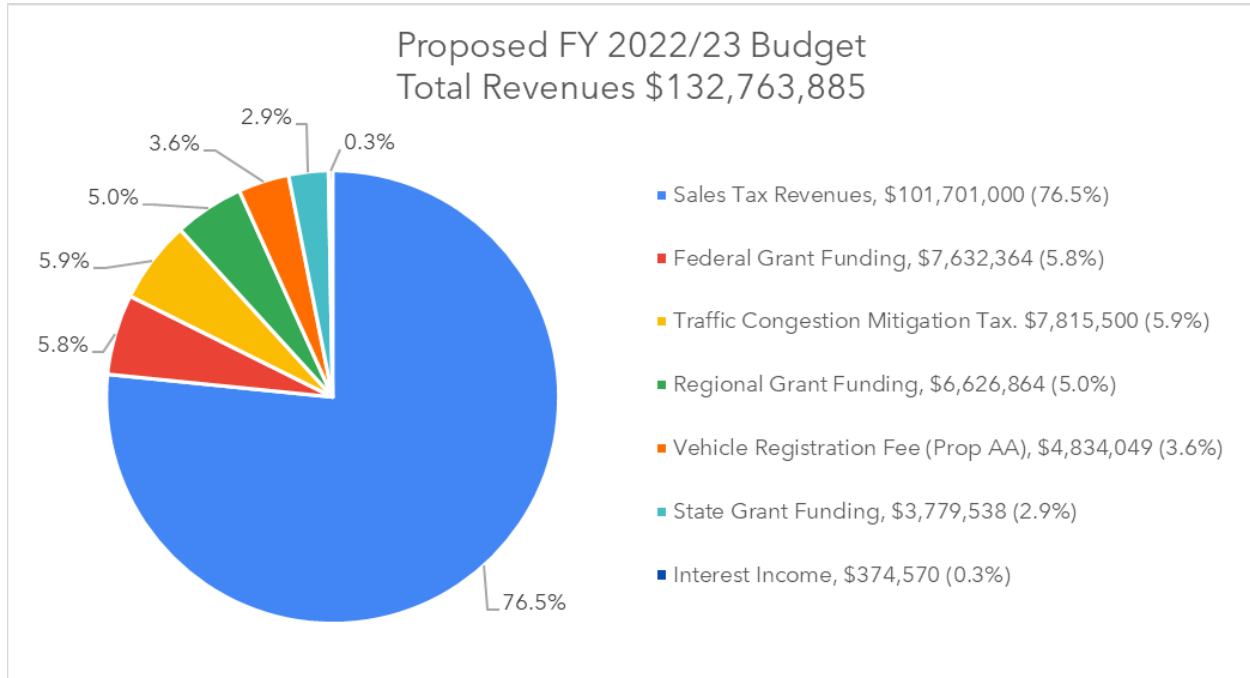
TIMMA:
Treasure Island Mobility
Management Agency



Attachment 6
Line Item Descriptions

TOTAL PROJECTED REVENUES..... \$132,763,885

The following chart shows the composition of revenues for the proposed FY 2022/23 budget.



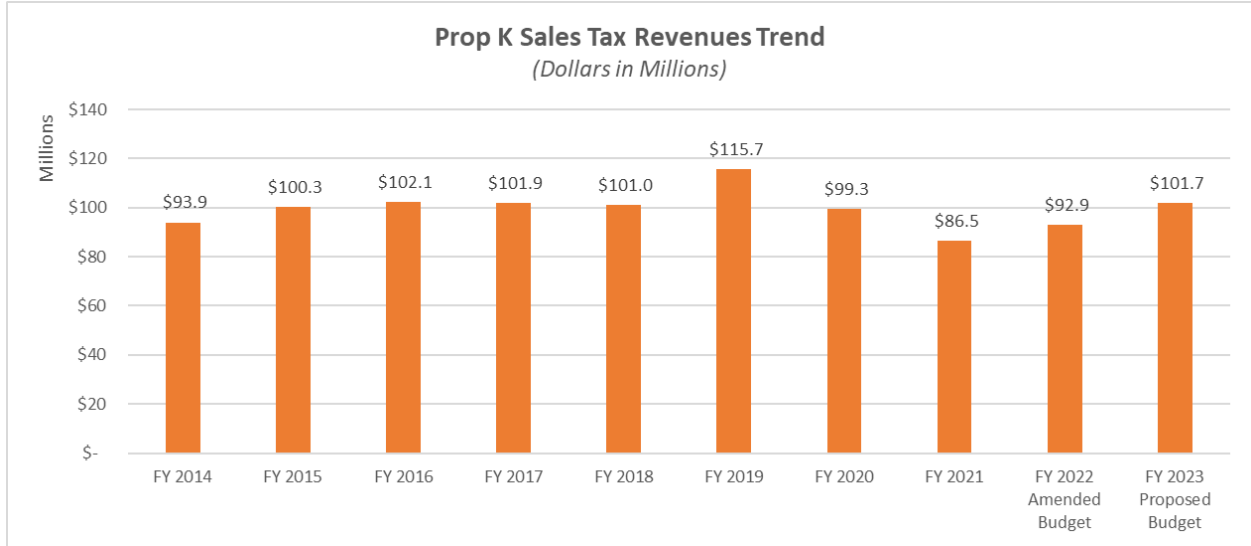
Prop K Sales Tax Revenues:\$101,701,000

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.

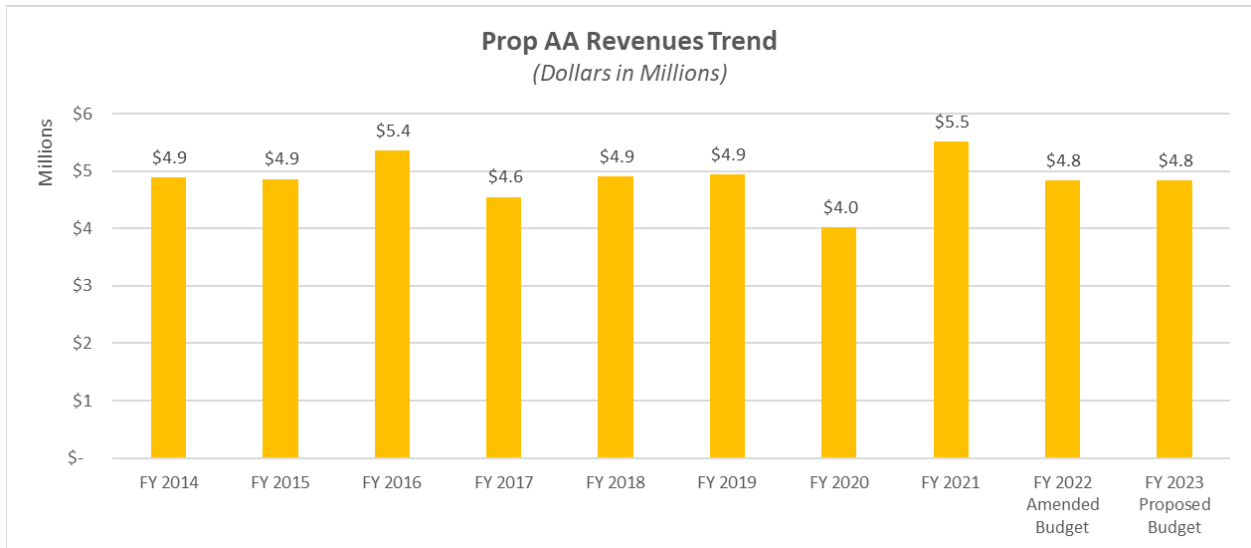


Vehicle Registration Fee for Transportation Improvements Program (Prop AA) Revenues...\$4,834,049

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.



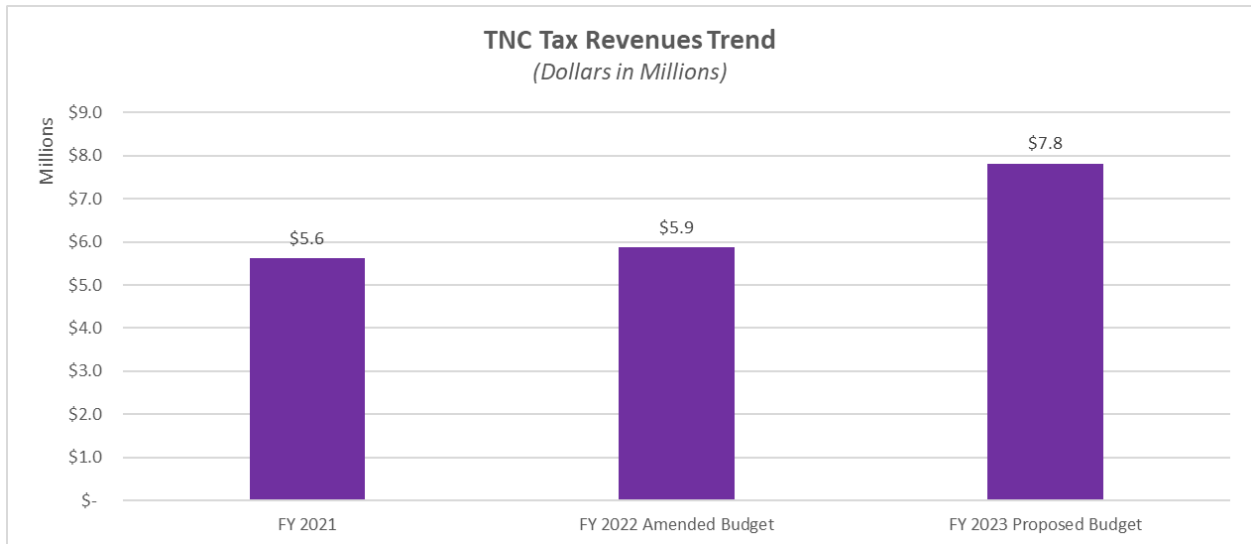
Attachment 6
Line Item Descriptions

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.

Attachment 6
Line Item Descriptions

Congestion Management Agency (CMA) Programs Federal, State and Regional Grant
Revenues:.....\$6,582,268

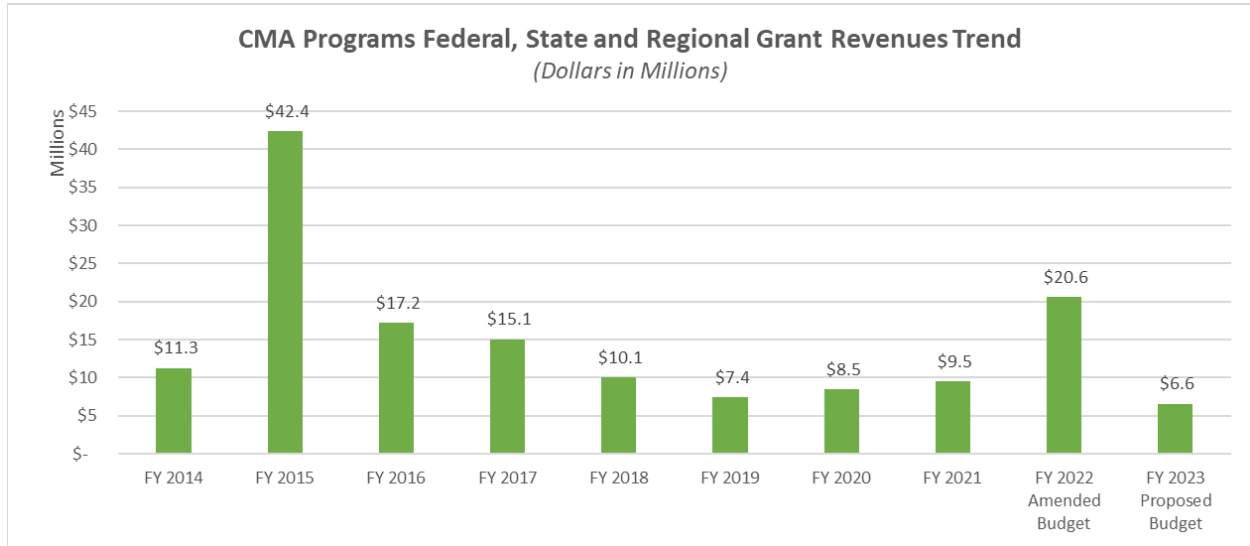
The Transportation Authority is designated under state law as the CMA for the City. Responsibilities resulting from this designation include developing a Congestion Management Program, which provides evidence of the integration of land use, transportation programming, and air quality goals; preparing 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.

Attachment 6
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.

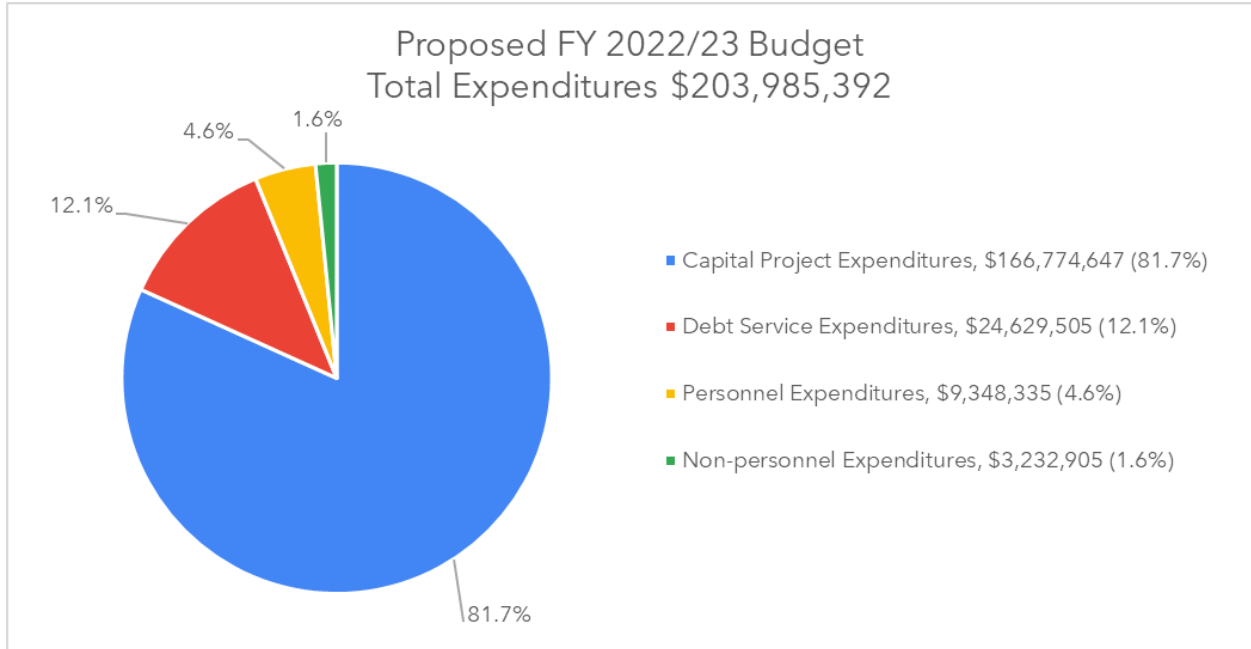
The TIMMA FY 2022/23 revenues will be presented as a separate item to the TIMMA Board at its upcoming May and June meetings.

Attachment 6
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 proposed 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).

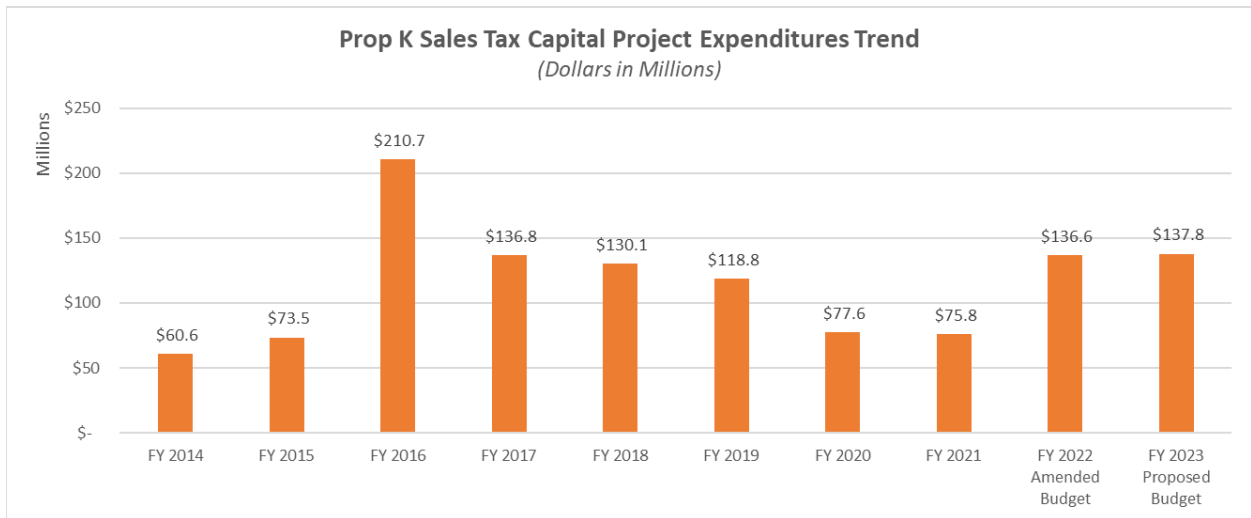
SFMTA’s LRV Procurement project remains the largest cash obligation in the FY 2022/23 budget despite substantially reduced cash needs in FYs 2021/22 and 2022/23. The original cash flow schedule for this project anticipated that Prop K reimbursements in FY 2021/22 and FY 2022/23 would total \$121 million, whereas the FY 2022/23 budget reflects total reimbursements of \$73.8 million over the

Attachment 6
Line Item Descriptions

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.



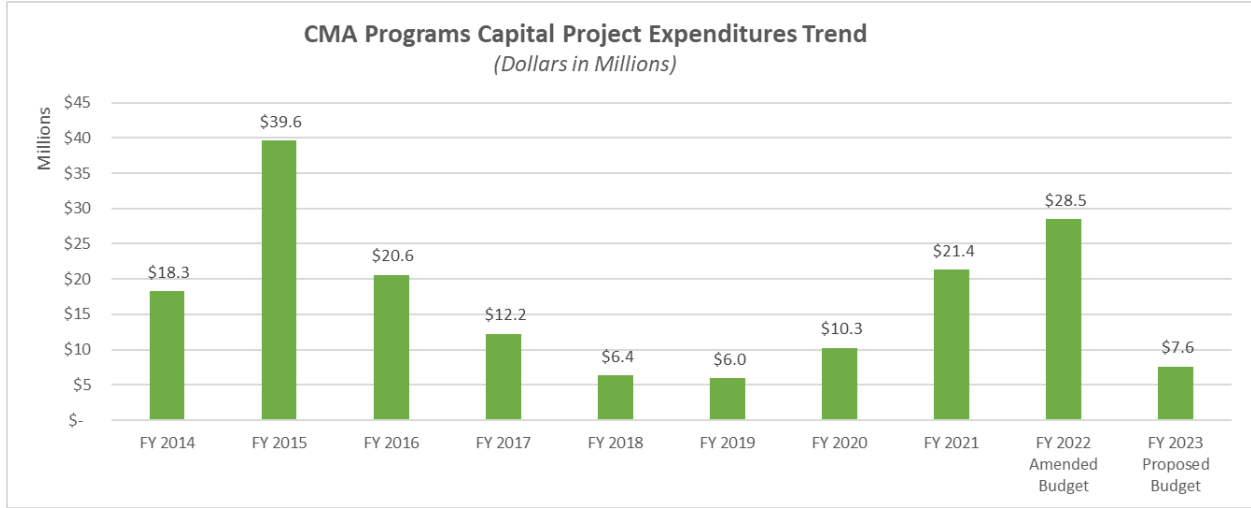
CMA Programs Expenditures:..... \$7,616,109

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/19th Avenue Subway Strategic Case projects.

Attachment 6
Line Item Descriptions

The chart below reflects the eight-year historical and two-year budgeted CMA programs capital project expenditures.

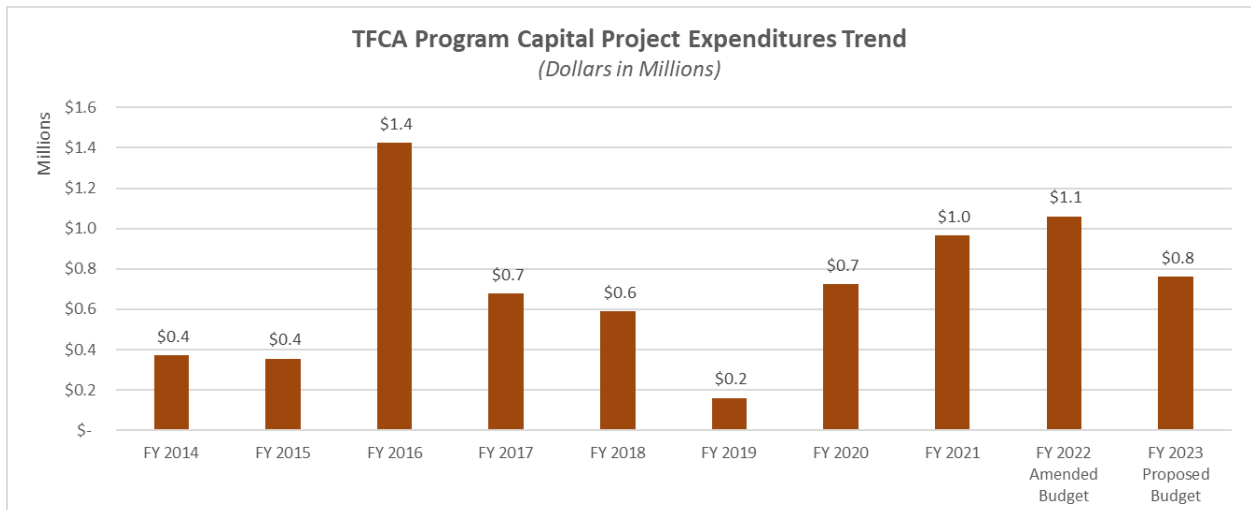


TFCA Program Expenditures:..... \$760,852

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.



Attachment 6
Line Item Descriptions

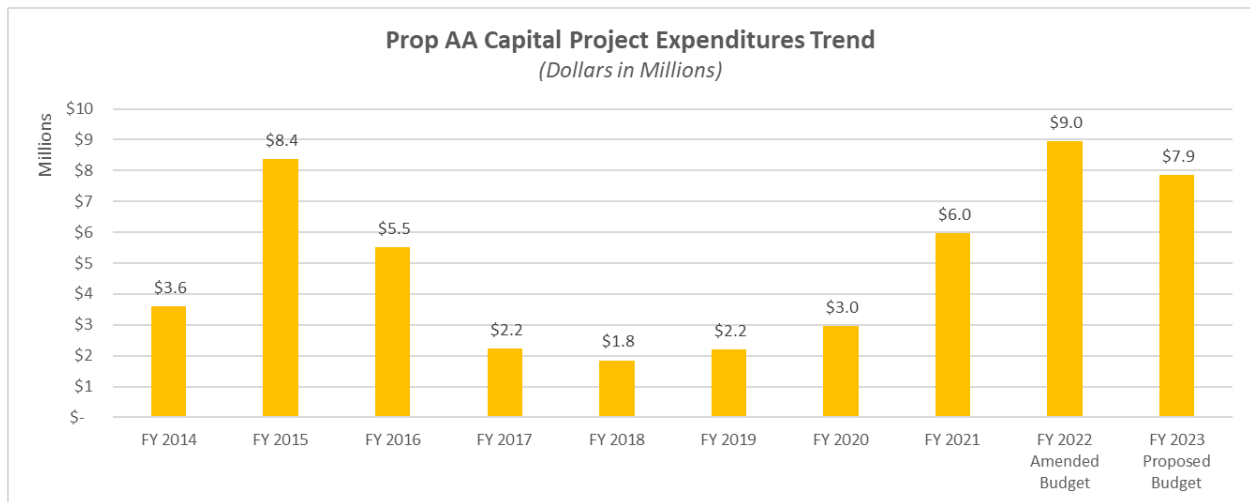
Vehicle Registration Fee for Transportation Improvements Program (Prop AA)

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.



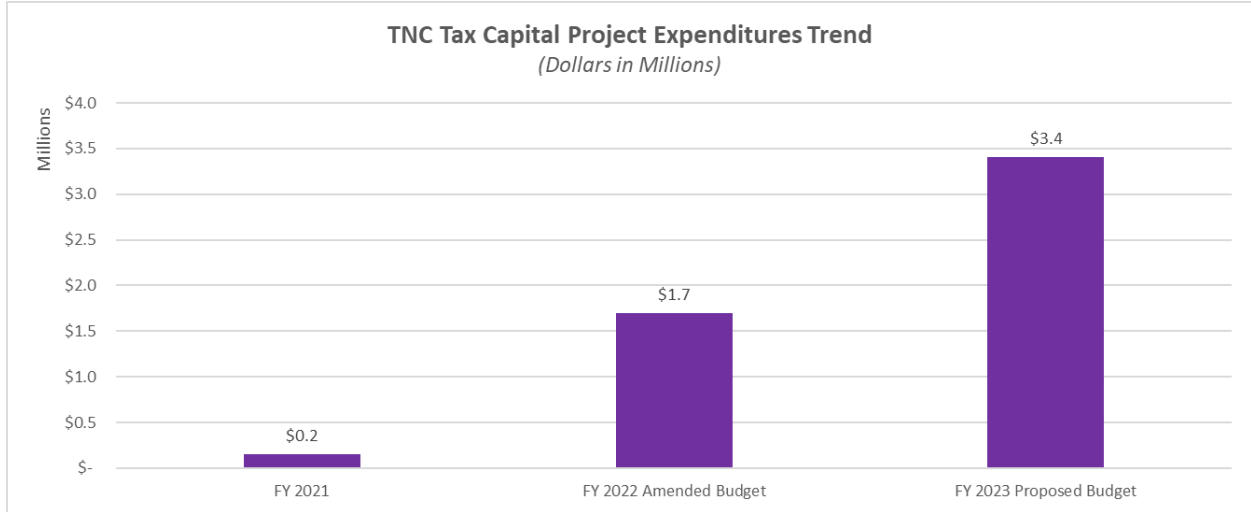
Traffic Congestion Mitigation Tax Program (TNC Tax) Expenditures:.....\$3,405,686

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.

Attachment 6
Line Item Descriptions

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

Attachment 6
Line Item Descriptions

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.

Attachment 6
Line Item Descriptions

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/19th 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.



Memorandum

AGENDA ITEM 11

DATE: May 19, 2022
TO: Transportation Authority Board
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 05/24/22 Board Meeting: Major Capital Project Update: Caltrain Modernization Program

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>CalMod is a \$2.72 billion suite of projects including Positive Train Control (PTC) and the Peninsula Corridor Electrification Project (PCEP). PTC was completed in December 2020. As of April 30, 2022, the PCEP, comprised of electrification of the Caltrain line between San Jose and San Francisco, upgrade of the signal system, and the procurement of electric multiple-unit vehicles, has expended 67.2% of its current budget. Work on the installation of the Overhead Contact System poles, cantilever arm, and wire continues and the traction power facilities are 88% complete. On March 20, 2022, the first and second electrified trainsets arrived at Caltrain’s maintenance facility, where they are undergoing static testing prior to dynamic testing on the line. In December 2021, the Caltrain Board adopted a new Baseline Budget for the PCEP of \$2.44 billion, an increase of \$462 million over the original Baseline Budget. The new budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool plus \$40 million in allocated and unallocated contingency. Caltrain is actively pursuing multiple options for addressing the cost increase. Funds secured thus far include \$52.4 million from the American Rescue Plan Act and \$150 million from the issuance of tax-exempt bonds secured by Measure RR. The bonds are structured to be payable from the sale of Low Carbon Fuel Standards credits upon electrified revenue service. Options being pursued to cover the remaining \$260 million gap include federal and state funding opportunities. A final fallback measure is the Four-Party Agreement, under which the Transportation Authority, San Mateo County</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input checked="" type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	--



<p>Transportation Authority (SMCTA), Valley Transportation Authority (VTA), and the Metropolitan Transportation Commission (MTC) each committed to helping to seek and secure up to an additional \$50 million each, for a collective \$200 million backstop for PCEP in the event of cost over-runs or shortfalls in revenues. The PCEP revenue service date remained unchanged at the fourth quarter of calendar year 2024, which includes a six-month contingency.</p>	
---	--

BACKGROUND

Caltrain Modernization Program (CalMod). CalMod is a \$2.72 billion suite of sustainable projects that will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain commuter rail service, while improving air quality and reducing greenhouse gas emissions. CalMod includes the PTC Project, which was completed on December 17, 2020, and the Peninsula Corridor Electrification Project, which has two components: electrification of the Caltrain line between San Jose and San Francisco; and the purchase of electric multiple-unit (EMU) vehicles to operate on the electrified railroad. Revenue service is anticipated for the fall of 2024.

The CalMod Program will improve system performance with faster, more reliable service while minimizing equipment and operating costs, and is critical to the long-term financial sustainability of Caltrain. The improvements will extend for 52 miles from San Francisco to San Jose and will also prepare the alignment for the future High-Speed Rail blended system. With the signing of the Full Funding Grant Agreement by the Federal Transit Administration (FTA) in 2017, Caltrain issued Notices to Proceed to its contractors for corridor electrification and purchase of electric trains.

Like any large capital project, the CalMod funding plan relies on contributions from multiple funding partners including the three Peninsula Corridor Joint Powers Board (PCJPB) member counties (San Francisco, San Mateo, and Santa Clara), the MTC, and the California High-Speed Rail Authority (CHSRA). Funding contributions were codified in a series of memorandums of agreement, one of which included an oversight protocol. The three PCJPB counties have a local contribution of \$80 million each to the CalMod program. The Transportation Authority provided about \$41 million, primarily from the Prop K sales tax and One Bay Area Grant programs. The San Francisco Municipal Transportation Agency (SFMTA) provided the remaining \$39 million of San Francisco’s local contribution from the Prop AA General Obligation Bond, completing San Francisco’s \$80 million contribution to CalMod.

The Funding Partners oversight protocol for CalMod, requires the Executive Director of Caltrain to attend a Board of Supervisors meeting twice a year to provide an update on the CalMod Program. With the concurrence of the President of the Board of Supervisors, the updates since 2019 have taken place at Transportation Authority Board meetings.



DISCUSSION

The paragraphs below provide a brief status update on the CalMod program.

Positive Train Control (PTC). This \$329 million project is complete. PTC is an advanced signal system that equipped the corridor with federally-mandated safety technology. Caltrain received conditional approval of the Positive Train Control Safety Plan from the Federal Railroad Administration (FRA) on December 17, 2020, and is currently in Extended Revenue Service Demonstration and fully interoperable with all tenants on the rail corridor. At its September 2020 meeting, the PCJPB approved a follow-on maintenance agreement with Wabtec Corporation, the PTC project's contractor.

Peninsula Corridor Electrification Project (PCEP). In August 2016, Caltrain awarded the Design-Build Electrification contract to Balfour Beatty Infrastructure in the amount of \$697 million. The contract was issued with a \$108 million Limited Notice to Proceed, which was followed by full Notice to Proceed on June 19, 2017. As of April 30, 2022, expenditures on the PCEP reached \$1.64 billion, 67.2 % of the \$2.44 billion current budget. Work is progressing on both the Electrification and the Vehicles components of the project.

On Thursday, March 10, 2022, there was one significant incident in which a southbound Caltrain train struck PCEP work crew equipment in San Bruno. Two employees were injured and transported to the hospital. One employee required hospitalization, and the other was treated and released. There were eleven passengers who were also treated with minor injuries at the scene and released. The train was carrying 75 passengers at the time of the incident. The incident remains under investigation by the National Transportation Safety Board, the FRA, the California Public Utilities Commission, California Occupational Safety and Health Administration (CalOSHA), as well as Caltrain's internal safety team. A Caltrain Safety Task Force has been mobilized to assess incident lessons learned and initiate proactive measures to improve system safety. Caltrain has implemented the recommendations of the Safety Task Force.

Work on the installation of the Overhead Contact System (OCS) poles, cantilever arms, and wire continues. OCS foundations are complete and pole installation is expected to complete in July 2022. Wire has been completed in Segments 3 and 4. At the north end of the system, completion of wire installation in Segments 1 and 2 is anticipated for March 2023 and November 2022 respectively.

The Traction Power Facilities are 88% complete. Traction Power Substations 1 and 2 are now complete. Remaining work, which includes seven paralleling stations, power connection, energization, commissioning, and testing, is anticipated to be completed by Fall 2022. Signals and Communication Systems construction also continues. The contractor is currently completing the punch list on Segment 4, and it is anticipated that this segment will be handed over to Caltrain in Summer of 2022. Caltrain will use this segment for vehicle testing and commissioning. Segment 2 is anticipated to be completed in November 2022, and Segments 1 and 3 are expected to be completed by July 2023. Signal cutovers in Segment 2, which were postponed due to the aforementioned incident, are anticipated to be completed by the end of May.



Staff anticipates energizing Segment 4, which will allow running test trains in the segment, by September 2022.

Tunnels. Work on modifications to the 100-year-old San Francisco tunnels reached Substantial Completion on September 17, 2020, and Final Acceptance was reached in December 2020.

Vehicles. On September 6, 2016, Caltrain gave a limited Notice to Proceed to Stadler Rail for the \$551 million EMU contract to design and fabricate 96 electric vehicles. After receipt of the Full Funding Grant Agreement, Caltrain issued the full Notice to Proceed on June 1, 2017. Subsequently, Caltrain executed an option for an additional 37 cars, bringing the total to 133 cars. In accordance with the Buy America provisions of the FTA funding, the vehicles are being manufactured by Stadler US at its new facility in Salt Lake City, Utah.

The first and second trainsets arrived at Caltrain's Central Maintenance and Operations Facility on March 20, where they are undergoing static testing prior to dynamic testing on Segment 4 once it is ready. The next two trainsets will arrive in June, and the 14th trainset is anticipated to arrive by January 2024, in time for revenue service in the fall of 2024. The 19th trainset's anticipated arrival is for summer 2024 (trainsets 15 through 19 represent additional trainsets purchased with funding outside of the PCEP budget).

Supply chain issues and labor turnover/shortages continue to be the primary issues for final assembly in Salt Lake City.

Central Maintenance and Operations Facility. The contractor for the facility upgrades is completing the punch list items. Completion is anticipated this spring.

Cost and Schedule. On December 6, 2021, the Caltrain Board adopted a new Baseline Budget for the PCEP of \$2.44 billion, an increase of \$462 million over the original Baseline Budget. This new budget reflects the completed negotiations with the contractor on a global settlement for \$346.68 million to resolve issues related to the two-speed check solution for the signaling system at crossings, outstanding Change Orders mostly related to differing site conditions encountered during foundation installation, and COVID. In addition, project staff conducted a "budget scrub" which resulted in a \$115.76 million cost increase. The new budget includes a total of \$90 million in contingency: \$50 million in a shared risk pool plus \$40 million in allocated and unallocated contingency. The Revenue Service date remained unchanged for the fourth quarter of calendar year 2024, which includes a six-month contingency.

Funding Gap. Caltrain staff is actively pursuing multiple options for addressing the \$462 million budget increase. Funds secured thus far include:

- **American Rescue Plan Act:** Caltrain already has received \$52.4 million from the federal American Rescue Plan Act for the PCEP cost increase.
- **Issuance of tax-exempt bonds:** On February 3, 2022, having received authorization from the three member agencies, the Caltrain board approved the issuance of bonds secured by Measure RR (three-county 1/8-cent Caltrain sales tax measure approved in 2020). The bonds are structured to be payable from the sale of Low Carbon Fuel



Standards credits upon electrified revenue service. On March 2, 2022, Caltrain issued bonds providing the \$150 million in funds for the project.

Options being pursued to cover the remaining \$260 million gap include:

- **Federal and State funding opportunities:** Caltrain is actively pursuing other grant sources. On February 15, 2022, Assemblymembers Mullin, Berman, and Wiener introduced Assembly Bill (AB) 2197, that would appropriate \$260 million from the General Fund for allocation to the PCJPB for the purpose of completing the Caltrain Electrification Project. The Transportation Authority has adopted a support position on AB 2197. In March, the MTC approved the Bipartisan Infrastructure Law Regional Grant Strategy, which named the Electrification project as a priority for the Federal-State Partnership for Intercity Passenger Rail program. Caltrain is also actively seeking other sources at the federal level.
- **Four-Party Agreement:** A part of the Full Funding Grant Agreement process, the Transportation Authority, San Mateo County Transportation Authority, VTA, and MTC each committed to helping to seek and secure up to an additional \$50 million, for a collective \$200 million backstop for PCEP in the event of cost over-runs or shortfalls in revenues.

We are concurrently working with Caltrain and the funding partners on expanding and implementing the risk mitigation measures contained in the Risk Management Plan for the remainder of the project, seeking to reduce the amount of additional funding ultimately required to complete the project. We are also interested in working with all the funding partners to seek additional federal and state funding and support Caltrain advocacy to secure those funds. Cash flow projections indicate that the \$260 million in additional funding will be needed prior to July 2023.

Progress Reports. Detailed CalMod monthly reports are provided to the Caltrain Board and are publicly available. Peninsula Corridor Electrification Project reports are located at:

http://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html#electric

Challenges and Opportunities. In addition to needing to secure funds to cover the anticipated increased project cost and contingency, there are some challenges that may impact Caltrain's ability to complete CalMod, even within a new schedule and budget. Although already considered in the adopted new cost and schedule, the primary risk items that we are monitoring include:

- Potential for Stadler's sub-suppliers to fall behind schedule or delays in parts supply chain result in late completion of vehicles
- Segment 4 may not be fully installed and tested prior to EMU readiness
- Extent of differing site conditions and associated redesign efforts results in delays to the completion of the electrification contract and increases program costs



- The contractor may not complete signal and communication design, installation, and testing for the “two-speed check” modifications within budget and schedule
- Change of vehicle sub-suppliers results in additional first article inspections at cost to PCJPB (i.e., COVID, bankruptcy)

FINANCIAL IMPACT

None. This is an information item.

CAC POSITION

None, as this is an information item. This update will be presented to the Community Advisory Committee at its May 25, 2022, meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 - PCEP Segment Map



Attachment 1. PCEP Segment Map



[this page intentionally left blank]



Memorandum

AGENDA ITEM 10

DATE: May 19, 2022

TO: Transportation Authority Board

FROM: Maria Lombardo - Chief Deputy Director

SUBJECT: 5/24/22 Board Meeting: Major Capital Project Update - Better Market Street

RECOMMENDATION Information Action

None. This is an information item.

SUMMARY

Led by San Francisco Public Works (SFPW), the Better Market Street (BMS) project is comprised of various streetscape enhancements, transit capacity and reliability improvements, and state of good repair infrastructure work along a 2.2-mile stretch of Market Street between Steuart Street and Octavia Boulevard. It includes bicycle lanes, pavement renovation, minor utilities upgrades, turn restrictions, and improvements to sidewalks; way-finding; landscaping; transit boarding islands; and traffic signals. SFPW has developed a phasing plan that anticipates construction of Phase 1 (the segment between 5th and 8th streets) to start Fall 2022. A new Muni streetcar track loop circling the block between 7th and McAllister streets is Phase 2. The project team developed multiple alternative design proposals and, in response to community-identified priorities of minimizing construction impact and maintaining service for the F Market streetcar, the BMS team selected Alternative 1 which prioritizes safety and streetscape improvements, while minimizing underground work, which will also reduce project cost and business impacts for Phase 1. The BMS team advertised the project on October 13, 2021 and received two bids by the bid due date December 1, 2021. The BMS team anticipates awarding the construction contract in late May 2022 with construction expected to last less than 2 years. At the May 24 meeting, Cristina Calderón Olea, SFPW project manager, will provide a project update, including describing the bicycle detour plans and business mitigation plan as requested by the Board.

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



BACKGROUND

Market Street is San Francisco's premier boulevard and an important local and regional transit corridor. The BMS project includes 2.2 miles of the corridor, from Steuart Street to Octavia Boulevard. It is a multi-modal project that includes among other features, bike lanes, pavement renovation, landscaping, Muni track replacement and a new F-Line loop that would enable the streetcars to turnaround along McAllister Street and Charles J. Brenham Place, providing increased operational flexibility. In addition to its transportation-focused goals supporting the City's Transit First and Vision Zero policies, the project is also intended to help revitalize Market Street as the City's premier pedestrian boulevard. Although not part of the BMS project, the project team is coordinating with BART on its efforts to construct escalator canopies at BART/Muni entrances and to perform state of good repair work on BART ventilation grates.

The BMS project is a partnership between SFPW, which is the lead agency, the Transportation Authority, the San Francisco Municipal Transportation Agency (SFMTA), San Francisco Public Utilities Commission (SFPUC), and the Planning Department, which led the environmental review.

To improve safety and transit performance, the City implemented a quick-build project on Market Street on January 29, 2020. Quick-Build made Market Street car-free eastbound from 10th Street to Main Street, and westbound from Steuart Street to Van Ness Avenue. The project improved transit performance with Muni lines running 6% faster on average. The volume of cyclists also increased by 25% to over 800 per hour at peak.

Given the cost of the project and the length of the corridor, SFPW plans to design and construct the project in phases. SFPW identified Phase 1 as the segment between 5th and 8th streets. The F-Line Loop streetcar turnaround along McAllister Street and Charles J. Brenham Place is Phase 2. SFPW has been working with SFMTA on the F-Line Loop which has to start construction by September 2025 as required by the BUILD grant.

DISCUSSION

Status and Key Activities. Contract Bid and Award: As a result of community input and the need to reduce construction impact, the project team selected an alternative that focuses on safety, accessibility, and streetscape improvements between 5th and 8th streets. This alternative will provide a full traffic signal upgrade at 4 intersections to improve safety and assist people who bike, walk, drive, or take transit. The curb lane and intersections will be repaved to provide a smoother ride for cyclists and safer crossing for pedestrians. This alternative does not include major underground utility work such as replacing the main sewer and water line, F Market track replacement, BART grate replacement, and new transit islands.

The BMS team advertised the construction contract on October 13, 2021 and received two bids on December 1, 2021. The BMS team has reviewed the bids and are preparing to award



the contract in late May 2022. The first few months of the contract period will be for construction planning, submittals, procurement and mobilization. The project team will also pothole along Market Street to locate underground utilities prior to groundbreaking in Fall 2022.

Construction Phase Outreach and Mitigation Efforts. The project team will actively conduct outreach during construction to respond to concerns and reduce impacts to business and residents. The Office of Economic and Workforce Development (OEWD) will lead the outreach efforts to businesses. OEWD's Invest in Neighborhood Initiative will serve as a business liaison and point of contact for business support services. OEWD's Open for Business Program will provide direct marketing support for businesses in areas with active construction. Participating merchants will help guide the program's direction and marketing efforts. The project will also have a Business Working Group to help promote small business along the corridor. The Business Working Group will meet prior to the start of construction and during construction.

The team will also keep the F Market streetcars running as much as possible except for three 2-week closures for construction at intersections.

The project team has prepared bicycle detour plans during construction. In the eastbound direction, the bicycle detour will be along Folsom Street which has an existing protected bike lane. The eastbound detour will add 5 minutes to the travel time. In the westbound direction, the bicycle detour will be along Howard or Turk/Polk streets. Howard Street has an existing protect bicycle lane, Turk Street has a bicycle lane, and Polk Street has one protected bicycle lane and one regular bicycle lane. The westbound detour will add 4-5 minutes to the travel time. Bicycles will also be accommodated on Market Street during the peak hour for the peak direction, e.g. until 9:30 AM eastbound, and after 4:30 PM westbound. The construction team will provide signage to direct the bicyclists during construction.

Spear Street Change: To improve traffic circulation after the Quick Build implementation which restricted private vehicles on Market Street between Steuart Street and Van Ness Avenue, SFMTA started work on April 26 to convert Spear Street between Market and Mission streets from one-way to two-way to provide an alternate route for private vehicles to access Market, Spear and Steuart streets, where access is limited. The work is now completed and motorists can travel northbound on Spear Street from Mission Street to Market Street where they are required to turn right onto Market Street eastbound to Steuart Street. Left turns from Spear Street continue to be restricted in compliance with Car-Free Market Street. As part of the one-way to two-way conversion, the SFMTA installed new bi-directional traffic signs and striping as well as changed the direction of the commercial loading/parking spaces along the east side of the street. There were no changes to parking or loading on the west side of street. This work is complementary to the Better Market Street project and was separately funded from the project budget.



Community-Led Public Program: SFPW recently announced a Request for Proposals (RFP) from local non-profit organizations to assist with a community-led program. The RFP is for educational, interpretive, or commemorative public programs that provide new insights on the public's historical or contemporary experiences of Market Street, commemorate Market Street's long history; and celebrate the diverse and vibrant communities that live and work along Market Street. SFPW anticipates receiving proposals on May 25, 2022.

Project Cost and Funding. The project received two bids and the project team is evaluating the bids and preparing to award the contract. As shown in Attachment 1, The BMS project has secured \$202.5 million in funding from the federal BUILD grant program, One Bay Area Grant (OBAG) Program, BART, Prop K sales tax, SFMTA's Prop A General Obligation bond, and other funding sources. Phase 1 is still fully funded. Funds not used for Phase 1 will be applied to future phases. We anticipate a significant remaining funding gap to construct the full corridor from Steuart Street to Octavia Boulevard.

Current Issues and Risks. As the City reopens, the project team is sensitive to the needs of the businesses and the community as they start to recover. The current project alternative, which includes no underground utility work, will have a shorter construction duration and the least impact to businesses and residents. However, delaying critical infrastructure improvements to future phases will require the City to repair or replace those utilities at a later date in the same area, which will likely trigger replacement of surface roadway improvements installed in Phase 1.

The Market Street corridor is crowded with both private and public underground utilities with limited space to accommodate new pipelines or infrastructure. The Phase 1 contract will include potholing from Steuart to Octavia. The information gained from the potholing will help inform the design of future phases. However, the underground private utilities are often poorly documented and potholing during design is not enough to determine the locations of all utilities. The center sewer line from the late 1880's will be relined in the future, but service lateral failures are the most common 311 sewer service calls. The water transmission pipelines are critical to water delivery, however, the joints in the existing pipes are made of lead and are at risk of failing in a major earthquake. Current pipeline construction standards use rubber gasket connections that are more seismically reliable. Between 5th and 8th streets alone there is 3,800 linear feet of water main that will need to be replaced to bring it up to current standards. A future project will have to address this underground infrastructure.

The project team is focused on getting Phase 1 construction started and has not developed a recommendation for the long-term vision for the full corridor. Funding for the overall project remains a significant challenge and a risk for completion of the longer-term project. The current construction industry is also experiencing higher than expected price increases which may lead to higher project costs for the overall project and future phases.



FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Better Market Street Funding Plan



Attachment 1 - Better Market Street Funding Plan

Funding Source	Corridor Env & 30% design	Design	Phase 1 Redesign	Construction	Future Phases	Total
General Fund	\$5.16					\$5.16
Octavia Land Sales	\$3.05					\$3.05
Market Octavia Impact Fees	\$1.50					\$1.50
Transit Center Impact Fees					\$2.00	\$2.00
Prop A GO Bond	\$12.96	\$7.64	\$7.00	\$30.30	\$68.37	\$126.27
SFMTA Transit Funds		\$1.36				\$1.36
Prop K		\$2.23		\$5.48	\$6.16	\$13.87
BUILD				\$15.00		\$15.00
OBAG				\$3.37		\$3.37
Repurposed Federal Earmark				\$0.07		\$0.07
AHSC Grant				\$2.70		\$2.70
BART (8th/Grove/Hyde/Market)		\$0.23		\$0.62		\$0.85
FY22 COP				\$3.00		\$3.00
PUC		\$2.10			\$22.16	\$24.26
Total Identified Funding	\$22.67	\$13.56	\$7.00	\$60.54	\$98.69	\$202.46



TRANSIT TRANSFORMATION ACTION PLAN

SFCTA Board Presentation

Theresa Romell, Melanie Choy
Metropolitan Transportation Commission
May 24, 2022

TRANSIT TRANSFORMATION

Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

Desired Outcomes

I. Fares and Payment

Simpler, consistent, and equitable fare and payment options attract more riders.

II. Customer Information

Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.

III. Transit Network

Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.

IV. Accessibility

Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.

V. Funding

The Bay Area's transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.

144 Action Plan Key Elements

- ▶ Expanded collaboration between transit operators and with partners is essential
- ▶ Actions are keyed to Outcomes
- ▶ Focused on near-term actions (approx. 1-3 years) leading toward Transit Transformation
- ▶ Requires alignment on existing regional funding and new funding
- ▶ The Action Plan is ambitious, and the target completion dates are preliminary and subject to continued evaluation and refinement



Transformation Action Plan: Accelerated Actions¹⁴⁵

I. FARES AND PAYMENT



Fare Integration Policy

1. Act on the Fare Coordination and Integration Study (FCIS) recommendations
2. Determine whether existing authority is sufficient for FCIS implementation
3. Seek state legislation if needed

II. CUSTOMER INFORMATION



Mapping and Wayfinding

4. Fund and finalize regional mapping and wayfinding standards
5. Fund and complete 1-3 consistently branded subregional mapping and wayfinding pilot projects
6. Fund and develop a regional mapping data services digital platform

Transformation Action Plan: Accelerated Actions

III. TRANSIT NETWORK

Bus Transit Priority (speed & reliability)

7. Request a Caltrans Deputy Directive to expedite State right-of-way transit priority actions
8. Sponsor legislation to remove barriers to transit priority implementation
9. Fund the design and delivery of prioritized near-term transit corridor projects
10. Select near-term HOV lane operating policies to advance to the State
11. Define a Cooperative Agreement process
12. Fund, develop and adopt a Transit Priority Policy and Corridor Assessment

III. TRANSIT NETWORK

Bus/Rail Network Management Reform

13. Fund and complete a Business Case analysis
14. Establish and support an advisory group to guide the Business Case
15. Provide financial incentives for Integration Efficiency initiatives
16. Deliver Rail Partnership and Governance Assessment
17. Adopt Transit Equity Principles and a process for applying them

Connected Network Planning

18. Fund, develop and adopt a Bay Area Connected Network Plan
19. Adopt a transit hub toolkit to optimize station design and connectivity

Data Collection and Coordination

20. Establish protocols and implement uniform Realtime and transit pathway data collection

148 Transformation Action Plan: Actions

IV. ACCESSIBILITY

21. Designate a Mobility Manager in each county
22. Fund subregional one-seat paratransit ride pilot projects
23. Identify next steps for the full integration of ADA-paratransit services on Clipper Next Generation
24. Identify key paratransit challenges and recommend reforms
25. Adopt standardized eligibility practices for programs (e.g. RTC and Clipper) that benefit people with disabilities

V. FUNDING

26. Identify efficiencies and Network Management funding needs
27. Convene stakeholders to guide a transportation funding ballot measure



Transformation Action Plan: Accelerated Actions¹⁴⁹

Next Steps + Implementation

Accelerated Action	Description	Estimated Total Near-Term Need
Fare Integration	<ul style="list-style-type: none"> Regional Institutional/Employer Pass Pilot Free and reduced cost transfers 	\$28 million
Mapping and Wayfinding	<ul style="list-style-type: none"> Regional System Standards Design Subregional Pilots Digital Mapping and Data Services 	\$35 million
Transit Priority	<ul style="list-style-type: none"> SFOBB & I-80 transit access improvements I-80 and Hwy 101 HOV Hours of Operations Improvements on arterial corridors 	\$61 million



SENATE BILL 917 UPDATE

OVERVIEW OF SB 917 (BECKER)

- Requires implementation of four recommendations from Transit Transformation Action Plan:
 - Integrated Fares – limited scope & pilots
 - Connected Network Plan
 - Mapping & Wayfinding Standards
 - Real Time Transit Information

INTEGRATED FARE PROVISIONS

- Requires **no-cost transfers** from “local to local” among same or different operators and from local to a regional system
- Requires MTC to estimate cost of a 3-year pilot of two other fare integration options and ***if funding provided by state or private funds*** to implement the following:
 - All agency transit pass
 - Common regional fare system
- Based on Fare Coordination and Integration study, would cost approx. **\$100 million/year**, so approx. \$300 million would be needed to implement both policies for three years.

OTHER KEY PROVISIONS OF SB 917

- **Connected Network Plan**
 - Requires MTC to develop and adopt plan in coordination with transit operators no later than 12/31/25 or by 3/31/24 if additional funding is provided.
 - Plan to include a transit priority network that identifies key corridors that would benefit from improvements to remove transit from conflicts with traffic congestion
- **Mapping & Wayfinding**
 - Requires MTC to develop and adopt mapping and wayfinding standards by 7/1/25
 - Requires operators to comply with them after 1/1/26 when developing new maps and wayfinding or upgrading existing
- **Real Time Transit Information**
 - Requires MTC to establish open data standards to provide for real-time transit vehicle location, arrival and departure times and predictions to provide more consistently reliable real-time transit information for riders.

FUNDING & ACCOUNTABILITY PROVISIONS

- SB 917 does not provide any direct funding to support its provisions, but some provisions will only go into effect, or will be accelerated, if additional funds are provided.
- The bill includes potential funding consequences for non-compliance: MTC may withhold a portion of operators' State Transit Assistance funds if they don't comply or meet progress benchmarks (or are granted an exception).
- This is consistent with current law but is more specific by being tied directly to integrated fares, mapping & wayfinding and real-time transit info.



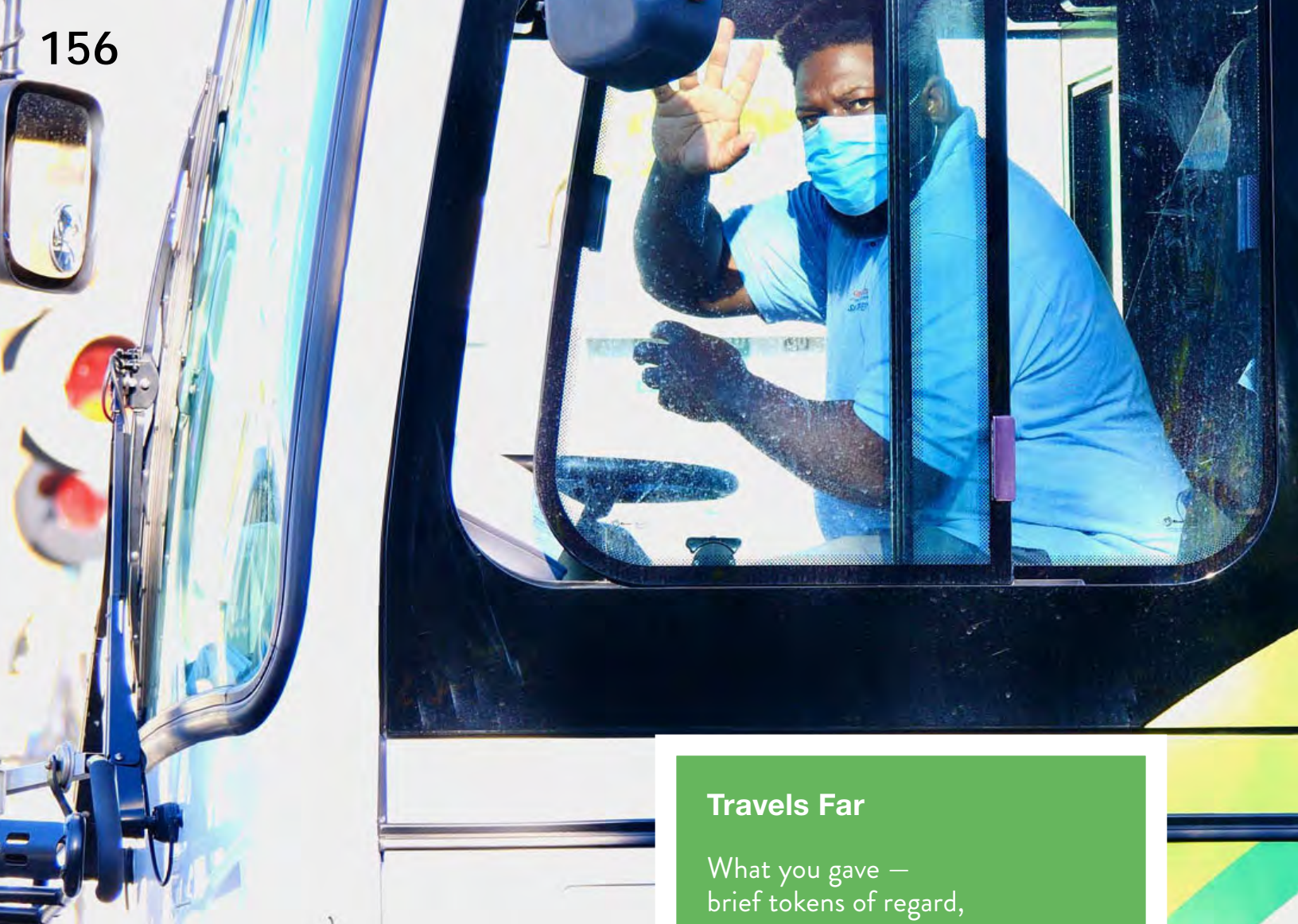
BAY AREA TRANSIT TRANSFORMATION **ACTION PLAN**

JULY 2021

BLUE RIBBON



**TRANSIT RECOVERY
TASK FORCE**



DEDICATION

We are forever grateful for the commitment and perseverance of the Bay Area's transit workers who serve our community through good times and bad, and who held together our region's essential worker lifeline throughout the COVID-19 pandemic. Thank you.

Travels Far

What you gave —
brief tokens of regard,
soft words uttered
barely heard,
the smile glimpsed
from a passing car.

Through stations
and years, through
the veined chambers
of a stranger's heart —
what you gave
travels far.

— Tracy K. Smith

Tracy K. Smith is an American poet and educator. She served as the 22nd Poet Laureate of the United States from 2017 to 2019.

MESSAGES FROM THE CHAIRS



Alfredo Pedroza

Chair, Metropolitan Transportation Commission (MTC)

Since March 2020, COVID-19 has wreaked havoc across our communities and in our personal lives. Public transit services collapsed overnight and will take years to recover. MTC created the Blue Ribbon Transit Recovery Task Force to bring key stakeholders and transit operators together to build unified support during this existential crisis that public transit is facing.

In rebuilding and strengthening transit's vital role in the Bay Area's sustainable future, I stand with those who are determined to rebound equitably by investing resources in ways that overcome historic and current disparities for our most vulnerable communities.

Transforming our transit system while we recover will be challenging. Success depends upon continuing collaboration among all transit partners and fast-tracking customer improvements that will attract new riders and reward returning ones. Prioritizing coordination, capturing operational efficiencies, and securing funding are each essential to achieve the excellent transit system the Bay Area deserves.

MTC is committed to taking a leading role in this effort toward transformative outcomes; continuing our priority focus on fares, mapping and wayfinding; and creating transit travel time advantages on our streets and highways. We also recognize that a strong partnership with transit operators, the private sector, advocates and the public will be essential to creating a reliable, convenient and connected transit network.

As the work of the Task Force ends, I want to thank everyone who contributed to this robust blueprint for change. As Chair of the Commission, I have directed MTC staff to review this Action Plan and bring forward a recommendation for Commission acceptance in September followed by a proposed Year 1 work program by the end of 2021.



Jim Spering

Chair, Blue Ribbon Transit Recovery Task Force

The Blue Ribbon Transit Recovery Task Force was convened in May 2020 in response to the COVID-19 pandemic, and its first charge was to advise MTC on the fair distribution of federal relief funds. Next, it supported transit operators' efforts to determine essential public safety commitments as COVID protocols were evolving.

This Plan is the culmination of the Task Force's work and includes identifying specific, near-term actions needed to achieve a more connected, efficient and user-focused mobility network across the Bay Area and beyond.

Thanks to all 32 Task Force members who spent over a year deep in collaborative dialogue in a respectful search for consensus. Special appreciation goes to the nine transit-agency general managers who actively participated while also tackling historically severe impacts to their organizations.

The Task Force benefited from California Secretary of Transportation David Kim's statewide perspective throughout. State Assemblymember David Chiu's unwavering commitment to seamless transit and his guiding-force clarity deserve special tribute. Enormous gratitude is offered to all transit workers for their steadfast service during this health crisis.

While meeting virtually was tedious at times, our format provided each Task Force member, as well as members of the public, the opportunity to speak. I also appreciate MTC staff's inclusive outreach in support of the Task Force, reflecting the group's adopted Equity Principles.

In truth, we took the opportunity afforded by the crisis to initiate changes that have long been recognized as building blocks of a world-class transit network. I'm proud of the work we've done and hope this Action Plan will inspire MTC and the wide array of community stakeholders and agency partners to move swiftly, and equitably – with primary focus on the customers we serve – to achieve the bold aspirations embedded in Plan Bay Area 2050.

BLUE RIBBON TRANSIT RECOVERY TASK FORCE ROSTER

Task Force members and public participants alike deserve appreciation for generously giving their time and attention to this exercise in civic engagement and shared problem-solving.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

Jim Spering,
Task Force Chair and Solano County
Supervisor

Alfredo Pedroza
MTC Chair and Napa County Supervisor

Nick Josefowitz
MTC Vice Chair and San Francisco Mayor's
Appointee to MTC

Cindy Chavez
Santa Clara County Supervisor

Gina Papan
City of Millbrae Council Member

David Rabbitt
Sonoma County Supervisor

Amy Worth
City of Orinda Mayor

Therese W. McMillan
MTC Executive Director

STATE OF CALIFORNIA REPRESENTATIVES

The Honorable Dave Cortese
California State Senate

The Honorable David Chiu
California State Assembly

The Honorable David Kim, Secretary,
California State Transportation Agency

TRANSIT OPERATORS

Michelle Bouchard, Caltrain,
Acting Executive Director

Carolyn M. Gonot, Santa Clara Valley
Transportation Authority (VTA), General
Manager

Michael Hursh, Alameda-Contra Costa
Transit District, General Manager

Carter Mau, San Mateo County Transit
District (SamTrans), Acting General Manager
and CEO

Denis Mulligan, Golden Gate Bridge,
Highway and Transportation District, General
Manager and CEO

Robert Powers, Bay Area Rapid Transit,
General Manager

Rick Ramacier, County Connection,
General Manager

Michael Tree, Livermore Amador Valley
Transit Authority, General Manager

Jeffrey Tumlin, San Francisco Municipal
Transportation Agency (SFMTA), Director
of Transportation

Nancy Whelan, Marin Transit,
General Manager

STAKEHOLDERS

Jason Baker, Silicon Valley Leadership
Group, Vice President

John Ford, Commute.org,
Executive Director

Ian Griffiths, Seamless Bay Area,
Co-Founder and Director

Darnell Grisby, TransForm,
Executive Director

Daryl Halls, Bay Area County
Transportation Agencies

Randi Kinman, MTC Policy
Advisory Council

James Lindsay, Amalgamated Transit
Union, President

Stacy Murphy, Teamsters 853, Trustee

Susan Rotchy, Independent Living
Resource Center, Executive Director

Ellen Wu, Urban Habitat, Executive Director

Jim Wunderman, Bay Area Council,
President and CEO

FORMER TASK FORCE MEMBERS

*Several Blue Ribbon Transit Recovery
Task Force members departed pos-
itions during the course of the Task
Force or served partial terms. Their
service and contribution to the Task
Force also are greatly appreciated.*

Jim Beall
former California State Senator

Hayley Currier, TransForm,
Policy Advocacy Manager

Nuria Fernandez, VTA,
former General Manager

Carl Guardino, Silicon Valley Leadership
Group, former CEO

Scott Haggerty, former MTC Chair and
Alameda County Supervisor

Jim Hartnett, SamTrans/Caltrain, former
General Manager/ Chief Executive Officer

Evelynn Tran, VTA,
former Interim General Manager

“CHANGE IS HARDEST IN THE BEGINNING, MESSIEST IN THE MIDDLE, AND BEST AT THE END.”

ROBIN SHARMA

2020 began as a normal year in the San Francisco Bay Area. Perennial issues associated with housing, transportation and the economy churned along. FASTER Bay Area, a coalition of community and business groups, was finalizing its legislative request to place a \$100 billion ballot measure to fund a seamlessly integrated, world-class transit system before voters in the Fall.

By February 3rd, Assembly Member David Chiu had introduced AB 2057 which called for creating a Bay Area Seamless Transit Task Force to send the Legislature a report proposing reforms to the governance of the Bay Area’s dozens of transportation agencies to maximize the performance of the entire public transit system by January 1, 2023.

Silently and unseen, the nation was also experiencing the first cases of what would become an unprecedented health crisis. The federal government announced the first confirmed case of COVID-19 in the United States on January 21st. Just ten days later, the World Health Organization declared a “global health emergency” and then elevated their declaration to “global pandemic” status on March 11th due to alarming levels of spread. On March 13th, a National Emergency was declared in the U.S. and within a week, California became the first state to issue a stay-at-home order mandating all residents to remain at home except to go to

an essential job or shop for essential needs. Life in the Bay Area changed instantly. Since then, over 450,000 Bay Area residents have been infected with the COVID virus and nearly 6,000 persons lost their lives.

As government, business and families struggled to respond to an extraordinary crisis, public transit ridership and revenues collapsed, creating an existential crisis for transit, and exacerbating and vastly deepening the pre-existing problem of declining demand for transit in the region. The Metropolitan Transportation Commission (MTC) moved quickly to respond to the immediate crisis while simultaneously recognizing that times of challenge and pain could offer an opportunity to plant the seeds of transformation for the Bay Area’s public transit system. With this in mind, the Commission on April 22nd established the Blue Ribbon Transit Recovery Task Force to set a course for transit’s recovery and long-term improvement.





EXECUTIVE SUMMARY

On April 22, 2020, the Metropolitan Transportation Commission (MTC) established a 32-person Blue Ribbon Transit Recovery Task Force (Task Force) to set a course for public transit's recovery and long-term improvement. MTC Commissioner Jim Sperring was appointed to serve as Chair. The group was composed of a diverse set of stakeholders, including California State Transportation Agency Secretary David Kim, two state legislators, eight MTC commissioners, the MTC executive director, nine transit agency general managers, and representatives of business, labor, social justice, persons with disabilities, transit advocates, county transportation agencies and MTC's Advisory Council. The Task Force met 15 times between May 2020 and July 2021.

The Task Force was charged with a three-stage purpose:

- **Stage 1** – Assist in distribution of \$500 million in remaining federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds.
- **Stage 2** – Support operators' recovery planning.
- **Stage 3** – Develop a Bay Area “Transit Transformation” action plan identifying actions needed to reshape the region's transit system into a more connected, more efficient, and more user-focused mobility network across the entire Bay Area and beyond.

Stage 3 was the Task Force's most complex assignment. Over a ten-month period, the Task Force actively debated among its members, listened to public comment, and reached consensus on crucial building blocks that informed the development of an action plan.

“TRANSIT TRANSFORMATION”

DEFINITION: Design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled.

EXECUTIVE SUMMARY

These building blocks included:

- Goals and Objectives
- Equity Principles
- Problem Statement
- Key outcomes
- Network management roles and responsibilities
- Alternative network management governance options

The culmination of the Task Force's work is the Bay Area Transit Transformation Action Plan (Action Plan). This plan focuses on the near-term actions (within three years) needed to begin transforming a vulnerable and diffuse network into a more connected, more efficient, and more user-focused mobility network that attracts many more users. It identifies five desired outcomes that are central to achieving transit transformation and 27 associated actions.



Transformation Action Plan Goals & Objectives

(adopted November 16, 2020)

GOAL 1: Recognize critical recovery challenges facing transit agencies.

GOAL 2: Advance equity.

GOAL 3: Identify near-term actions to implement beneficial long-term network management and governance reforms.

GOAL 4: Establish how current MTC and state transit initiatives should integrate with network management and governance reforms.

See *Appendix I* for complete Goals & Objectives

Several important features are built into the Action Plan:

- Ongoing collaboration among operators, MTC and the spectrum of transit stakeholders is essential to achieving a common vision.
- Elevating the urgent needs of the region's disadvantaged and low-income populations is central to planning and investment.
- MTC's existing authority should be exercised fully to implement the plan's recommended actions.
- Actions intended to accelerate work already underway at MTC on three important customer-focused initiatives – fare integration, unified mapping and wayfinding, and travel time advantages for buses – are high-priority, near-term actions.
- A business case analysis of institutional reforms with input from a multi-stakeholder advisory group is necessary to confirm implementation next steps.

This Action Plan focuses on near-term steps that generate needed customer benefits while simultaneously building toward longer-term system improvements. Transit transformation will take many years to achieve, and the Action Plan's identified actions will not be sufficient on their own. Independent and collaborative efforts by all transit operators must continue and grow. Joint legislative



advocacy and consistent public communication must be bolstered. Partnerships must be forged through the rail partnerships assessment grant and integrated with the Action Plan as it is implemented.

The Task Force jump-started this journey and has generated momentum, but restoring and growing transit ridership in the Bay Area will require an ongoing effort across multiple geographies and levels of government. Much of this work is and will continue to be focused at the local and sub-regional levels – where most transit trips occur. As the pandemic subsides, however, there is also a significant and not-to-be-missed opportunity to create an efficient, coordinated and customer-friendly system that enables Bay Area residents and visitors alike to confidently navigate across the region’s transit system with speed and ease.

The Action Plan’s ultimate success will depend on a commitment by MTC and transit operators to embrace changes that put the customer first, continued collaborative efforts with stakeholders, jointly developed legislative initiatives, and vital new sources of transit funding.

Transformational Outcomes

Fares and Payment	Simpler, consistent, and equitable fare and payment options attract more riders.
Customer Information	Integrated mapping, signage and real-time schedule information makes transit easier to navigate and more convenient for both new and existing riders.
Transit Network	Bay Area transit services are equitably planned and integrally managed as a unified, efficient, and reliable network.
Accessibility	Transit services for older adults, people with disabilities, and those with lower incomes are coordinated efficiently.
Funding	The Bay Area’s transit system uses its existing resources more efficiently and secures new, dedicated revenue to meet its capital and operating needs.


[Home](#)
[Bill Information](#)
[California Law](#)
[Publications](#)
[Other Resources](#)
[My Subscriptions](#)
[My Favorites](#)

SB-917 Seamless Transit Transformation Act. (2021-2022)

SHARE THIS:



Date Published: 04/18/2022 02:00 PM

AMENDED IN SENATE APRIL 18, 2022

CALIFORNIA LEGISLATURE— 2021-2022 REGULAR SESSION

SENATE BILL
NO. 917

Introduced by Senator Becker
(Principal coauthor: Assembly Member Quirk)
(Coauthors: Senators Dodd and Wiener)
(Coauthors: Assembly Members Lee, Levine, Mullin, and Ting)

February 03, 2022

An act to amend Section 66502 of, and to add Sections 66513.5, 66516.1, 66516.7, and 66516.8 to, the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 917, as amended, Becker. Seamless Transit Transformation Act.

Existing law creates the Metropolitan Transportation Commission, as a local area planning agency and not as a part of the executive branch of the state government, to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

This bill would require the commission to develop and adopt a Connected Network Plan, adopt an integrated transit fare structure, develop a comprehensive, standardized regional transit mapping and wayfinding system, develop an implementation and maintenance strategy and funding plan, and establish open data standards, as specified. The bill would require the region's transit agencies, as defined, to comply with those established integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, and open data standards, as provided.

Under existing law, moneys in the ~~Transportation Planning and Development Account and~~ Public Transportation Account are continuously appropriated to the Controller for allocation to transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board for purposes of the State Transit Assistance Program. Existing law requires the Controller to allocate those moneys to those entities based on population and qualifying revenue, as specified.

This bill would ~~make any of the region's transit agencies ineligible for an allocation of those moneys~~ *require the Metropolitan Transportation Commission to notify a transit agency* if the commission determines that the transit agency is out of compliance with the integrated fare structure, regional transit mapping and wayfinding system, implementation and maintenance strategy and funding plan, or open data standards described ~~above~~ *above, and would require the commission to indicate what steps are needed to comply. If a transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, the bill would make that transit agency ineligible to receive a portion of those moneys in an amount to be determined by the commission. The bill would require a transit agency to regain access to any withheld funds upon demonstration of compliance.*

To the extent that this bill would mandate that a transit agency establish a new program or provide a higher level of service as part of an existing program, *and by imposing additional duties on the Metropolitan Transportation Commission*, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. This act shall be known, and may be cited, as the Seamless Transit Transformation Act.

SEC. 2. The Legislature finds and declares all of the following:

(a) Transit connectivity and integration in the nine-county San Francisco Bay area has been a longstanding challenge. Legislative efforts to mandate and incentivize coordination between dozens of disparate transit agencies date back to 1996 and earlier.

(b) Low-income residents, many of whom have experienced displacement and have long commutes requiring many transfers, are among the most adversely affected by the fragmentation, experiencing a significant financial burden from needing to pay multiple separate transit fares or being forced into costly vehicle ownership.

(c) As of 2017, only 5 percent of all trips in the San Francisco Bay area were made using transit. Per-capita transit ridership in the region decreased 12 percent between 1991 and 2016. "Plan Bay Area 2050," prepared by the Metropolitan Transportation Commission, has identified that to achieve climate, equity, and economic goals, the share of commuters who travel by transit must increase from 13 percent in 2015 to at least 20 percent by 2050.

(d) The COVID-19 pandemic has led to further ridership declines, due to both dramatic shifts in travel patterns and significant transit service cuts across the region. As the region emerges from the pandemic, transit ridership is recovering much more slowly than the economy as a whole; as of November 2021, transit ridership had recovered to just 40 percent of pre-COVID levels, while traffic on a majority of bay area bridges exceeded 90 percent of pre-COVID levels.

(e) In response to the COVID-19 pandemic, in May 2020, the Metropolitan Transportation Commission convened a 32-member Blue Ribbon Transit Recovery Task Force composed of transit agency managers, advocates, and elected officials, to coordinate transit recovery efforts and identify reforms that would position the bay area's transit system to emerge from the pandemic stronger and more connected than before and to help recover and grow transit ridership.

(f) In July 2021, the task force unanimously approved the Bay Area Transit Transformation Action Plan, which included 27 actions to increase ridership and improve fares and payment, customer access to information, transit network management, accessibility, and funding.

(g) In November 2021, the region's Fare Integration Task Force, co-led by Bay Area transit agencies and the Metropolitan Transportation Commission, unanimously adopted a policy vision statement supporting the advancement of key fare integration policies, including deployment of an all-agency transit pass, reduced cost transfers, and a common fare structure for regional *transit* services.

(h) Although the Legislature has generally authorized the Metropolitan Transportation Commission to set rules and regulations related to transit fare coordination and transit connectivity, to ensure that the recommendations emerging from the Bay Area Transit Transformation Action Plan are implemented by the region's transit agencies in a timely manner and for the benefit of current and future transit riders, this act is necessary.

SEC. 3. Section 66502 of the Government Code is amended to read:

66502. (a) There is hereby created, as a local area planning agency and not as a part of the executive branch of the state government, the Metropolitan Transportation Commission to provide comprehensive regional transportation planning for the region comprised of the City and County of San Francisco and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma.

(b) For purposes of this title, the following definitions apply:

(1) *"Cable car service" means the historic cable car system operated by the San Francisco Municipal Transportation Agency.*

(±)

(2) "Commission" means the Metropolitan Transportation Commission.

(±)

(3) "Region" means the region described in subdivision (a).

(4) *"Local transit service" means bus and light rail transit service within or adjacent to a transit agency's defined service area within the region, excluding bus services that cross a toll bridge over San Francisco Bay.*

(5) *"Regional transit service" means all heavy rail, commuter rail, ferry, or express bus services, as designated by a transit agency, and bus services that cross a toll bridge over San Francisco Bay. Regional transit service does not include intercity passenger rail or services operated by the San Joaquin Regional Rail Commission.*

(±)

(6) "Transit agency" means a public agency that meets all of the following requirements:

(A) The public agency provides surface transportation service to the general public, complementary paratransit service to persons with disabilities as required pursuant to Section 12143 of Title 42 of the United States Code, or similar transportation service to people with disabilities or the elderly.

(B) The public agency operates the service described in subparagraph (A) by bus, rail, ferry, or other conveyance on a fixed route, demand response, or otherwise regularly available basis.

(C) The public agency generally charges a fare for the service described in subparagraph (A).

SEC. 4. Section 66513.5 is added to the Government Code, to read:

66513.5. (a) The commission, in consultation with the ~~region's transit agencies~~, *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code*, shall develop and adopt a Connected Network ~~Plan on or before December 31, 2023~~. *Plan. Subject to appropriation in the annual Budget Act or the availability of private nonstate funding for this purpose, the commission shall complete the Connected Network Plan on or before March 31, 2024. In the absence of an appropriation in the annual Budget Act or funding made available by a private nonstate source, the commission shall complete the Connected Network Plan by December 31, 2025.*

(b) The Connected Network Plan shall do all of the following:

(1) Be consistent with the State Rail Plan required pursuant to Section 14036 and California Transportation Plan updated pursuant to Section 65071.

(2) Identify connected network transit corridors and hubs of regional significance across the region.

(3) *Establish a transit priority network for the region that identifies corridors that will most benefit from improvements that support fast and reliable transit service that avoids conflict with traffic congestion.*

(±)

(4) Identify service-level standards for different parts of the network to optimize access across the region, particularly for low-income and transit-dependent populations, corresponding to different density and land use conditions, including by doing both of the following:

(A) Identifying target travel times between key transit hubs, service frequencies, and operating hours for weekdays, Saturdays, and Sundays.

(B) Quantifying access to jobs, housing, and ~~other achievable opportunities~~; *major regional amenities, including, but not limited to, educational institutions, medical facilities, and major recreational destinations.*

~~(4)~~

(5) Identify operating and capital funding needs associated with the Connected Network Plan.

~~(5) Identify potential governance, institutional, or legislative changes that would support the Connected Network Plan.~~

SEC. 5. Section 66516.1 is added to the Government Code, to read:

66516.1. (a) (1) Consistent with Section 66516, on or before December 31, 2023, the commission shall adopt an integrated transit fare structure that will become effective on or before July 1, 2024. The integrated transit fare structure shall be developed in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code.

(2) The commission, in consultation with the ~~region's transit agencies~~; *regional transit coordinating council described in paragraph (1)*, shall annually review the integrated transit fare structure to determine if updates are ~~necessary~~; *necessary, and shall make updates based on the review and consultation.*

(3) Each of the region's transit agencies shall comply with the integrated transit fare structure.

(b) The integrated fare structure shall include all of the following:

(1) No-cost ~~local-local and local-regional~~ *local transit service transfers and reduced-cost regional transit service transfers*, regardless of whether transfers are between the same transit agency or multiple transit ~~agencies~~; *agencies, except if the transfer is to a cable car service. In the case of a transfer to a cable car service, the San Francisco Municipal Transportation Agency may determine the appropriate transfer fare policy.*

~~(2) A common fare structure for regional services by which trips involving one or more regional services are priced equivalently.~~

~~(3)~~

(2) Common transfer rules for local fares, such as means for validation.

~~(4)~~

(3) Common definitions for adults, youth, seniors, persons with disabilities, and other categories.

~~(5) A multi-agency pass, which may include a cap, that allows access to all services provided by the region's transit agencies on a daily or monthly basis for one set price.~~

~~(6) A simplified system for local transit fares across the region, whereby the differences in local transit fares are minimized and intersecting local transit services have the same fares.~~

(c) *On or before March 31, 2024, the commission, in consultation with the regional transit coordinating council described in subdivision (a), shall develop an estimate of the anticipated annual financial impact associated with implementing each of the following policies:*

(1) A common fare structure for regional transit services by which trips involving one or more regional transit services are priced equivalently.

(2) A multiagency pass, which may include a cap, that allows access to local transit services and regional transit services provided by the region's transit agencies on a daily or monthly basis for one set price, except for paratransit service as required by Section 37.121 of Title 49 of the Code of Federal Regulations.

(d) If the commission or transit agencies secure sufficient additional funding to offset the annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a multiagency pass, as described in paragraph (2) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and implemented on a pilot basis for three years.

(e) If the commission or transit agencies secure sufficient additional funding to offset the ongoing annual net cost based on the financial impact estimate prepared pursuant to subdivision (c) to implement a common fare structure for regional transit services as described in paragraph (1) of subdivision (c), over a three-year period, that policy shall be incorporated into the integrated regional fare structure and be implemented on a pilot basis for three years. The commission shall develop this common fare structure for regional transit services in consultation with the regional transit coordinating council described in subdivision (a) and shall present a draft of the policy at a public meeting at least 30 days before its adoption. The timing of when the policy shall take effect shall be determined by the commission in consultation with the regional transit coordinating council described in subdivision (a).

~~(c)~~

(f) On or before October 1 of each year, each of the region's transit agencies shall notify the commission of any proposed change to its fares in order to facilitate the alignment of fare policies across the region's transit agencies in the integrated transit fare structure for the following year. The commission shall disseminate that information to all of the region's transit agencies.

~~(d) Consistent with Section 99314.7 of the Public Utilities Code, if the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~

(g) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with the integrated fare structure described in subdivision (a), then the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

~~(e)~~

(h) This section does not prohibit a transit agency from offering free ~~transit~~ or discounted transit fares for the categories of riders described in paragraph (3) of subdivision (b).

SEC. 6. Section 66516.7 is added to the Government Code, to read:

66516.7. (a) The Legislature finds and declares both of the following:

(1) The lack of a universal regional transit map and common wayfinding format at transit stops and stations in the region adds to the fragmented experience transit riders encounter, especially when planning a trip across multiple transit agencies.

(2) Research has shown that the way transit lines and stations are displayed on maps strongly influences how travelers use the system.

(b) (1) The commission, in consultation with the ~~region's transit agencies~~, *regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code*, shall, on or before July 1, ~~2024~~, 2025, do both of the following:

(A) Develop a comprehensive, standardized regional transit mapping and wayfinding system, including *standards and resources to display information on print, digital, and interactive media*, common ~~branding for regional transit service branding~~, and a shared digital mapping platform. ~~Standards and resources shall be developed to display this information on print, digital, and interactive media.~~ The system shall identify the standards that are required and the standards that allow for ~~customization~~. *customization, including the manner in which existing*

transit agency branding may be permitted. The system shall assess and identify standards required for wayfinding information to be accessible and usable by people with disabilities.

(B) Develop an implementation and maintenance strategy and funding plan to deploy the comprehensive, standardized regional transit mapping and wayfinding system. The commission may adopt a phased deployment of the system.

(2) ~~Each~~ *Any new investments to mapping and wayfinding, including replacement and upgrades, made by any* of the region's transit agencies shall ~~implement and comply with the comprehensive,~~ *adhere to the* standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan developed pursuant to this subdivision.

(c) Each of the region's transit agencies shall use only the ~~comprehensive,~~ standardized regional transit mapping and wayfinding system ~~by July 1, 2025,~~ *for all new mapping and wayfinding investments, including replacements and upgrades, made on or after January 1, 2026,* unless the commission adopts a schedule that sets out an alternate deployment timeline.

(d) In consultation with the regional transit coordinating council described in subdivision (b), the commission shall update the standardized regional transit mapping and wayfinding system and implementation and maintenance strategy and funding plan, as needed.

(e) Nothing in this section shall prevent a transit agency from displaying their own map on a temporary basis if the regional transit mapping and wayfinding system is unavailable or incapable of addressing the need due to unforeseen circumstances.

~~(d)~~ **If**

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting existing service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for additional funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 7. Section 66516.8 is added to the Government Code, to read:

66516.8. (a) The Legislature finds and declares all of the following:

(1) Studies have shown that travelers view the wait time at a transit stop as the most inconvenient part of the transit journey experience.

(2) Despite best efforts by the region's transit agencies to adhere to their published schedules, the conditions on the roadway, including congestion and other unplanned delays, create unpredictability for on-time arrivals.

(3) The development of technology enabling real-time transit information, including arrival and departure predictions, vehicle locations, occupancy, and service alerts, has created an opportunity for the region's transit agencies to alleviate the wait-time frustrations and provide riders with other useful trip information.

(4) Transit riders should have access to consistent and uniform real-time information across all transit services in the region.

(b) (1) On or before ~~January~~ *July* 1, 2023, the commission shall establish open data standards, in consultation with the regional transit coordinating council established pursuant to Section 29142.4 of the Public Utilities Code, that are aligned with, but may exceed, any data standards adopted by the state to provide real-time transit vehicle location, arrival and departure *times and* predictions, and service alerts data to transit ~~riders.~~ *riders, and shall assist in the analysis of transit service to improve service quality. A transit agency may elect not to disclose vehicle location information if it can otherwise comply with the open data standards related to providing arrival*

and departure times and predictions. The commission shall update the open data standards, in consultation with the regional transit coordinating council described in this paragraph, as needed.

(2) The standards shall enable the provision of real-time arrival data and follow generally accepted accessibility standards.

~~(2)~~

(3) Each of the region's transit agencies shall comply with the standards established pursuant to this ~~subdivision~~ subdivision and shall share their data with the commission in a format that is compatible with the standards.

(c) The commission shall coordinate the activities of the region's transit agencies pursuant to subdivision (b), ~~serve as the region's point of contact for data development and dissemination~~ disseminate data collected pursuant to this section to third parties, and develop an implementation and funding plan for deployment of real-time information.

(d) Nothing in this section shall preclude transit agencies from using real-time data that they collect for any purpose, such as in the development of a transit agency's own mobile application or powering real-time arrival or departure information on their internet website, as long as the data are also shared with the commission.

(e) Nothing in this section shall preclude transit agencies from sharing real-time data directly with third parties, as long as the data are also shared with the commission.

~~(d)~~If

(f) Transit agencies shall make every effort to comply with the requirements of this section without affecting transit service levels. If the commission determines that one of the region's transit agencies is out of compliance with subdivision (b), then ~~that transit agency shall not be eligible to receive funds pursuant to Section 99313 or 99314 of the Public Utilities Code.~~ the commission shall first notify the transit agency of noncompliance, and indicate what steps are needed to comply. If a transit agency is unable to comply due to a lack of funding, the transit agency shall submit a request for additional funding or for an exemption from the requirements of this section to the commission for approval. If the transit agency does not comply with the compliance parameters set by the commission or if the commission rejects the transit agency's request for more funding or for an exemption, that transit agency shall not be eligible to receive a portion of funds pursuant to Section 99313 or 99314 of the Public Utilities Code in an amount to be determined by the commission. The transit agency shall regain access to any withheld funds upon demonstration of compliance.

SEC. 8. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

[this page intentionally left blank]

Streets and Freeways Strategy



**San Francisco
County Transportation
Authority**

Community Advisory Committee Agenda Item 14

May 25, 2022

About ConnectSF

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



Equity



Economic
Vitality



Environmental
Sustainability



Safety and
Livability



Accountability
and Engagement



San Francisco
County Transportation
Authority

Streets and Freeways Study Recommendations



Recommendations help address our challenges and move us closer to citywide goals.

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



Streets and Freeway Strategy Development Process



- **Identify priority segments** | Assessment of major street segment and freeway segments and interchanges to determine greatest areas of greatest need
- **Outreach** | Survey and townhall to understand priorities for different interventions
- **Concept Development** | high-level concept development based on feasibility to guide future planning efforts

Streets and Freeway Concepts



1. Maintenance and Resilience Concepts

help prepare our transportation infrastructure for the risks of climate change

2. Transit and HOV Priority Concepts

prioritize street space for transit and high-occupancy modes and improve traffic management

3. Safety and Active Transportation Network Concepts

expand the bike and walking network and improve street safety for the most vulnerable road users

4. Concepts to Reconnect Communities

include medium-term and long-term concepts to redesign infrastructure and create more complete streets

Streets and Freeway Concepts

Maintenance and Resilience



San Francisco
County Transportation
Authority

- Maintain Road Infrastructure
- Embarcadero Sea Wall Program
- Ocean Beach Master Plan
- Islais Creek Adoption Strategy








Streets and Freeway Concepts

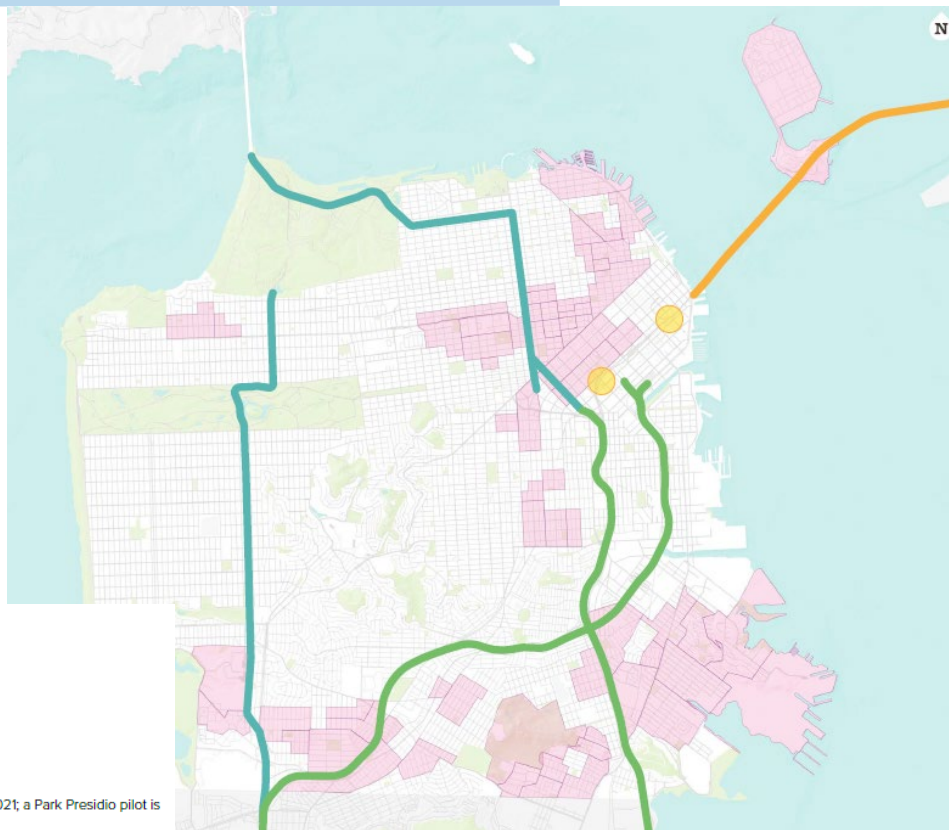
Transit and HOV Priority



- Arterial High Occupancy Vehicle (HOV)
- Managed Lanes and Express Bus on Freeways
- Bay Bridge Transit Only Lanes
- I-80 Ramp Mitigations

-  Carpool Lanes and Bus Rapid Transit
-  Managed Lanes on Freeways
-  Bay Bridge Strategies
-  I-80 Ramp Reconfigurations
-  Equity Priority Communities

* An HOV lane pilot was implemented on Lombard in 2021; a Park Presidio pilot is expected in 2022



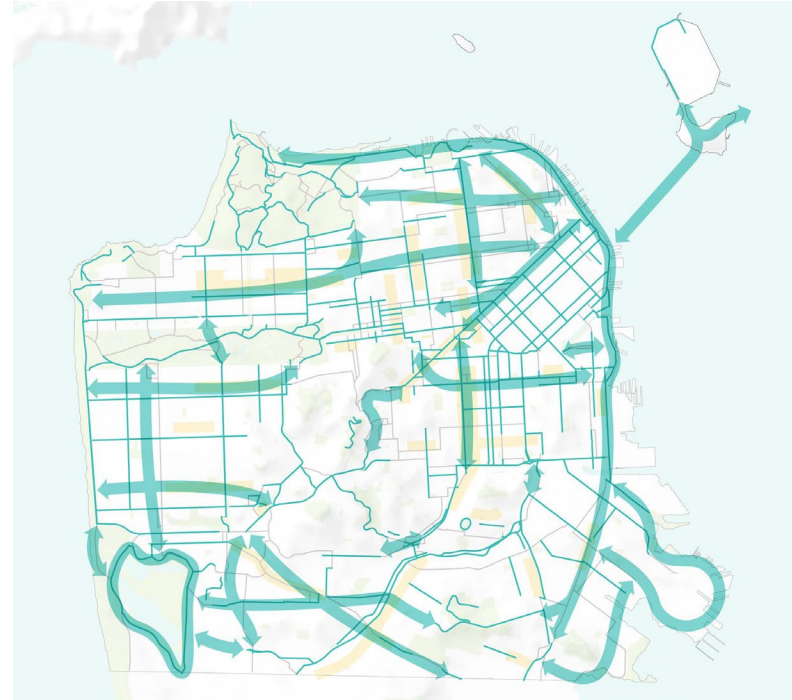
Streets and Freeway Concepts

Safe and Active Transportation Network



San Francisco
County Transportation
Authority

- Complete Network for Walking and Biking
- Freeway Ramp Safety Improvements
- Bayview Circulation and Safety
- New and Improved Freeway Crossings

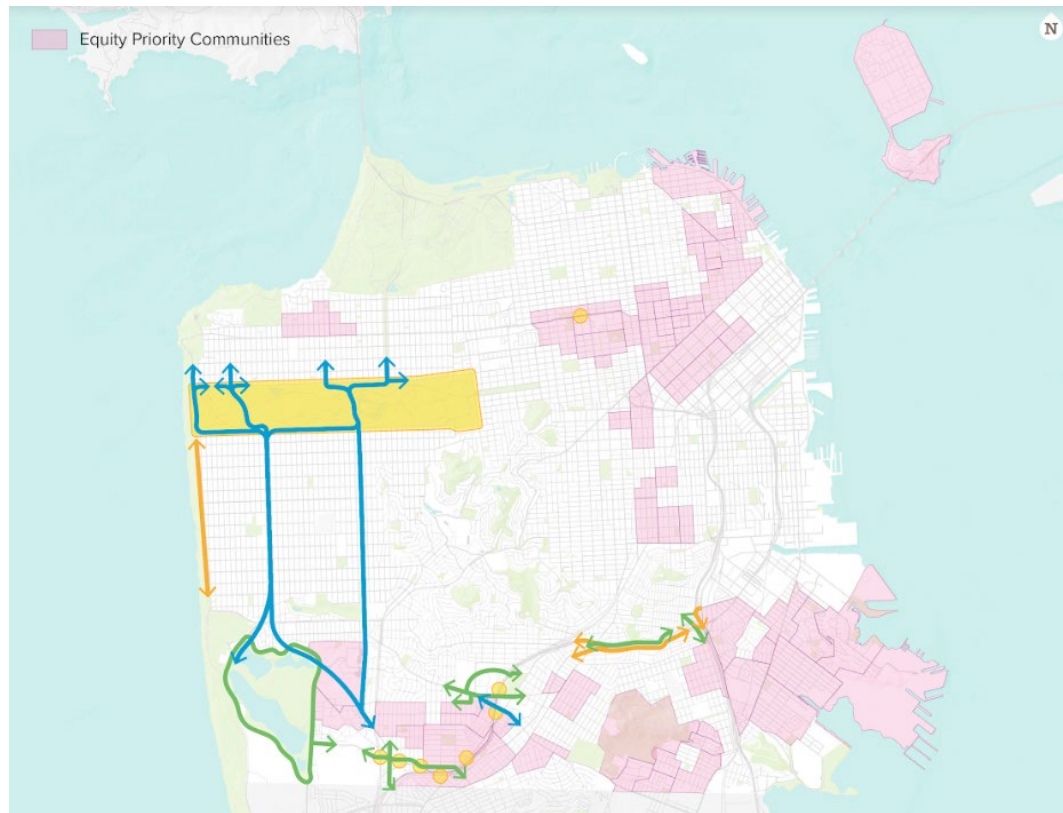


Streets and Freeway Concepts

Reconnect Communities and Repair Past Harms



- Westside Circulation
- Brotherhood / Alemany
- Alemany Maze
- Balboa Park
- Alemany Stack
- Geary Fillmore



Streets and Freeway Strategy

Next Steps



- Plan completion: Summer 2022
- Input into long-range implementation plans
- Identify funding opportunities to advance concepts

ConnectSF Goals



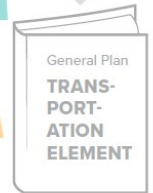
Strategies

STREETS & FREEWAYS STUDY

- Maintain & Reinvest
- Prioritize Transit & Carpooling
- Complete Walk/Bike Network
- Prioritize Safety
- Reconnect Communities

TRANSIT CORRIDORS STUDY

Implementation Plans



Thank You.



San Francisco
County Transportation
Authority