



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: _____
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan.



Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is 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

						Leveraging		Phase(s) Requested	District(s)
Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
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

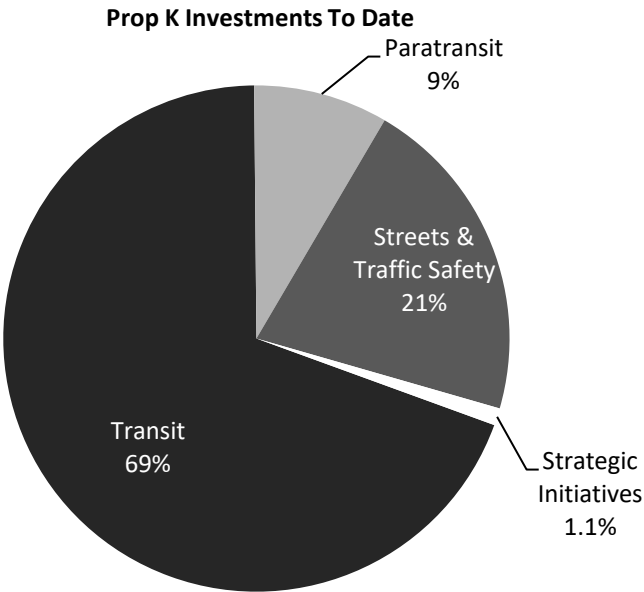
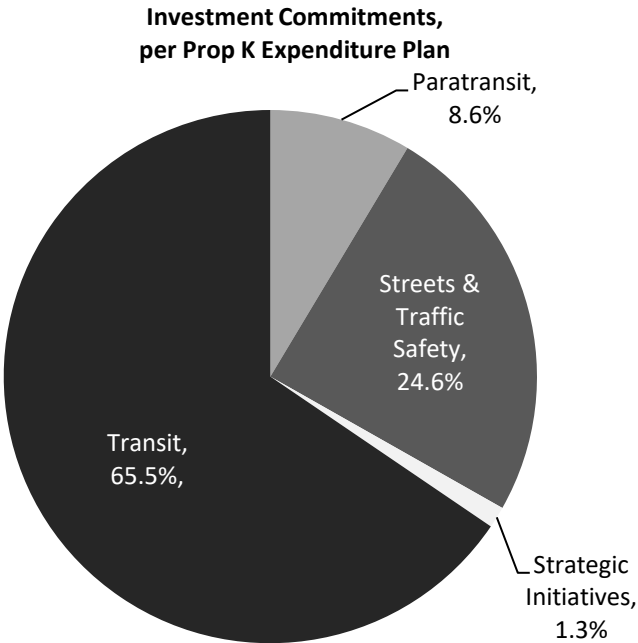
EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
13	BART	Balboa Park Station Area Improvements	\$ 250,000	
20M	SFMTA	1399 Marin Street Maintenance Facility	\$ 6,619,800	5-Year Prioritization Program (5YPP) amendment: The recommended allocation is contingent 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.





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

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

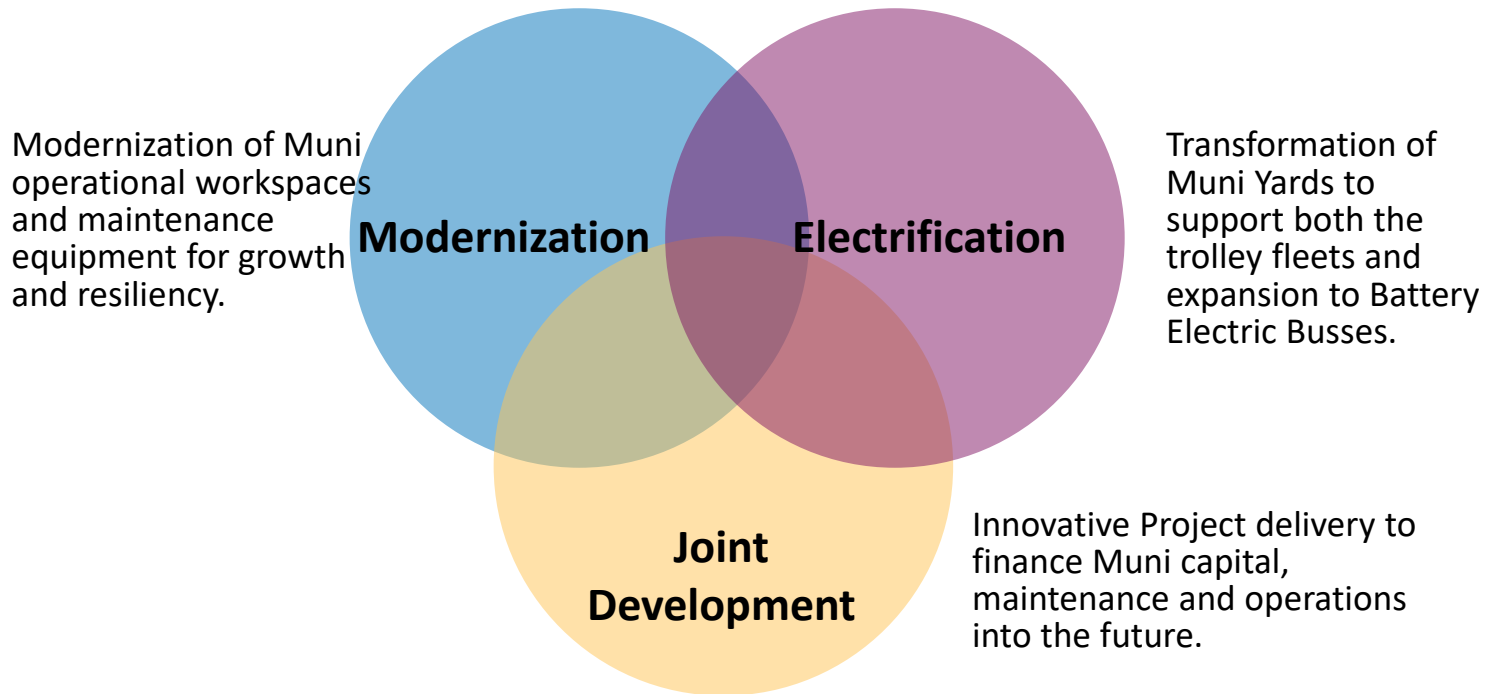
Burke Rehabilitation
Presidio Lifts & Scott Lifts
1200 15th Street PCO HQ
Station Escalators
Operator Restrooms

Facility Condition Assessment (FCA) Program

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

BUILDING PROGRESS Modernization Program

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

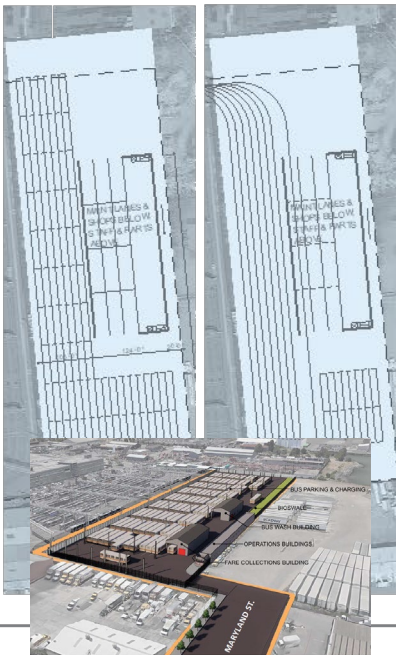


BUILDING PROGRESS

Modernization Program

MME

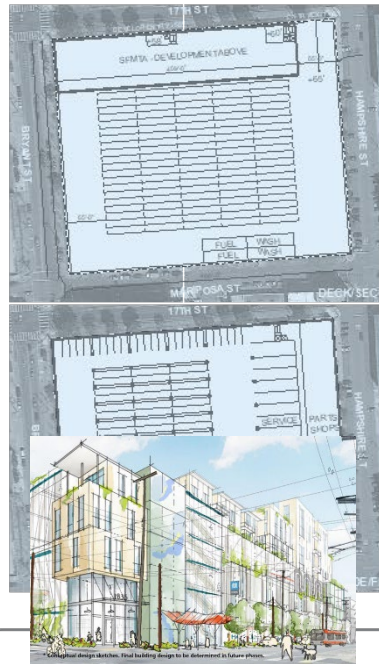
Build for trolley coach swing, convert to rail and shop uses



Project at 100% design

Potrero

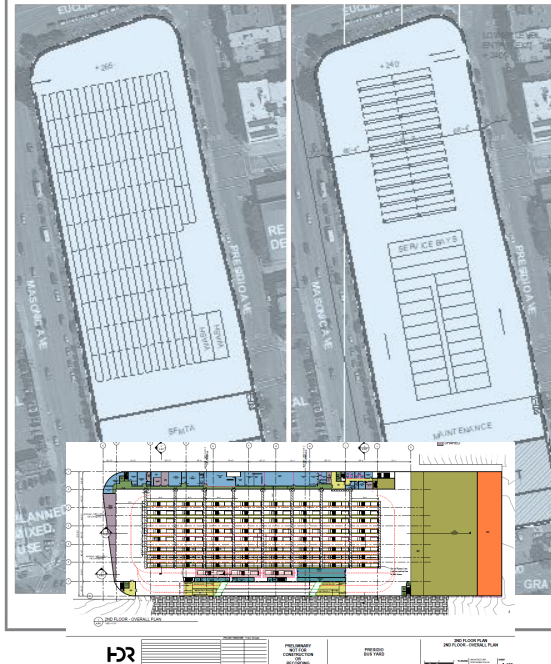
Rebuild as multi-level trolley and motor coach facility with private development above



Developer Selection

Presidio

Rebuild as multi-level trolley and motor coach facility with private development adjacent



Planning/Site Programming

Kirkland

Modernize as a new Zero Emission Bus Facility

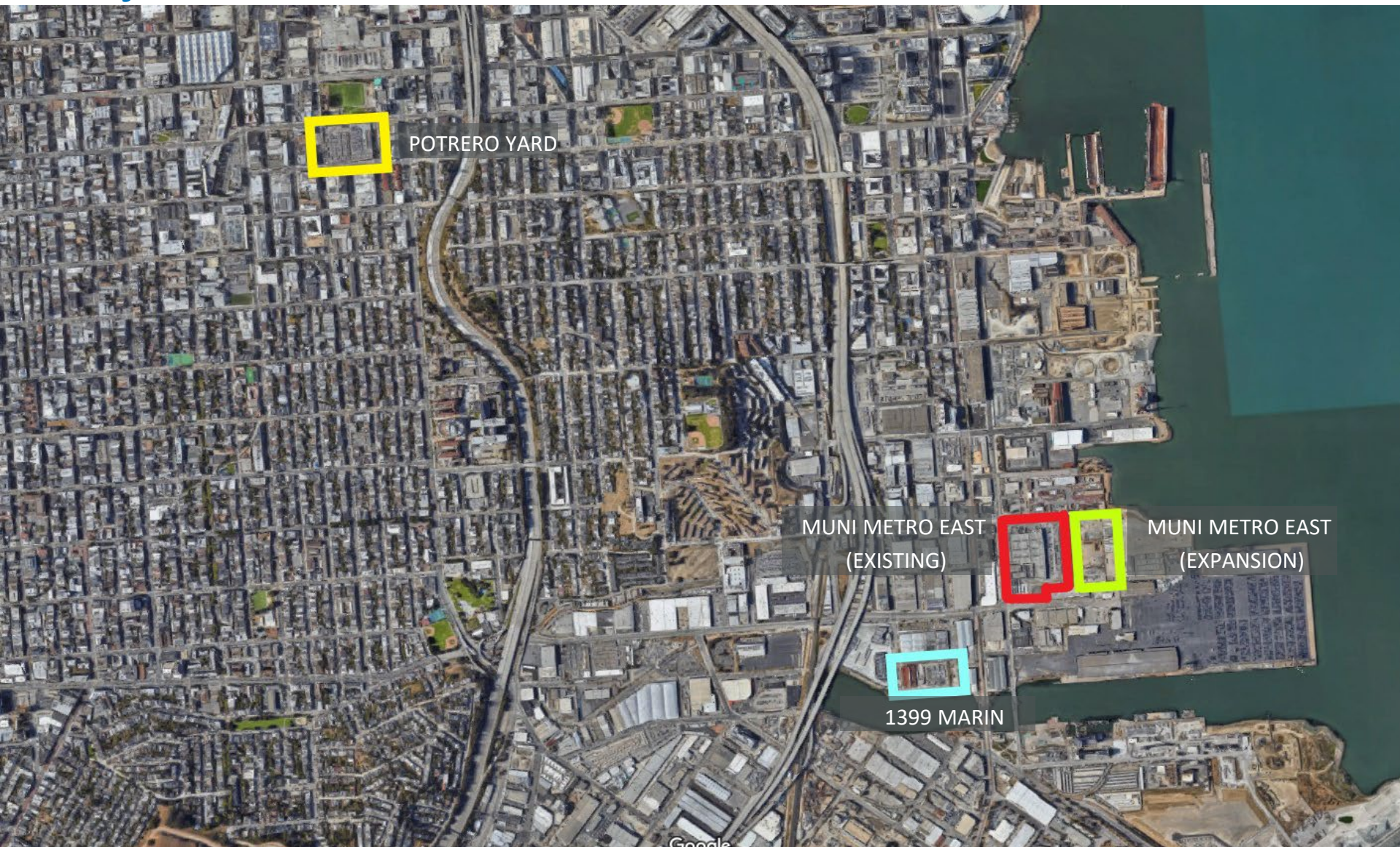


Planning



BUILDING PROGRESS

Project Locations



POTRERO YARD

MUNI METRO EAST
(EXISTING)

MUNI METRO EAST
(EXPANSION)

1399 MARIN

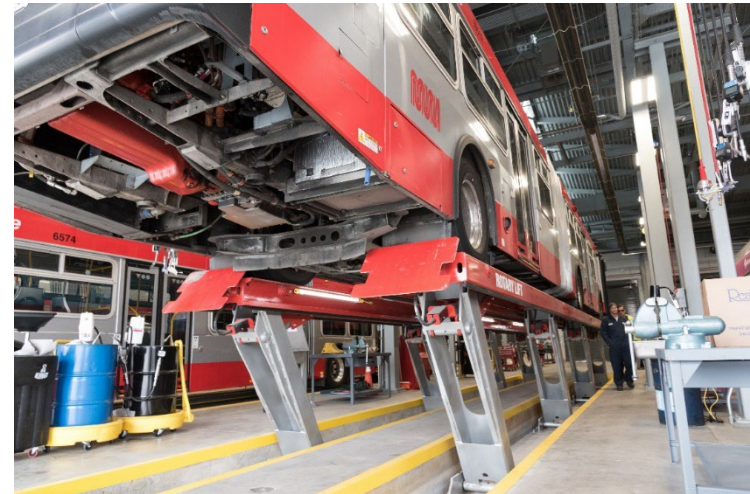
Google

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

BUILDING PROGRESS

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

2	138	16	391
levels of transit	buses	bus bays	employees (245 operators)

Future Facility

3	213	17	829*
levels of transit	buses	bus bays	employees (383 operators)



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.

BUILDINGPROGRESS

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**

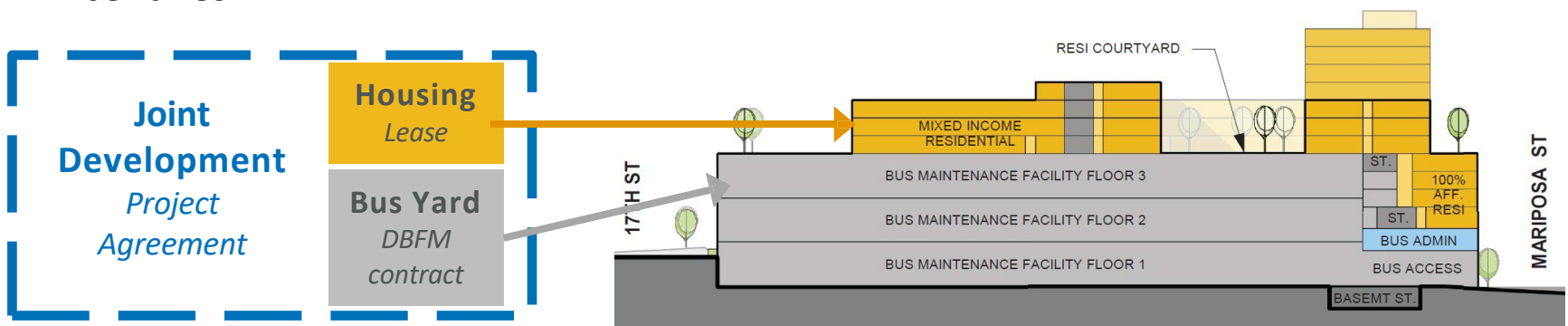
**At least 50%
affordable housing**

**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.



BUILDING PROGRESS

Muni Metro East (MME) Expansion



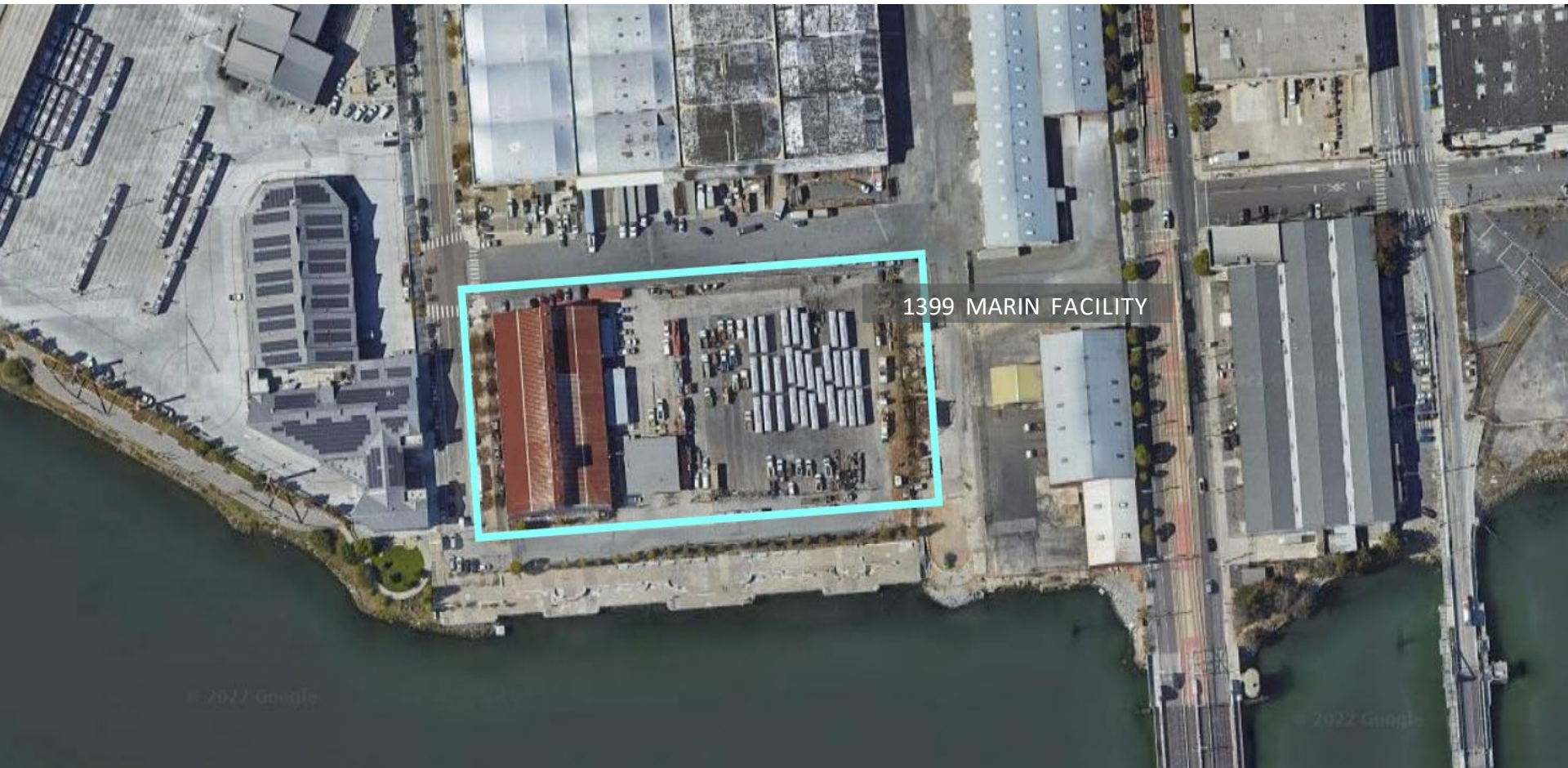
PROJECT SCOPE

- 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.



BUILDING PROGRESS

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:

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