



## Agenda

### **SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY Meeting Notice**

**DATE:** Tuesday, September 13, 2022, 10:00 a.m.  
**LOCATION:** Legislative Chamber, Room 250, City Hall (hybrid)  
Watch SF Cable Channel 26 or 99  
(depending on your provider)  
Watch [www.sfgovtv.org](http://www.sfgovtv.org)

**PUBLIC COMMENT CALL-IN:** 1-415-655-0001; Access Code: 2498 686 3170 # #

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

**COMMISSIONERS:** Mandelman (Chair), Peskin (Vice Chair), Chan, Dorsey, Mar, Melgar, Preston, Ronen, Safai, Stefani, and Walton

**CLERK:** Elijah Saunders

### **Remote Access to Information and Participation**

This meeting will be held in person at the location listed above. As authorized by California Government Code Section 54953(e), it is possible that some members of the San Francisco County Transportation Authority Board may attend this meeting remotely. In that event, those members will participate by teleconferencing. Members of the public may attend the meeting to observe and provide public comment at the physical meeting location listed above or may watch SF Cable Channel 26 or 99 (depending on your provider) or may visit the SFGovTV website ([www.sfgovtv.org](http://www.sfgovtv.org)) to stream the live meeting or may watch them on demand.

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

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



1. Roll Call
2. **[Final Approval on First Appearance]** Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - **ACTION** **5**
3. Approve the Minutes of the July 26, 2022 Meeting – **ACTION\*** **9**
4. Community Advisory Committee Report – **INFORMATION\*** **13**
5. Appoint One Member to the Community Advisory Committee – **ACTION\*** **27**
6. State and Federal Legislation Update - **INFORMATION\*** **33**
7. Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – **ACTION\*** **37**  

**Projects:** BART: Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) (\$13,300,000), Next Generation Fare Gates in San Francisco (\$9,259,600). SFCTA: West Side Bridges Seismic Retrofit (\$10,000,000), Yerba Buena Island Multi-Use Pathway (\$3,000,000). SFMTA: Bayview Community Multimodal Corridor (\$5,000,000), Central Embarcadero Safety Project (\$6,320,000), 29 Sunset Improvement Project Phase 1 (\$5,976,000).
8. Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – **ACTION\*** **65**  

**Project:** Prop K: PCJPB: Guadalupe River Bridge Replacement and Extension (\$1,963,825). SFPW: Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape (\$900,000), Tree Planting and Establishment (\$1,548,980). Prop AA: SFPW: Oakdale Lighting Improvements Project Phase I (\$324,000).
9. San Francisco Transportation Plan Update - **INFORMATION\*** **111**

**Other Items**

10. Introduction of New Items – **INFORMATION**  

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



\*Additional Materials

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

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

The Legislative Chamber (Room 250) and the Committee Room (Room 263) in City Hall are wheelchair accessible. Meetings are real-time captioned and are cablecast open-captioned on SFGovTV, the Government Channel 26 or 99 (depending on your provider). Assistive listening devices for the Legislative Chamber and the Committee Room are available upon request at the Clerk of the Board's Office, Room 244. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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

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

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

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

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

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

WHEREAS, The California Department of Industrial Relations Division of



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

WHEREAS, Without limiting any requirements under applicable federal, state, or local pandemic-related rules, orders, or directives, the City’s Department of Public Health, in coordination with the City’s Health Officer, has advised that for group gatherings indoors, such as meetings of boards and commissions, people can increase safety and greatly reduce risks to the health and safety of attendees from COVID-19 by maximizing ventilation, wearing well-fitting masks regardless of vaccination status (and as required for unvaccinated people by the State of California’s indoor masking order), encouraging vaccination (including a booster as soon as eligible), staying home when sick or when experiencing any COVID-19 symptom discouraging consumption of food or beverages in the meeting, following good hand hygiene practices, and making informed choices when gathering with people who vaccination status is not known; and

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

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

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

2. As described above, because of the COVID-19 pandemic, conducting



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

RESOLVED, That for at least the next 30 days, the San Francisco County Transportation Authority Board will hold in-person meetings, with some members possibly appearing remotely. If all members of the San Francisco County Transportation Authority Board are unable to attend in person for COVID-related health reasons, then the San Francisco County Transportation Authority Board will hold the meeting remotely without providing an in-person meeting location. The Community Advisory Committee ("CAC") will continue to hold meetings exclusively by teleconferencing technology (and not by any in-person meetings or any other meetings with public access to the places where any legislative body member is present for the meeting). All meetings of the San Francisco County Transportation Authority Board and its committees will provide an opportunity for members of the public to address this body and its committees and will otherwise occur in a manner that protects the statutory and constitutional rights of parties and the members of the public attending the meeting via teleconferencing.

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# DRAFT MINUTES

## **San Francisco County Transportation Authority**

Tuesday, July 26, 2021

### **1. Roll Call**

Chair Peskin called the meeting to order at 10:04 a.m.

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

**Absent at Roll Call:** Commissioners Ronen (entered during item 9) and Stefani (excused) (2)

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

Chair Rafael Mandelman stated that he attended the opening of the Presidio Tunnel Tops park, above the Presidio Parkway. He recounted that the Transportation Authority worked for about two decades with Caltrans to plan, fund and build the \$1 billion Presidio Parkway in a unique public-private partnership that resulted in successful delivery of the project in 2015, and noted that the project seismically secured the facility and enabled restoration of pedestrian access between the Presidio and Crissy Field. Chair Mandelman congratulated the Presidio Trust and National Park Service on completion of the park and encouraged everyone to visit the Tunnel Tops, and the Battery Bluffs which sits above the second set of Presidio Parkway tunnels to the west.

Chair Mandelman also announced the award of \$130 million in state transit grants to San Francisco projects. Muni received a \$116 million grant to improve the K, N and 28-Geary lines as well as for the first phases of Muni Metro's train control system and the Water Emergency Transportation Authority (WETA aka SF Bay Ferry) received \$15 million to fund a zero-emission electric ferry and charging equipment to support the planned ferry service between Treasure Island, the Ferry Building and Mission Bay. The Chair thanked the California State Transportation Agency (CalSTA) for the state grants and congratulated SFMTA and WETA.

Chair Mandelman thanked his colleagues for their unanimous support the week prior in placing the 2022 Transportation Expenditure Plan and sales tax renewal measure on the November ballot. He said the agency was now focused on developing the countywide long-range transportation plan known as the San Francisco Transportation Plan, which features the proposed Expenditure Plan in its 30-year investment program.

The Chair concluded his remarks by noting that the next meeting of the Board would be on recess in September and he wished his colleagues, legislative aides and Transportation Authority staff a safe and enjoyable August recess.

There was no public comment.



**3. Executive Director's Report – INFORMATION**

This item was taken after Item 10.

Maria Lombardo, Chief Deputy Director, presented the Executive Director's Report on behalf of Executive Director Tilly Chang.

There was no public comment.

**4. Approve the Minutes of the July 12, 2022 Meeting – ACTION**

Clerk Elijah Saunders announced that one public comment had been received for this item, which had been posted to the website.

There was no public comment.

Commissioner Melgar moved to approve the minutes, seconded by Commissioner Preston.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Safai, and Walton (9)

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

## **Consent Agenda**

**5. [Final Approval] Appoint Sara Barz to the Community Advisory Committee – ACTION**

**6. [Final Approval] State and Federal Legislation Update – ACTION**

**Support: Assembly Bill 1938 (Friedman)**

**7. [Final Approval] Allocate \$16,190,172 in Prop K Funds, with Conditions, and Appropriate \$307,000 for Six Requests – ACTION**

**Projects: BART: BART Tunnel Water Intrusion Mitigation (\$1,269,471). SFMTA: Paratransit (\$13,300,000). SFPW: Street Repair and Cleaning Equipment (\$983,021) and Public Sidewalk and Curb Repair (\$637,680). SFCTA: Duboce Triangle Neighborhood [NTIP Capital] (\$7, 000) and District 1 Multimodal Transportation Study [NTIP Planning] (\$300,000).**

**8. [Final Approval] Accept the Pennsylvania Avenue Extension Project Initiation Report – ACTION**

There was no public comment.

Commissioner Preston moved to approve the Consent Agenda, seconded by Commissioner Dorsey.

The Consent Agenda was approved without objection by the following vote:

Ayes: Commissioners Chan, Dorsey, Mar, Mandelman, Melgar, Preston, Peskin, Safai, and Walton (9)

Absent: Commissioner Ronen and Stefani (excused) (2)



## End of Consent Agenda

### 9. Southeast Rail Station Study Final Report— INFORMATION

AnMarie Rodgers, San Francisco Planning Department, Director of Citywide Planning, presented the item per the staff memorandum.

Commissioner Walton asked, given the number of agencies that will be playing a role in bringing the recommendations of the report to reality, when a decision would be made about roles and responsibilities and how the process would work.

Director Rodgers agreed that there were indeed varying responsibilities, including Caltrain, who owns and operates the railroad, and the Transportation Authority Board, which will direct funding, has particular power in decision making. She noted that Executive Director Tilly Chang had indicated that Transportation Authority staff intend to bring a request for funding in the fall to continue and refine the work in the Southeast Rail Station Study, and help resolve some of these very issues in preparation for environmental review.

Commissioner Melgar asked when the plans would actually get implemented as opposed to being studied. She noted that in District 7, an Ocean Avenue Task Force was created to organize the no less than 27 studies that had been created, but nothing had yet been implemented.

Andrew Heidel, Principal Transportation Planner, answered that the project phase where the primary question is related to the location of the station would be wrapped up fairly quickly and that roles and responsibilities for future phases and pieces of work would be assigned at that time. He noted, as an example, determining what agency would be responsible for environmental review, what agency would be responsible for design, and what agency would be responsible for creating the funding plan for a new station. He also noted that there is not currently full funding available for a new station, and this will be an important piece of work.

During public comment, Roland Lebrun stated that the Oakdale station alternative was hampered by the closure of the Quint Avenue undercrossing, and that he did not understand the recommendation from the Planning Department. Mr. Lebrun made the recommendation to merge 4<sup>th</sup>/Townsend and Mariposa stations into a 7th Street station. He noted that the Cesar Chavez location option was in the wrong place. He also stated that the Williams location benefited from the existence of an existing Muni turnback trackway for coordination with the T-Third line.

Latoya Pitcher, resident of Bayview, supported a station at Oakdale, given proximity to public transportation lines; proximity and ability to support small, mostly Black-owned businesses on 3<sup>rd</sup> Street; its ability to deliver on a promise to the Bayview community which has supported Oakdale for a long time; and its ability to better connect the Bayview to the Financial District.

Philip Williams, resident of Bayview and Vice Chair of the Bayview Citizens Advisory Committee, voiced his support for the proposed station at Oakdale. He noted that there is a longstanding commitment from the City to deliver a station at this location to serve the Bayview. He stated that the proposed Evans location for the station was inequitable, was at risk from climate change, was on one of the most dangerous streets in the Bayview, would place a station adjacent to a junkyard, was out of walking distance from the main residential areas of the Bayview, and would cost twice as much as a station at Oakdale. Mr. Williams said that it was important to put the station within walking distance to homes and schools. He stated that the Oakdale station would have the greatest impact on the community, and would unlock job opportunities to downtown. He concluded that time was of the essence in delivering a station,



and he appreciated the Transportation Authority's leadership in advancing the next phase of work.

## **Items from the Personnel Committee**

### **10. Adopt Revised Classifications and Salary Structures— ACTION**

The item was approved without objection by the following vote:

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

Absent: Commissioner Stefani (excused) (1)

## **Other Items**

### **11. Introduction of New Items – INFORMATION**

There were no new items introduced.

### **12. Public Comment**

During public comment, Roland Lebrun praised the agency's website, and commented that he would like to see the Executive Director's Report posted on the website, that the Southeast Rail Station Study report was not ADA compliant because the font was too small, and that he would like all the material on the website prior to 2015 that has disappeared to be made available.

Chief Deputy Lombardo said that the Executive Director's Report was posted to the agency website [<https://www.sfcta.org/events>].

### **13. Adjournment**

The meeting was adjourned at 10:45 a.m.



# MINUTES

## Community Advisory Committee

Wednesday, July 27, 2022

### 1. **Committee Meeting Call to Order**

Chair Klein called the meeting to order at 6:05 p.m.

CAC members present at Roll: Sara Barz, Nancy Buffum, Rosa Chen, Robert Gower, David Klein, and Kat Siegal (6)

CAC Members Absent at Roll: Jerry Levine, Kevin Ortiz (entered during Item 3), Eric Rozell, and Peter Tannen (4)

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

Chair Klein welcomed new Clerk of the Transportation Authority Elijah Saunders and new CAC member Sara Barz, each of whom introduced themselves. Vice Chair Klein announced that the Executive Director's Report from the prior day's Board meeting was posted to the website and encouraged everyone to read it. He then announced that the Treasure Island outreach would continue and alerted members to an upcoming outreach event and what the next steps would be after outreach was completed. Finally, Chair Klein noted that there would be two CAC meetings in September [September 7<sup>th</sup> and 28<sup>th</sup>] due to the Board's summer recess and no meetings in August.

There was no public comment.

## Consent Agenda

### 3. **Approve the Minutes of the June 22, 2022 Meeting – ACTION**

### 4. **CAC Vacancies – INFORMATION**

### 5. **State and Federal Legislation – INFORMATION**

### 6. **Investment Report and Debt Expenditure Report for the Quarter Ended June 30, 2022— INFORMATION**

There was no public comment on the Consent Agenda.

Member Nancy Buffum moved to approve the Consent Agenda, seconded by Member Kat Siegal.

The Consent Agenda was approved by the following vote:

Ayes: Sara Barz, Nancy Buffum, Rosa Chen Robert Gower, David Klein, and Kat Siegal (6)

Nays: CAC Member(s) (0)

Absent: Jerry Levine, Kevin Ortiz, Eric Rozell, and Peter Tannen (4)



## **End of Consent Agenda**

### **7. Community Advisory Committee By-Laws — INFORMATION\***

Chief Deputy Director Maria Lombardo presented the item per the staff memorandum.

Chair Klein had a question about whether the proposed changes to the by-laws regarding filling vacancies in the Chair and Vice Chair positions would cause delays and asked if staff knew why the election procedures were originally written the way they were.

Ms. Lombardo explained that the proposed changes would mirror the procedures at the Board and the intent was to provide the CAC with the flexibility to fill vacancies in the Chair and Vice Chair positions at the next CAC meeting rather than having to wait until January in some circumstances (e.g. such as when the Chair or Vice Chair resigns before the end of their term) as currently required in the CAC By-laws. She added that she didn't know why the CAC election procedures were written the way they were except that the most recent changes made in 2015 added a requirement for annual officer nominations to be made at the last meeting of the calendar year and another requirement for candidates to submit a statement of qualifications for inclusion in the CAC agenda packet for the January meeting. She said these changes had been made at the request of a former CAC member.

There was no public comment.

### **8. Community Advisory Committee Ethics Training – INFORMATION\***

Amber Maltbie of Nossaman LLP presented the training.

With respect to the Brown Act and social media, Member Barz asked if as a CAC member, she could post information on Twitter about an item before the committee as long as she didn't state her own position. Ms. Maltbie clarified that a CAC member can post their own position and views but another CAC member cannot comment or interact (e.g. retweet) with that post.

During public comment, Edward Mason made comments related to the Expenditure Plan Advisory Committee that met earlier in the year and the year prior. He commented that there were committee members who were voting on revenue source that would go through the San Francisco Municipal Transportation Authority first but then end up in their organization. He continued to say that seemed like a 'slight of hand' where they can vote on issues that then benefit them in the end.

### **9. Introduction of New Business – INFORMATION**

Member Buffum reminded the CAC and staff of a couple of requests she brought up previously including presentations on Vision Zero and street closures. She said these are topics that get a lot of public attention - slow streets and public spaces, and she would like to see them addressed in future meetings.

Chief Deputy Maria Lombardo responded that the requested Vision Zero enforcement update is scheduled for the September 28<sup>th</sup> CAC meeting when San Francisco Police Department staff were available. She continued by saying that staff was working to weave in or separately agendize the other topics mentioned.

Kat Siegal seconded the request for an item focused on slow streets, saying there is confusion in the public and a lack of clarity about the permanency of some slow streets, and the process for making some of them permanent. She requested a technical presentation about the process and what's planned.



Member Barz seconded Member Buffum's request for a Vision Zero update.

Chair Klein said he was not at the meeting last month but wanted to publicly thank former CAC Chair John Larson for all his hard work and leadership in the last years.

There was no public comment.

**10. Public Comment**

During general public comment, Edward Mason related his observations about private commuter buses. He said there seems to be an uptick, citing his observations at 26th and Valencia during certain hours, where there are many private buses creating congestion and delaying Muni, and noting that the private commuter buses seem to be running close to empty.

**11. Adjournment**

The meeting was adjourned at 7:12 p.m.

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# DRAFT MINUTES

## Community Advisory Committee

Wednesday, September 7, 2022

### 1. Committee Meeting Call to Order

Chair Klein called the meeting to order at 6:00 p.m.

CAC members present at Roll: Sara Barz, Nancy Buffum, Robert Gower, David Klein, Jerry Levine, Kevin Ortiz, Kat Siegal, and Peter Tannen (9)

CAC Members Absent at Roll: Rozell (entered during Item 2) (1)

### 2. Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) – ACTION\*

Clerk Saunders presented the item.

There was no public comment.

Member Sara Barz moved to approve Item 2 as recommended by staff, seconded by Member Jerry Levine.

The motion was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Siegal (9)

Nays: (0)

Absent: Tannen (1)

### 3. Chair's Report – INFORMATION

Chair Klein reported that September was the seventh annual Bay Area Transit Month, which celebrates the role of transit in the region, with events, rides, and prizes and referred interested parties to [sftransitriders.org/transitmonth/](http://sftransitriders.org/transitmonth/) for information on all the related events and activities. Chair Klein continued by stating that the Transportation Authority was leading the School Access Plan to recommend transportation solutions for Kindergarten to 5<sup>th</sup> grade students and their families and the project team would conduct co-creation sessions in English, Spanish, and Chinese later in the month and an online survey would be available by October for parents and caregivers to share feedback about potential strategies to improve San Francisco Unified School District Kindergarten to 5<sup>th</sup> grade transportation. He said people can sign up for email updates at [sfcta.org/schoolaccess](http://sfcta.org/schoolaccess).

Chair Klein said that staff had advised that there will be a Vision Zero enforcement item on the September 28 agenda with SF Police Department staff in attendance and San Francisco Municipal Transportation Agency (SFMTA) staff have been invited, as well. He said staff was also coordinating with SFMTA staff to see if there could be an item on the Slow Streets program at the same meeting and if not then, staff would aim to confirm that item at a subsequent meeting. Both of these topics were requests made by CAC members.

Finally, Chair Klein announced that this was CAC Member Nancy Buffum's last meeting as her



term expires mid-month and she would not seek reappointment. Chair Klein thanked Member Buffum for her service and insights she brought to the CAC, particularly focusing on the inclusion of youth and families in outreach and planning and on safety improvements for pedestrians, cyclists and all street users.

Nancy Buffum thanked her fellow CAC members and encouraged them to keep up her fight for safer and more accessible streets for all and that they hold the city accountable to be truly committed to climate change.

Member Kat Siegal thanked Member Buffum for her leadership, insight and service to the CAC.

## **Consent Agenda**

### **4. Approve the Minutes of the July 27, 2022 Meeting – ACTION**

### **5. Community Advisory Committee Vacancies — INFORMATION**

Member Peter Tannen said he heard that the District 8 office was expecting to have a candidate to take his seat an upcoming meeting.

Kat Siegal noted that her name is misspelled in the July meeting minutes. Transportation Authority staff apologized for the typo and said they would correct it.

There was no public comment on the Consent Agenda.

Member Siegal moved to approve the Consent Agenda, seconded by Member Tannen.

The Consent Agenda was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Larson, Levine, Ortiz, Rozell, Siegal, Tannen  
(10)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

## **End of Consent Agenda**

### **6. Adopt a Motion of Support to Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations – ACTION**

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

Chair David Klein asked about the rationale for the prioritization process of the BART Next Generation Fare Gates and Elevator Modernization projects, noting that faregates seemed like more of an agency priority than a priority for the public and he asked if revenue was a reason that the fare gates were prioritized over the elevator projects. He stated that the Elevator Modernization Design at 16th Street Mission, 24th Street Mission, and Balboa Park stations [Mission/Balboa Elevator] project seemed to be a more responsive to the public's needs than the Next Generation Fare Gates.

Ms. LaForte replied that the Mission/BART elevator project was slated to begin design in January 2025, which was the phase for which BART had requested funds. She noted that the Transportation Authority had a history of funding elevators with Prop AA and Prop K. She stated that the Elevator Modernization Design project would be funded and that it was just a matter of



determining the fund source and timing.

Chair Klein asked if funding was available for the 16th Street Mission, 24th Street Mission, and Balboa Park elevators.

Ms. LaForte replied that there were several funding options and that the Transportation Authority would also need to fund the San Francisco Municipal Transportation Agency (SFMTA) share of the elevators.

Member Ortiz expressed concerns that the Mission Street BART stations did not have design funded through the OBAG recommendation, especially considering that they were located in a working-class neighborhood. He asked if there were other revenue streams available for the project and how long the project would be delayed without receiving OBAG funds. He asked to hear more about BART's priorities and the timeline for the Mission/Balboa Elevator design project.

Aileen Hernandez, Principal Grants Officer at BART, replied that the prioritization process was based on BART's Capital Improvement Program, which took into account multiple inputs, including the end of the useful life of capital assets. She stated that fare gates were at the end of their useful life, which was why they were the top priority and she stated that BART would continue to seek funding to round out the funding plan for the Mission/Balboa Elevator design project. She stated that BART had Federal Transit Administration (FTA) funding for the elevator modernization program and that elevators were one of BART's top priorities.

Member Ortiz asked if there was a specific timeline for the elevator design at the Mission Street BART stations.

Ms. Hernandez replied that there was no definitive timeline given the incomplete funding plan. She stated that the downtown elevators had additional funds, which was why that project could move forward. She stated that any cost increases and lessons learned from the elevator modernization at the downtown elevators would influence the Mission/Balboa elevators and said if the sales tax renewal measure was approved, BART would seek funding from the Transportation Authority for the Mission/Balboa Elevator project.

Member Ortiz commented that communities of color were often put on the back burner with transportation priorities and that not having a timeline for funding high needs areas, such as in the Mission District, raised red flags.

Ms. Hernandez stated that she appreciated the feedback and she would take it back to BART.

Ms. LaForte stated that the Transportation Authority would also follow up with BART staff to better understand their prioritization process.

Member Levine asked if the new design for the Next Generation Fare Gates would be more secure to make it harder to evade fare gates and if the new design would go through a peer review process.

Albert Louie, BART Project Manager, noted that BART experienced a lot of fare evasion with the current fare gate design and had developed and designed the new fare gates to address this issue. He stated that over the past couple of years BART installed single barrier prototypes that were six feet tall and they had been successful in reducing fare evasion. He stated that BART established the design requirements and were in the process of releasing a Request for Proposals for vendors.



Member Siegal echoed Member Ortiz's concerns about the lack of funding and timeline for the Mission/Balboa Elevator design project. She noted that she was glad to hear that there was other funding available for elevators. She stated that the elevator project seemed to be more critical to create access to transit than the fare gates but noted that she understood that the fare gates were important to BART. She asked if there is a possible scenario in which both the elevator design project and the fare gates could be partially funded and asked if that would make the projects less competitive.

Ms. LaForte stated that the recommendation was not a verdict on whether or not the elevator project was important and that the Transportation Authority had a history of funding elevators and would continue to do so. She said that staff evaluated what would be competitive at the regional level since the Metropolitan Transportation Commission (MTC) ultimately selects the projects. She stated that it was possible to partially fund both projects, but that that was not where the staff recommendation landed. She noted that in either scenario, BART would need to find additional funds for both projects.

Ms. Hernandez stated that BART could share their criteria for their prioritization process. She stated that the prioritization process was for the whole agency, across the five counties, and considered what projects could be delivered. She stated that the Mission/Balboa Elevator project was in the BART Capital Improvement Program and the project would advance.

Chair Klein thanked everyone for their comments and contributions to the discussion and noted the difficulty of layering priorities amongst agencies.

Member Barz echoed Member Ortiz's concerns about the lack of funding and timeline for the Mission/Balboa Elevator design project and stated that she was glad to see the elevator projects scored higher than the fare gates project in the staff recommendations. She asked why the construction schedule for the Elevator Modernization Project Phase 1.3 took so long and why it showed an open for use date of Spring 2029.

Ms. LaForte stated that that was the open for use date for all eight elevators and that the construction would be sequenced. She stated that Transportation Authority staff would get a more detailed construction timeline from BART, when available.

Ms. Hernandez added that the timeline for the Elevator Modernization Project Phase 1.3 was very conservative and stated that the project may be able to be delivered earlier. She noted that the timeline was developed based on delivery schedules in other locations, such as Oakland. She noted that the downtown San Francisco stations had more constrained spaces and were shared with SFMTA, and therefore, they required more approvals and time for aspects such as coordinating paratransit shuttles during construction.

Member Tannen asked how the BART elevators were originally grouped into these two projects and how the decision was made to separate the projects and funding requests.

Ms. Hernandez replied that BART determined the elevator modernization projects based on deliverability, budget, and FTA funding. She stated that the Embarcadero station elevator was the pilot project for the San Francisco stations and BART stacked downtown stations behind that project. She noted that the Balboa Park station was segmented differently due to construction work that was already taking place there. She stated that she could obtain additional information from the BART staff on the schedule and segmenting of projects.

Member Ortiz asked if it would be possible to partially fund the Elevator Modernization Design project at 16th Street Mission, 24th Street Mission, and Balboa Park stations or if the Next



Generation Fare Gates project could be funded through Prop K as well. He stated that he had concerns regarding the lack of funding going to the Elevator Modernization Design project.

Ms. LaForte replied that it was possible.

Member Ortiz asked if it would be possible for BART to submit a Prop K request for funding the Elevator Modernization Design project before the next CAC meeting to ensure that nothing would fall through the cracks.

Ms. Lombardo clarified it might be better to wait to see if the sales tax renewal measure passed in November, and if it did not, she said the Transportation Authority would have the ability to free up sales tax funds for the Mission/Balboa Elevator project through a Prop K Strategic Plan amendment.

Member Ortiz stated that he was requesting an actual funding request for the Mission/Balboa elevators and a compromise to see if all of the projects could be partially funded.

Ms. Lombardo stated that the Transportation Authority did not know if San Francisco would receive the funding for the projects as proposed as MTC would make the final decision in January 2023. She confirmed that partial funding of projects was an option provided it still resulted in a usable segment. She noted that the discussion taking place was all part of the process of showing staff scores and giving the Board and the CAC the opportunity to weigh in.

During public comment, Roland Lebrun commented on the Embarcadero Resilience Master Plan and said the alignment of the new transbay crossing would have an impact on The Embarcadero. He said he would like the Transportation Authority staff and the CAC to keep an eye on the overall picture of how these projects would intersect.

Janice Li, BART Director, thanked Transportation Authority staff for their work on the item and said she would bring the feedback back to her colleagues on the BART Board. Ms. Li expressed support for the two BART projects recommended. She said if there was unlimited funding, all of the projects would be funded. She spoke in favor of the staff recommendation and suggested not creating partial funding for multiple projects and that BART was prioritizing the most construction ready projects. She said there was consensus across all nine BART Board of Directors for the fare gates project as a system priority. She stated that the fare gates had reached the end of their useful life, that the new fare gate design was more accessible for people with disabilities, people with luggage, strollers and more, and would allow greater throughput. She stated that the new design would be more welcoming for more people and create a better experience for all.

Eric Arroyo, Calle 24 Latino Cultural District, said that the Mission District had historically been placed on the backburner and that when resources were short they were typically pulled from the Mission District. He stated that the community had spent two years building the plaza and the funds were moved. Mr. Arroyo said that 24th St. Mission was the gateway and entrance to the cultural district. He said the Mission District should be prioritized, that it was as important as downtown, and that the communities of color should not be left behind.

Edward Mason asked what the expected use for the Yerba Buena Island Multiuse Pathway project would be. He stated that he seldom saw people using the Clipper Street bike lanes that were constructed and was curious about the projections for the Yerba Buena Island Multiuse Pathway usage.

After public comment, Member Ortiz made a motion to support the staff recommendation with



an amendment to add regular updates from Transportation Authority and BART staff on the Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations. He stated that he would like BART to attend upcoming meetings in order to receive regular updates.

Chair Klein asked what the appropriate frequency of the updates would be.

Ms. LaForte replied that staff could report back next month with preliminary findings.

Member Ortiz stated that he would like initial reports in both October and December.

Ms. Lombardo clarified that the reports would include updates on the funding strategy and schedule for the project.

Member Siegal seconded Member Ortiz's motion to amend the staff recommendation.

The motion to amend the staff recommendation to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30<sup>th</sup> is the joint November/December CAC meeting], was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: (0)

Absent: (0)

Member Gower made a motion to approve the amended item, seconded by Member Levine.

The item as amended, was approved by the following vote:

Ayes: Barz, Buffum, Chen, Gower, Klein, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: (0)

Absent: (0)

**7. Adopt a Motion of Support to Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests – ACTION**

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

Member Eric Rozell provided a comment on Tree Planting and Establishment saying he supported tree planting, but asked that some consideration be given to the mulch since much of it ends up on the sidewalks, where it is slippery and a clean up issue. He also noted that in areas like the Tenderloin, there were not a lot of places for pets to do their business and this should be factored into mulch selection, etc.

Member Peter Tannen asked for clarification on what extension meant for the Guadalupe River Bridge Replacement and Extension.

Peter Skinner, Caltrain, explained that they would extend the span of the bridge to accommodate future flood control.

Member Robert Gower asked if the Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape signals had pre-determined safety improvement projects for the requested amount and what phase would be funded.



Trent Tieger, San Francisco Public Works, responded that the design work was still very conceptual and that the requested funding would advance the project to a construction-ready stage, including bid documents. He added that during the detailed design phase staff would need to look into details such as utility conflicts need for curb ramps, etc.

In response to Member Gower's follow-up question about design funding, Ms. LaForte replied that the \$1 million design phase was fully funded with SFMTA Community Response funds.

Member Siegal commented that she was glad to see the Excelsior traffic calming project funded, saying it's exactly the kind of project that should be funded this year given collision trends. She continued by observing that the high cost of design of the project was a challenge since these types of safety prevention projects should be delivered at a larger scale citywide, and said she hoped there would be a way to streamline the design process for these types of projects going forward.

During public comment, Roland Lebrun spoke with respect to the Guadalupe River Bridge Replacement and Extension project located between Diridon and Tamien, which he said included two bridges in the current scope. He said it included the Main Track 1 old wooden bridge used by Union Pacific, which was not electrified, and Main Track 2, a fairly recent bridge that was electrified and would need to be partly reconfigured. Mr. Lebrun continued by saying that the third bridge (Main Track 3) was being ignored because it is found in the High-Speed Rail Environmental Impact Report for the San Jose to Merced segment. He asked Transportation Authority staff to ask Caltrain about this third bridge to understand the implications.

During public comment, Edward Mason said that the Tree Planting and Establishment request indicated that the trees would result in 19 million pounds of carbon dioxide being sequestered and asked if the real, long term number had been calculated, noting that his neighborhood was marked for repair of buckled sidewalks caused by the street trees. Mr. Mason said that cement production creates 6% of the world's pollution, and requested a more holistic calculation of carbon sequestration from a life cycle point of view.

Member Kat Siegal moved to approve the item, seconded by Member Robert Gower.

The motion was approved by the following vote:

Ayes: Klein, Barz, Buffum, Chen, Gower, Levine, Ortiz, Rozell, Siegal, Tannen (10)

Nays: CAC Member(s) (0)

Absent: CAC Member(s) (0)

**8. State and Federal Legislation – INFORMATION**

Amber Crabbe, Public Policy Manager, presented the item.

There was no public comment.

**9. Community Advisory Committee By-Laws - INFORMATION**

Maria Lombardo, Chief Deputy presented the item per the staff memorandum.

Rolan Lebrun suggests that an additional change be made to move meetings to the first Tuesday of the month so that the CAC can hear items before board.

**10. Introduction of New Business – INFORMATION**

Members Peter Tannen spoke about the Van Ness bus rapid transit (BRT) project. He said that



while he had been one of the individuals asking for regular reporting on the project when it was experiencing construction delays, now that it was done, it was working very well and it had been worth the wait.

Member Levine requested regular updates on ridership numbers and travel time savings for the Van Ness BRT, noting that updates in written form over the next several months would be welcome.

Member Ortiz added that the Van Ness BRT project had made a world of difference for the 49 Muni route. He then requested that the CAC receive a presentation from BART about night service, noting a 4 a.m. bar bill recently died in the state Assembly this session. He said he wanted to know what it would cost to extend BART nightlife service, particularly wanting to know about costs on the labor and operational side so that folks have that information available for planning and funding purposes in the future.

Member Buffum expressed her appreciation that the slow street presentation would, hopefully, take place next month along with Vision Zero. She asked that attention be given to Golden Gate Park, particularly to the west end noting there is a new treatment that is opening up left turns onto MLK that was recently implemented, which cyclists and pedestrians in her neighborhood had advocated against, saying she wanted to hear more about how that is working. Member Buffum said she would also like to hear about long term planning for traffic going south on Great Highway to Lincoln because noting the bottle necks where pedestrian and cyclists come of the promenade, making the left turn very slow for cars. She opined that there had to be something that could be done to improve that area for cars and pedestrians. Member Buffum concluded by stating that she had heard there were plans for delineation of where to bike safely past the polo fields as a way to improve cyclist safety and she would be happy to see a focus on western end of Golden Gate Park included within the upcoming slow streets presentation.

Member Gower said he just biked through that parking lot by the polo fields and echoed Member Buffum's concerns that this was a risky area to bike.

Member Sara Barz said she understood that the Transportation Authority was involved in the Ocean Beach climate change adaptation project, and would like to better understand the Controller's Office cost estimate of Prop I and if that were to pass, how it would change implementation of the Ocean Beach project. She requested a presentation on this topic.

Member Barz concluded her comments by saying she, too, had also recently biked in the same area of Golden Gate Park referenced by Members Buffum and Gower and had found it confusing as a cyclist. She echoed their request for a presentation on this topic.

There was no public comment.

**11. Public Comment**

Ed Mason spoke about the corporate commuter bus situation at 24<sup>th</sup> and Church based on his observations this past Tuesday, the first day that Apple mandated workers come back to the office. He reported between 7 and 8 a.m., 33 buses passed through the intersection, with passenger lines ranging from 2 to 3 persons, peaking at about 18 at 8 am; 2 buses had no permits; and one bus had an expired permit. Further, Mr. Mason said he recognized bus 442, which had been operating without a permit since last September and said he had continually reported this to the SFMTA and had seen parking officers on site issuing parking citations to the driver.





Members Klein and Gower echoed Mr. Mason's frustration with the commuter bus situation and ask about what could be done in terms of enforcement.

Aileen Hernandez, a San Francisco resident, thanked the CAC for their time and dedication and for weighing in on the many challenges that the city has faced.

**12. Adjournment**

The meeting was adjourned at 8:04 p.m.

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RESOLUTION APPOINTING ONE MEMBER TO THE COMMUNITY ADVISORY  
COMMITTEE OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY

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

WHEREAS, There is one open seat on the CAC resulting from a member's resignation; and

WHEREAS, At its September 13, 2022, meeting, the Board reviewed and considered all applicants' qualifications and experience and recommended appointing one member to serve on the CAC for a period of two years; now therefore, be it

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

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



# Memorandum

## AGENDA ITEM 5

**DATE:** September 8, 2022  
**TO:** Transportation Authority Board  
**FROM:** Maria Lombardo - Chief Deputy Director  
**SUBJECT:** 09/13/2022 Board Meeting: Appoint One Member to the Community Advisory Committee

<p><b>RECOMMENDATION</b>   <input type="checkbox"/> Information   <input checked="" type="checkbox"/> Action</p> <p>Neither staff nor Community Advisory Committee (CAC) members make recommendations regarding CAC appointments.</p> <p><b>SUMMARY</b></p> <p>There is one open seat on the 11-member CAC, which requires Board action at this time. Commissioner Walton’s office is ready to nominate a candidate (Najuawanda Daniels) to fill the vacancy resulting from the resignation of the prior District 10 representative effective March 21. The District 4 office is currently evaluating potential candidates for the District 4 CAC seat, since the current representative (Nancy Buffum) will not be seeking reappointment when her term expires on September 21, 2022. District 8 is continuing to recruit and evaluate candidates with the intent of increasing diversity on the CAC. Applications can be submitted through the Transportation Authority’s website at <a href="http://www.sfcta.org/cac">www.sfcta.org/cac</a>. The current roster of CAC members is included in Attachment 1. The application for the District 10 candidate is included in Attachment 2.</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input checked="" type="checkbox"/> Other: CAC Appointment</li> </ul>
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## DISCUSSION

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



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

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

All applicants have been advised that they need to appear in person before the Board in order to be appointed, unless they have previously appeared. If a candidate is unable to appear before the Board on the first appearance, they may appear at the following Board meeting in order to be eligible for appointment.

## **FINANCIAL IMPACT**

The requested action would not have an impact on the adopted Fiscal Year 2022/23 budget.

## **CAC POSITION**

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

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 -CAC Roster
- Attachment 2 - CAC Application (Ms. Najuwanda Daniels)



**Attachment 1  
Updated 09.08.22**

**Community Advisory Committee Members**

NAME	GENDER	ETHNICITY*	DISTRICT	NEIGHBORHOOD	AFFILIATION / INTEREST	FIRST APPOINTED	TERM EXPIRATION
VACANT			10				
Nancy Buffum	F	C	4	Sunset	Transportation Justice, climate justice, equitable access	Sept 2018	Sept 2022
Robert Gower	M	C	11	Mission Terrace	Disabled, Environment, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 2022
David Klein, Chair	M	C	1	Outer Richmond	Environment, Labor, Neighborhood, Public Policy, Seniors	Sept 2018	Oct 2022
Jerry Levine	M	C	2	Cow Hollow	Business, Neighborhood, Public Policy	Nov 2018	Nov 2022
Rosa Chen	F	A	3	Chinatown	Business, Disabled, Environment, Neighborhood, Public Policy, Seniors	Mar 2021	Mar 2023
Kevin Ortiz	M	H/L	9	Mission	Neighborhood, Public Policy	Dec 2019	Dec 2023
Eric Rozell	M	C	6	Tenderloin	Disabled, Neighborhood, Seniors	Jan 2022	Jan 2024
Kat Siegal	F	C	5	NP	NP	Feb 2022	Feb 2024
Peter Tannen	M	C	8	Inner Mission	Environmental, Neighborhood, Public Policy	Feb 2008	Feb 2024
Sara Barz	F	C	7	Sunnyside	Business; Environment; Social and Racial Justice; Neighborhood; Public Policy	July 2022	July 2024

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



**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 County Transportation Authority Application for Membership on the Community Advisory Committee

<b>Najuawanda</b>	<b>Daniels</b>	<b>Female</b>	
FIRST NAME	LAST NAME	GENDER (OPTIONAL)	
<b>Black descended or African American</b>	<b>No</b>		
ETHNICITY (OPTIONAL)	IDENTIFY AS HISPANIC, LATINO, OR LATINX? (OPTIONAL)		
<b>District 10</b>		<b>[ redacted ]</b>	<b>[ redacted ]</b>
HOME SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF RESIDENCE	HOME PHONE	HOME EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF HOME	CITY	STATE	ZIP
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
WORK SUPERVISORIAL DISTRICT	NEIGHBORHOOD OF WORKPLACE	WORK PHONE	WORK EMAIL
<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>	<b>[ redacted ]</b>
STREET ADDRESS OF WORKPLACE CITY		STATE	ZIP

### Statement of qualifications:

I am a SF native, living in District 10 for over 30 years. I have utilized public transportation here in the City for well over 20 years. This allows me familiarity; I am also employed by one of SF's many labor organizations.

### Statement of objectives:

My objective is to offer input and contribute to the work of this committee ensuring equitable transportation. As well as learn more about the processes this committee utilizes to serve our City.

### Please select all categories of affiliation or interest that apply to you:

Social and racial justice; Labor; Neighborhood; Public Policy

### Can you commit to attending regular meetings (about once a month for the Transportation Authority CAC, or once every two to three months for project CACs):

Yes

By entering your name and date below, and submitting this form, you certify that all the information on this application is true and correct.

**Najuawanda Daniels** **7/21/2022**

NAME OF APPLICANT

DATE

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San Francisco County Transportation Authority  
**Agenda Item 6**

**State Legislation – September 2022**

(Updated September 1, 2022)

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

August 31, 2022 was the deadline for the Legislature to pass bills. The Governor has until September 30, 2022 to sign or veto bills, or otherwise they become law.

**Table 1** shows the status of active bills on which the Board has already taken a position, or that staff has been monitoring on the watch list.

**Table 1. Bill Status for Positions Taken in the 2021-22 Session**

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

Updates to bills since the Board’s last state legislative update are italicized.

Adopted Positions / Monitoring Status	Bill # Author	Bill Title	Update to Bill Status <sup>1</sup> (as of 08/30/2022)
Support	<a href="#">AB 117</a> <a href="#">Boerner Horvath</a> D	<b>Air Quality Improvement Program: electric bicycles.</b>  Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	<i>Enrolled</i>
	<a href="#">AB 455</a> <a href="#">Wicks</a> D  Coauthor: <a href="#">Wiener</a> D	<b>Bay Bridge Fast Forward Program.</b>  Authorizes Caltrans to set performance standards for public transit on the San Francisco-Oakland Bay Bridge and requires them to develop a strategy to meet them.	<i>Dead</i>
	<a href="#">AB 1938</a> <a href="#">Friedman</a> D	<b>Traffic safety: speed limits.</b>  Clarifies intent of AB 43 (Friedman) to authorize local jurisdictions to implement speed limit reduction strategies.	<i>Enrolled</i>
	<a href="#">AB 2147</a> <a href="#">Ting</a> D	<b>Pedestrians.</b>  Generally prohibits the enforcement of jaywalking laws.	<i>Enrolled</i>
	<a href="#">AB 2197</a> <a href="#">Mullin</a>	<b>Caltrain electrification project: funding.</b>  Appropriates \$260 million from the General Fund to the Peninsula Corridor Joint Powers Board for the purpose of completing the Caltrain Electrification Project.	<i>Dead</i>
	<a href="#">AB 2336</a> <a href="#">Ting</a> D <a href="#">Friedman</a> D	<b>Vehicles: Speed Safety System Pilot Program.</b>  Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	<i>Dead</i>

San Francisco County Transportation Authority  
Agenda Item X

	<a href="#">SB 942 Newman</a> D	<b>Low Carbon Transit Operations Program (LCTOP) free or reduced fare transit program.</b>  Permits transit agencies to use LCTOP formula funds for free or reduced transit ridership programs on an ongoing basis.	<i>Enrolled</i>
Watch	<a href="#">AB 2237 Friedman</a> D	<b>Transportation planning: regional transportation improvement plan: sustainable communities strategies: climate goals.</b>  Imposes new requirements on local, regional, and state agencies that aim to better align transportation planning and investment with state climate goals.	<i>Dead</i>
	<a href="#">AB 2594 Ting</a> D	<b>Vehicle registration and toll charges.</b>  Implements a package of new provisions to reform roadway and bridge tolling in California to increase access to toll tags and make the practice more equitable.	<i>Enrolled</i>
	<a href="#">ACA 1 Aguiar-Curry</a> D Lorena Gonzalez D	<b>Local government financing: affordable housing and public infrastructure: voter approval.</b>  Amends the California Constitution to authorize local ad valorem property taxes to be approved by 55% of the voters if used for transit, streets and roads, and sea level rise protections.	<i>Dead</i>
	<a href="#">SB 66 Allen</a> D	<b>California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.</b>  Establishes an advisory committee to make recommendations regarding the deployment of autonomous vehicles.	<i>Chapters</i>
	<a href="#">SB 917 Becker</a> D	<b>Seamless Transit Transformation Act.</b>  Advances recommendations from the Metropolitan Transportation Commission's Transit Transformative Action Plan, including the development of a Connected Network Plan and the implementation of an integrated transit fare structure.	<i>Dead</i>
	<a href="#">SB 922 Wiener</a> D	<b>California Environmental Quality Act: exemptions: transportation-related projects.</b>  Extends until January 1, 2030 the California Environmental Quality Act (CEQA) statutory exemptions for specified sustainable transportation projects that were authorized in SB 288 (Wiener, 2020), and expands upon them.	<i>Enrolled</i>

San Francisco County Transportation Authority  
**Agenda Item X**

	<a href="#">SB 1049</a> <a href="#">Dodd D</a>	<p><b>Transportation Resilience Program.</b></p> <p>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.</p>	<p><i>Dead</i></p>
	<a href="#">SB 1050</a> <a href="#">Dodd D</a>	<p><b>State Route (SR) 37 Toll Bridge Act.</b></p> <p>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.</p>	<p><i>Dead</i></p>

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

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RESOLUTION ADOPTING SAN FRANCISCO'S ONE BAY AREA GRANT CYCLE 3 (OBAG 3) PROJECT NOMINATIONS

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

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

WHEREAS, In January 2022, MTC adopted the OBAG Cycle 3 framework and made \$340 million in federal funds available regionwide in Fiscal Years 2022/23-2025/26 for the OBAG 3 County Program to support a wide range of projects and fund local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, and PDA Planning; and

WHEREAS, As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco's OBAG Cycle 3 County Program priorities and submitting them to MTC by September 30, 2022; and

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

WHEREAS, MTC is soliciting nominations from each county for up to 120% of its share of available funding capacity to ensure a sufficient pool of project nominations and San Francisco's estimated share of revenues is \$62.138 million for the 120% target; and

WHEREAS, In May 2022, the Transportation Authority Board adopted the OBAG 3 funding framework including a funding distribution for San Francisco's \$62.138 million target and project screening and prioritization criteria (Attachment 2), which included MTC's required



criteria in addition to San Francisco-specific criteria; and

WHEREAS, The OBAG 3 funding framework included the following funding distribution: \$2.2 million for CMA planning activities, and \$7.082 million to the San Francisco Municipal Transportation Agency's (SFMTA's) Safe Routes to School Non-Infrastructure Program, and \$52.855 million for a competitive call open to all OBAG-eligible projects; and

WHEREAS, Consistent with the Board-adopted OBAG 3 framework, on May 12, 2022, Transportation Authority staff issued a call for projects and received nine applications from four different agencies requesting a total of \$71.041 million by the July 1, 2022 deadline as summarized in Attachment 3 and detailed in the enclosure to this resolution; and

WHEREAS, Transportation Authority staff first screened project submissions for eligibility then evaluated the applications by applying the Board-adopted screening and prioritization criteria; and

WHEREAS, The recommendation, which largely but not entirely follows score order, includes nominating seven of the nine projects received requesting a total of \$52.855 million in OBAG 3 funds; and

WHEREAS, At its September 7, 2022 meeting, the Community Advisory Committee was briefed on the subject request and adopted a motion of support for the staff recommendation amended to include regular reports from BART and Transportation Authority staff on the funding strategy and timeline for BART's Elevator Modernization Design for 16th Street Mission, 24th Street Mission project which was not included in the staff recommendation for OBAG 3 funds, but the CAC felt was very important to identify funding and advance the project; now, therefore, be it

RESOLVED, That the Transportation Authority hereby adopts San Francisco's OBAG 3 Project Nominations totaling \$52,855,600 as shown in Attachment 4; and be it further

RESOLVED, That the Executive Director is hereby authorized to submit San Francisco's project nominations and required supporting materials for the OBAG 3 County Program to the MTC by its September 30, 2022 deadline.



Attachments:

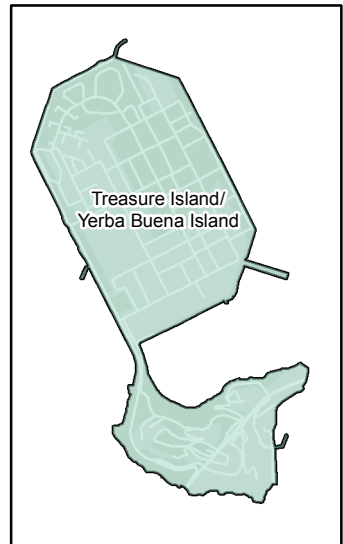
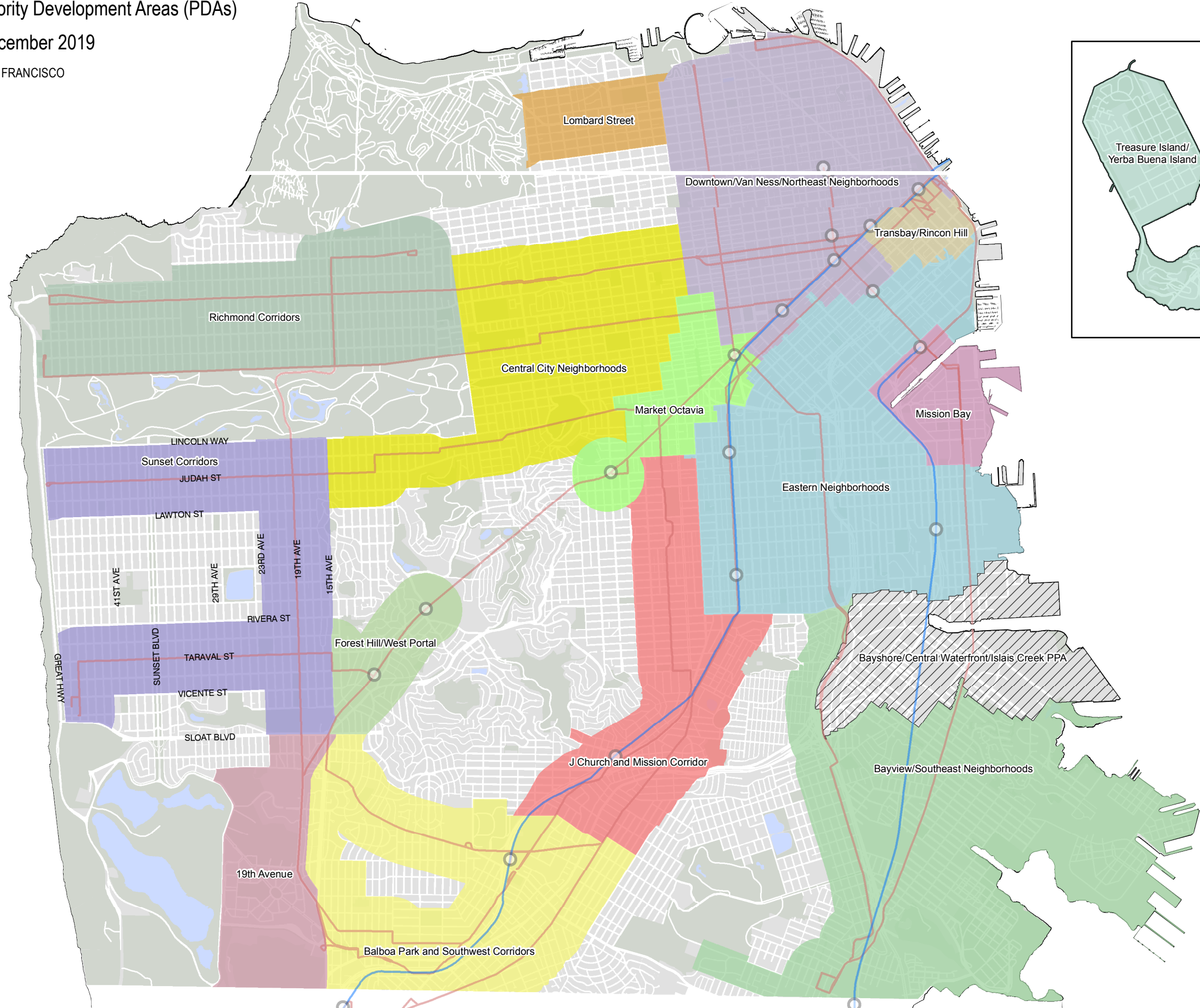
1. San Francisco Priority Development Areas
2. Screening and Prioritization Criteria
3. Summary of OBAG 3 Applications Received
4. OBAG 3 Project Nominations – Detailed Staff Recommendations
5. OBAG 3 Projects Nominations – Map of Staff Recommendations

Enclosure: OBAG 3 Applications (9)

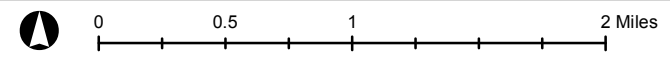
# Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



- SFMTA Rapid Network
- Regional Rail
- Priority Production Area





## Attachment 2.

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

#### San Francisco Screening and Prioritization Criteria

Adopted 05.24.2022

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

#### OBAG 3 Screening Criteria

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

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

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

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

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

## Attachment 2.

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

### OBAG 3 Prioritization Criteria

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

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

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

## Attachment 2.

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

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

## Attachment 2.

### Additional Considerations

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

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

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

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

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

**Attachment 3.**  
**San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects**  
**Applications Received<sup>1</sup>**

Project #	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
1	<p><b>Bayview Community Multimodal Corridor</b> - This project would establish an alternative to 3rd Street for people walking and biking by creating a designated route just east of 3rd Street between Cargo Way and Carroll Avenue in the Bayview. The community identified the project as a high priority in the Bayview Community Based Transportation Plan (2020). It would provide safer access to transit, the downtown job center, and amenities on 3rd Street via bicycle, walking, or transit. In April 2022, the Transportation Authority Board programmed \$598,000 in Prop AA funds to the construction phase of this project. See page 16 of the enclosure for the proposed project route.</p> <p>The project addresses safety and accessibility needs on the wide roadways through the residential neighborhood and along the proposed project route by implementing traffic calming measures such as bulbouts, speed humps, median islands, raised crosswalks, raised intersections, and high visibility or decorative crosswalks. The scope also includes installing a concrete protected bikeway through the industrial area on the north end between Hudson Avenue and Cargo Way. SFMTA is also requesting funds (\$857,000) for non-infrastructure programs (e.g., community walk and ride events, training programs) to support the community's understanding of and ability to take advantage of the project. Construction is expected to begin in November 2026 and be complete by December 2027.</p>	SFMTA	10	Construction	\$ 15,445,000	\$ 5,000,000
2	<p><b>Central Embarcadero Safety</b> - Requested funds would be used to construct safety measures along The Embarcadero between Bryant Street and Broadway, on the Vision Zero High Injury Network. In April 2022, the Board programmed \$1,000,000 in Prop AA funds to the project's construction phase. The Board previously allocated \$550,000 in Prop K funds for Project Approvals and Environmental Documentation.</p> <p>The Central Embarcadero Safety project would expand on quick-build measures by extending the protected bikeway from Folsom Street south two blocks to Bryant Street, enhancing the physical protection of the existing bikeway between Mission to Broadway, and adding sidewalk extensions, curb ramp upgrades, and other traffic-calming measures at six intersections for improved pedestrian safety and accessibility. The project would also restrict northbound left-turns at Folsom Street to facilitate the bikeway and improve Muni operational safety and reliability for light rail vehicles entering and exiting the Market Street subway portal. The project includes a Changeable Message Sign near Washington Street to support real-time wayfinding, better parking information, and special event messaging. Construction is expected to begin in summer 2024 and be completed by December 2025.</p>	SFMTA	3, 6	Construction	\$ 10,695,000	\$ 6,320,000

**Attachment 3.**  
**San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects**  
**Applications Received<sup>1</sup>**

Project #	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
3	<p><b>West Side Bridges Seismic Retrofit</b> - Funds would be used for the retrofit/replacement of eight seismically deficient bridge structures along Treasure Island Road to meet current seismic standards. These bridges are critical connections between Yerba Buena Island (YBI), Treasure Island, and the Bay Bridge. The project includes a transit-only westbound on-ramp to the Bay Bridge to accommodate expanded service for the Muni 25 bus route, and a new Class II bicycle lane along Treasure Island Road.</p> <p>The project is a component of the transportation system that SFCTA is implementing on behalf of the Treasure Island Development Authority to facilitate Treasure Island and Yerba Buena Island redevelopment. The area is of national significance due to the active U.S. Coast Guard facility on YBI, which requires unimpeded access for Homeland Security requirements. The project is shovel ready. Once funding is secured, construction could start in spring 2023 and be completed by February 2026.</p>	SFCTA	6	Construction	\$ 122,089,000	\$ 10,000,000
4	<p><b>29 Sunset Improvement Phase 1</b>- The project would to improve the travel time, reliability, and passenger experience on the Muni 29 Sunset bus route, which extends from the Bayview District to the Presidio. This request is for Phase 1 which includes the western segment of the route, from Bowley Street and Lincoln Boulevard in the Presidio (District 2) to Junipero Serra Boulevard and Holloway Avenue (District 7) near San Francisco State University. In April 2022, the Transportation Authority Board programmed \$1,000,000 in Prop AA funds to the design phase of this project. Outreach is anticipated to start in November 2022.</p> <p>The project is part of the SFMTA's Muni Forward program and includes stop improvements, optimization of stop locations, and transit signal priority. It also includes scope elements to provide safe pedestrian access to the bus stops with higher-visibility crosswalks, transit stops at signalized intersections, corner bulb-outs, and larger boarding areas. Part of the construction would be done through a San Francisco Public Works paving project on Sunset Boulevard between Lincoln Way and Lake Merced Boulevard, which is anticipated to start construction in summer 2023. The full scope of Phase 1 is expected to be open for use by December 2026.</p>	SFMTA	1, 2, 4, 7	Construction	\$ 13,661,000	\$ 5,976,000

**Attachment 3.**  
**San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects**  
**Applications Received<sup>1</sup>**

Project #	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
5	<p><b>Elevator Modernization Phase 1.3 at Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park Stations</b> - Construction funds are requested to modernize and renovate eight existing elevators at the four downtown San Francisco BART stations and Glen Park. Seven of the eight elevators are shared for use between BART and Muni. Muni is covering 50% of the cost of the joint use elevators, consistent with the Joint Maintenance Agreement. In spring 2022, the Transportation Authority Board allocated \$1,290,000 in Prop K funds for the design phase and programmed \$3,441,270 in Prop AA funds for construction of the elevators at Powell Street and Civic Center/UN Plaza Stations.</p> <p>The project's goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design is funded and slated to start in February 2023. Construction is planned for spring 2026 through spring 2029.</p>	BART	3, 5, 6, 8	Construction	\$ 42,900,000	\$ 13,300,000
6	<p><b>Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park Stations</b> - Design funds are requested to modernize and renovate five existing elevators at the 16th Street Mission, 24th Street Mission, and Balboa Park Stations. Similar to the Phase 1.3 project, the goal is to increase accessibility, reduce elevator service interruptions, improve elevator maintainability, and enhance the customer experience. The project scope includes modernizing guides, cab and hoistway door panels, heating/ventilation/air condition, and communication systems. Design would be done by late 2026, subject to funding availability. BART anticipates construction would start in late 2027 with all five elevators open for use by December 2029.</p>	BART	9, 11	Design	\$ 32,436,000	\$ 4,945,000

**Attachment 3.**  
**San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects**  
**Applications Received<sup>1</sup>**

Project #	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
7	<p><b>Yerba Buena Island Multi-Use Pathway:</b> Funds are requested for the design and construction phases of new pedestrian and bicycle facilities that extend from the bicycle landing on YBI from the eastern span of the Bay Bridge to the new Treasure Island Ferry Terminal. In October 2018, the Transportation Authority Board allocated \$250,000 in Prop K funds to the planning phase of the project. The \$3,000,000 requested for design will fully fund design. The \$2,000,000 requested for construction would be the first funds programmed to the \$70 million construction phase.</p> <p>This multi-use path would tie into the planned Bay Bridge western span bicycle and pedestrian facility that the Metropolitan Transportation Commission/Bay Area Toll Authority is developing. It will also allow existing and future YBI and Treasure Island residents, employees, ferry passengers, and recreational travelers continuous access between Treasure Island and the Bay Bridge east and west spans to reach downtown San Francisco and Oakland. Design would start in summer 2023, subject to funding availability. The project could start construction in late 2025 and be open for use by June 2027.</p>	SFCTA	6	Design and Construction	\$ 79,200,000	\$ 5,000,000
8	<p><b>Next Generation Fare Gates in San Francisco and San Francisco International Airport -</b> Requested funds are for procurement and installation of new state-of-the-art swing-style faregates to replace the 199 existing faregates at the nine San Francisco BART stations: Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, 16th Street Mission, 24th Street Mission, Glen Park, Balboa Park, and San Francisco International Airport. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. The new off-the-shelf single swing barrier faregates feature modular components that can be switched out when needing repair, which reduces downtime and improves maintainability. BART could start installation as soon as early 2023 and complete work all stations by November 2026.</p>	BART	3, 5, 6, 8, 9, 11	Construction	\$ 25,050,000	\$ 12,500,000



**Attachment 3.**  
**San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects**  
**Applications Received<sup>1</sup>**

Project #	Project Name and Brief Description	Sponsor Agency <sup>2</sup>	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
9	<p><b>Embarcadero Resilience Master Plan</b> - Requested funds would be used to complete technical studies and advance policy decisions to support multi-hazard risk reduction for the 3-mile Embarcadero corridor from Fisherman's Wharf to Mission Creek. The plan would also identify utility relocation/adaptation strategies, required drainage infrastructure such as stormwater and/or groundwater management systems, improvements to lifeline systems and critical facilities, and public realm schematic designs. The Master Plan effort would develop two to three schematic and conceptual multimodal corridor alternatives and public realm strategies for The Embarcadero roadway and promenade. SF Port would conduct public and decision-maker outreach and engagement and develop policy recommendations and an implementation framework (e.g. governance, high level funding strategy, sequencing and phasing plan). Partner agencies include SFMTA, San Francisco Public Utilities Commission, Planning Department, SFPW, and BART. The Port anticipates starting the project in fall 2023 and the completing the Plan by fall 2026.</p>	SF Port	3, 6	Planning	\$ 9,050,000	\$ 8,000,000
<b>TOTAL</b>					\$ 350,526,000	\$ 71,041,000
<b>San Francisco's OBAG 3 Project Nomination Target<sup>3</sup></b>						\$ 52,855,600

<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest. See Attachment 2 for screening and prioritization criteria and Attachment 4 for the staff recommendation.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.

Attachment 4.  
San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects  
Detailed Staff Recommendations<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
85	SFMTA	Bayview Community Multimodal Corridor	Construction	\$5,000,000	\$5,000,000	<p>This application stems from a robust community based planning process which identified community-supported, implementable transportation improvements. It also brings direct safety and accessibility benefits to an Equity Priority Community.</p> <p><b>SFMTA has a \$12,300,000 pending grant application to the Active Transportation Program (ATP). The California Transportation Commission is slated to approve grant awards in December 2022 (state program) and June 2023 (MTC program). The project would be fully funded with \$7,897,000 of the ATP request and \$5,000,000 in OBAG funds. If SFMTA obtains more than this amount of ATP funds, we reserve the right to reprogram a like amount of OBAG funds to another OBAG project based on our review of funding needs at that time, subject to approval by the Board and MTC.</b></p>
83	SFMTA	Central Embarcadero Safety	Construction	\$6,320,000	\$6,320,000	<p>This application is based on a robust outreach process that identified this project as the top priority for the Embarcadero Enhancement Program. Requested funds would complete the project's funding plan. Environmental review and design are underway.</p>

Attachment 4.  
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects  
 Detailed Staff Recommendations<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
83	SFCTA	West Side Bridges Seismic Retrofit	Construction	\$10,000,000	\$10,000,000	<p>This is a shovel-ready project that is a critical piece of infrastructure for the Equity Priority Community on Treasure Island and Yerba Buena Island. OBAG would leverage significant federal, state, and regional funds.</p> <p>In early 2023, we may need to ask the Board to approve a fund exchange depending on timing of and availability of OBAG funds to help ensure the project can start construction in early spring 2023.</p>
81	SFMTA	29 Sunset Improvement Project Phase 1	Construction	\$5,976,000	\$5,976,000	<p>This project would improve transit reliability, pedestrian safety and access to many schools and parks including Golden Gate Park and McLaren Park, as well as the Presidio. It supports geographic equity spanning Districts 1, 2, 4 and 7. Requested funds would complete the project's funding plan.</p>

Attachment 4.  
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects  
 Detailed Staff Recommendations<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
75	BART	Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park)	Construction	\$13,300,000	\$13,300,000	<p>This project has documented support from the disability community and improves accessibility to BART and Muni.</p> <p><b>BART and Muni equally share the cost for improving joint use elevators at downtown stations, per the BART/ SFMTA Joint Maintenance Agreement (JMA) for shared station facilities. The recommended OBAG programming would complete BART's 50% share of the project cost. SFMTA is responsible for its 50% share of the cost (\$17,048,115) per the JMA. SFMTA has requested that 50% of the recommended OBAG fund be credited towards SFMTA's share. We note that our proposed OBAG recommendations would fully fund all 3 applications that SFMTA submitted in response to the call for projects.</b></p>
74	BART	Elevator Modernization Design for 16th Street Mission, 24th Street Mission, and Balboa Park Stations	Design	\$4,945,000	\$0	<p>We are not recommending OBAG 3 funds so that we can recommend funding for BART's highest priority OBAG application, Next Generation Faregates.</p>

Attachment 4.  
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects  
 Detailed Staff Recommendations<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
66	SFCTA	Yerba Buena Island Multi-Use Pathway	Design	\$5,000,000	\$3,000,000	We are recommending \$3,000,000 in OBAG funds to fully fund the design phase of the project. OBAG funds would leverage an Active Transportation Program grant and position the project to be highly competitive for an SB 1 Solutions for Congested Corridors grant application that the Metropolitan Transportation Commission intends to submit and on which we are partnering for the construction phase. Environmental review has started.
60	BART	Next Generation Fare Gates in San Francisco and San Francisco International Airport	Construction	\$12,500,000	\$9,259,600	We recommend partial funding to cover nearly the entire request (less \$93,547 that BART would need to identify) for faregates at all San Francisco stations except San Francisco International Airport. This application is BART's highest priority for OBAG 3 funds. <b>Our recommendation is conditioned upon no OBAG 3 funds being used for the San Francisco International Airport faregates (total cost of approximately \$3,146,853). We encourage BART to work with the airport to identify alternative sources of funding to cover that cost.</b> We recommend updating the project name to reflect this condition.

Attachment 4.  
 San Francisco One Bay Area Grant Cycle 3 (OBAG 3) Call for Projects  
 Detailed Staff Recommendations<sup>1</sup>

Total Score	Sponsor Agency <sup>2</sup>	Project Name	Recommended Phase(s)	OBAG 3 Requested	Recommended OBAG 3 Programming	Notes
53	SF Port	Embarcadero Resilience Master Plan	Planning	\$8,000,000	\$0	OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in concepts. In addition, the scope can't be phased. SFCTA strongly supports this project and will work with SF Port to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.
			<b>TOTAL</b>	\$71,041,000	\$52,855,600	

<b>San Francisco's OBAG 3 Project Nomination Target<sup>3</sup></b>	\$52,855,600
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<sup>1</sup> Projects are sorted by evaluation score from highest ranked to lowest.

<sup>2</sup> Sponsor abbreviations include: Bay Area Rapid Transit (BART), Port of San Francisco (SF Port), San Francisco County Transportation Authority (SFCTA), San Francisco Municipal Transportation Agency (SFMTA).

<sup>3</sup> The Metropolitan Transportation Commission requested that counties submit project nominations for 120% of the available funding capacity for the County Program.



# OBAG 3 Call for Projects: Recommended Projects



29 Sunset Improvement Project Phase 1

Bayview Community Multimodal Corridor

Central Embarcadero Safety Project

Elevator Modernization Project, Phase 1.3  
at Embarcadero, Montgomery, Powell, Civic Center,  
and Glen Park stations

Next Generation Fare Gates in San Francisco

West Side Bridges Seismic Retrofit Project

Yerba Buena Island Multi-use Pathway Project

Supervisor District Boundaries

2021 Equity Priority Communities

BART Station



## Memorandum

### AGENDA ITEM 7

**DATE:** September 9, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 09/13/2022 Board Meeting: Adopt San Francisco's One Bay Area Grant Cycle 3 Project Nominations

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Adopt San Francisco's One Bay Area Grant Cycle 3 (OBAG 3) Project Nominations</p> <p><b>SUMMARY</b></p> <p>The Metropolitan Transportation Commission’s (MTC’s) OBAG 3 program directs federal funding to projects that implement Plan Bay Area, with particular focus on projects that support Priority Development Areas (PDAs) - places near public transit planned for new homes, jobs and community amenities. About \$340 million is available for the OBAG 3 County Program to support a wide range of local, PDA supportive priorities such as transit, bicycle, and pedestrian improvements, transportation demand management, and PDA Planning. As the Congestion Management Agency (CMA) for San Francisco, the Transportation Authority is responsible for identifying San Francisco’s OBAG 3 county priorities and submitting them to MTC which will select projects from a regionwide candidate pool. By September 30th, counties must submit project lists to MTC totaling 120% of our nomination targets which are based on population and housing production. San Francisco’s 120% target is \$62.1 million or 15.2% of the funds available regionwide over Fiscal Years (FYs) 2022/23-2025/26. In May 2022, the Board approved the San Francisco OBAG 3 funding framework, including a funding distribution for our \$62.1 million target (Table 1 below) and project screening and prioritization criteria (Attachment 2) for a \$52.856 million competitive call for projects. On May 12, 2022, we released the OBAG 3 call for projects and received nine applications for \$71.041 million (Attachment 3). We are recommending full or partial funding for</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Fund Allocation</li> <li><input checked="" type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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seven requests, detailed in Attachment 4. MTC will evaluate nominated projects and select the project priorities by January 2023.	
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**BACKGROUND**

In May 2012, MTC adopted the inaugural OBAG Program (Cycle 1) to better integrate the region’s federal transportation program with its Sustainable Communities Strategy (SCS). Pursuant to SB 375 (Steinberg 2008), the SCS aligns regional transportation planning with land use and housing in order to meet state greenhouse gas reduction targets. The OBAG County program established funding guidelines and policies to reward jurisdictions that accept housing allocations through the Regional Housing Need Allocation (RHNA) process and that have historically produced housing. It also promoted transportation investments in Priority Development Areas (PDAs), which are places near public transit planned for new homes, jobs and community amenities, created and planned by local governments, which nominate eligible areas to the Association of Bay Area Governments for adoption. See Attachment 1 for San Francisco’s PDAs. It also required jurisdictions to meet other requirements, such as adopting a complete streets policy, to receive funding.

For the OBAG Cycle 3, a jurisdiction must have a state-approved Housing Element by December 31, 2023, as well as comply with other state housing requirements or MTC will redirect the funds to other jurisdictions or agencies. The San Francisco Planning Department is currently working to get San Francisco’s Housing Element approved and anticipates meeting the deadline. While MTC would be able to redirect OBAG funds from jurisdictions that are out of compliance to projects elsewhere, we anticipate that MTC staff would, like it has done during prior OBAG cycles, instead work with a jurisdiction and its CMA to ensure it is on a plan to comply in a timely fashion as a first step.

Attachment 6 lists the San Francisco projects funded through OBAG 1 and OBAG 2 along with their project status (e.g., completed or underway).

In January 2022, MTC adopted the OBAG Cycle 3 framework. The most significant difference with prior cycles is that CMAs no longer receive a set amount of OBAG funds to program; instead, CMAs will nominate projects and MTC will evaluate and select projects from a regionwide pool. Like past cycles, the OBAG 3 framework is designed to advance the implementation of Plan Bay Area, incorporate recent MTC policy initiatives, advance equity and safety, and emphasize a partnership between MTC and county transportation agencies like the Transportation Authority.

**Project Nomination Target Set by MTC.** As part of the OBAG 3 County Program, MTC set nomination targets for each county based on a formula that considers population and housing (RHNA, production, and additional weight based on affordability). Based on this formula, San Francisco’s target share is 15.2%. To ensure a sufficient pool of project nominations, MTC has solicited nominations for 120% of the available funding capacity for each county’s OBAG 3 program. Of the \$340 million OBAG 3 County Program, San Francisco’s 120% target is \$62.138 million. For reference, our 100% target would be about \$51.7 million over the next four fiscal years (FYs 2022/23-2025/26).



**San Francisco OBAG 3 Funding Framework.** In May 2022, the Board adopted San Francisco’s OBAG 3 Funding Framework which includes screen and prioritization criteria to guide the project selection process for the call for projects, and the OBAG 3 funding distribution shown in Table 1 below.

<b>Table 1. San Francisco OBAG 3 Funding Framework Distribution</b>	
CMA Planning	\$2,200,000
Safe Routes to School Non-Infrastructure Program	\$7,082,400
Competitive Call for Projects (subject of this memorandum)	\$52,855,600
<b>Total Project Nomination Target (120%)</b>	<b>\$62,138,000</b>

**DISCUSSION**

Consistent with the Board adopted OBAG 3 framework, on May 12, 2022, we issued a call for projects for \$52.855 million in OBAG 3 County Program funds. By the July 1, 2022 deadline we received nine applications from 4 different agencies requesting a total of \$71.041 million compared to our \$52.856 million target. Attachment 3 provides a summary of the project applications received including brief project descriptions and the amount of funds requested. The enclosure for this agenda item includes detailed scope, schedule, and funding plan information for all nine projects.

We first screened project submissions for eligibility and determined that all nine projects were eligible for OBAG 3 funding. Then we evaluated the applications by applying the Board adopted screening and prioritization criteria with points distributed as shown in Attachment 2.

**Staff Recommendations.** As detailed in Attachment 4, our recommendation is to nominate seven projects requesting a total of \$52.855 million in OBAG 3 funds. Our recommendation largely but not entirely follows score order. We are recommending nominating the five highest scoring projects for full funding, and recommending partial funding for two projects, taking into account sponsor priority order for applications and the ability to fully fund design for one more project further down on the ranked list with a minimal amount of OBAG funds (\$3 million). Our detailed recommendations are shown in Attachment 5 and on the map shown in Attachment 6. Highlights of our recommendations are briefly described below.

We recommend the full amount requested for the top five highest scoring projects, all of which requested funds for the construction phase include:

- SFMTA’s Bayview Community Multimodal Corridor - \$5,000,000
- SFMTA’s Central Embarcadero Safety – \$6,320,000
- SFCTA’s West Side Bridges Seismic Retrofit - \$10,000,000



- SFMTA's 29 Sunset Improvement Project Phase 1 - \$5,976,000
- BART's Elevator Modernization Phase 1.3 (Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park) - \$13,300,000

We are not recommending nominating the next highest scoring project, BART's **Elevator Modernization Design for 16th Street Mission, 24th Street Mission**, so that we can recommend funding for BART's highest priority project, **Next Generation Fare Gates in San Francisco**. We recommend partial funding for the faregate project construction phase (\$9,259,600) to cover nearly the entire request (less \$93,547 that BART would need to identify) for faregates at all San Francisco stations except San Francisco International Airport. Our recommendation is conditioned upon no OBAG 3 funds being used for the San Francisco International Airport faregates (total cost of approximately \$3,146,853). We encourage BART to work with the airport to identify alternative sources of funding to cover that cost.

Finally, we recommend partial funding for the next highest scoring project, the Transportation Authority's **Yerba Buena Island Multi-Use Pathway**, specifically, \$3,000,000 to complete funding for the project's design phase. The project application also included a requested \$2,000,000 contribution toward the project's construction phase.

Recommending partial funding for the aforementioned two projects uses up the remainder of our \$52,855,600 nomination target.

We are not recommending funding for the SF Port's **Embarcadero Resilience Master Plan**. OBAG is focused on prioritizing specific transit, bike and pedestrian (or sustainable) transportation projects and not a multi-hazard, multi-sector resilience plan that results in initial concepts. In addition, SF Port staff indicated that the scope can't be phased. We recognize the importance of this proposed planning project and will work with SF Port and project partners to identify other potential funding sources including new state and regional climate adaptation and resiliency fund programs.

**CAC Discussion.** At the September 7, 2022 CAC meeting various CAC members had questions about why BART considered the faregates a higher priority than the elevator projects for OBAG 3 from the perspective of passenger benefits and how BART prioritized the particular San Francisco elevators to be modernized first. Also, CAC members were concerned about not funding for the Elevator Modernization Design for 16th Street Mission, 24th Street Mission project, noting that these stations served working class neighborhoods and wondering whether BART's prioritization process took this into consideration. BART's response, combined with additional information we received after the CAC meeting is highlighted below.

BART indicated that all three projects submitted for OBAG 3 are a high priority for the agency. BART staff evaluated the schedules for the three projects and how to best sequence them, they considered the ability to fully fund the project, and the likelihood of securing other funding sources. Based on these factors, the Next Generation Fare Gates application was prioritized first. The construction phase of the project could begin in January 2023, and the OBAG funds would leverage BART Measure RR and Federal Transit Administration funds to help complete the funding plan for the construction phase.

The Elevator Modernization Phase 1.3 at Embarcadero, Montgomery Street, Powell Street, Civic Center/UN Plaza, and Glen Park stations is BART's second priority project. The OBAG funds would complete the project funding plan, which includes SFMTA funds (partially committed, the rest planned),



BART funds, and Transportation Authority Prop K and Prop AA funds. BART anticipates design, which is already fully funded, will start in February 2023 and be completed by May 2025, with construction taking place February 2026 to April 2029.

According to BART staff, Elevator Modernization Design at 16th Street/Mission, 24th Street/Mission, and Balboa Park stations was prioritized third because it is in an early stage of project development. BART's application to the OBAG 3 program would fund design work for the elevators at these stations that would start in January 2025 and be completed by December 2026. Depending on funding availability, construction could start as soon as November of 2027 to December 2029.

Several CAC members inquired about why it takes so long (e.g. six years for Elevator Modernization Phase 1.3 project with 8 elevators) to design and modernize the existing elevators. In response, BART noted that there have been some challenges finding a design consultant with adequate expertise. On the construction side, BART staff noted there are a limited number of qualified bidders for BART to contract with; a tight labor market, inflation pressures; continued supply chain constraints; and internal project management capacity considerations.

As noted in the CAC Position section below, the CAC adopted a motion of support for an amended staff recommendation that would require BART and Transportation Authority staff to report back regularly with updates on funding strategy and a schedule for the Elevator Modernization Design project for the Mission Street and Balboa Park stations, which our staffs are happy to do. There are various funding options for these elevators that would be available for a January 2025 planned start of design, including but not limited to Prop K and Prop AA or Measure L if that is approved by voters this November.

**Next Steps.** After the Board adopts the San Francisco OBAG 3 project nominations, we will submit the resolution and supporting materials to MTC by its September 30, 2022 deadline. MTC staff will conduct a regional evaluation and anticipates final project selection and Commission approval in January 2023.

## **FINANCIAL IMPACT**

The recommended action would not have an impact on the Transportation Authority's adopted budget.

## **CAC POSITION**

The CAC considered this item at its September 7, 2022 meeting and after a lengthy discussion (see highlights in the Discussion section), the CAC unanimously adopted a motion of support for the staff recommendation amended to require periodic updates on the funding strategy and schedule for BART's Elevator Modernization Design Project at 16th Street Mission, 24th Street Mission, and Balboa Park stations, with the first two reports at the October and December 2022 [November 30th is the joint November/December CAC meeting], CAC meeting.

## **SUPPLEMENTAL MATERIALS**



- Attachment 1 – Map of San Francisco PDAs
- Attachment 2 - Screening and Prioritization Criteria
- Attachment 3 – Summary of OBAG 3 Applications Received
- Attachment 4 – OBAG 3 Project Nominations – Detailed Staff Recommendations
- Attachment 5 – OBAG 3 Projects Nominations – Map of Staff Recommendations
- Attachment 6 – One Bay Area Grant Cycles 1 and 2: Funded Projects and Status
- Enclosure – OBAG 3 Applications (9)

**Attachment 6.**  
**One Bay Area Grant Cycles 1 and 2: Funded Projects and Status**

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

**OBAG Cycle 2: Fiscal Years 17/18-21/22**

Sponsor*	Project Name	OBAG Funds	Total Project Cost
<b>Cycle 2 Completed</b>			
SFPW	John Yehall Chin Elementary Safe Routes to School <sup>6</sup> [fund exchange]	\$ -	\$ 4,200,000
SFMTA	Geary Bus Rapid Transit Phase 1	\$ 6,939,000	\$ 64,656,000
SFMTA	San Francisco Safe Routes to School Non-Infrastructure Project, 2019-2021	\$ 2,813,264	\$ 3,177,752
<b>Cycle 2 Work Progressing</b>			
SFPW	Better Market Street Phase 1 <sup>5,6</sup>	\$ 3,366,000	\$81,100,000
SFMTA	Central Subway <sup>5</sup>	\$ 15,980,000	\$1,931,000,000
Caltrain	Peninsula Corridor Electrification Project	\$ 11,187,736	\$2,443,000,000
BART	Embarcadero Station: New Northside Platform Elevator and Faregates	\$ 2,000,000	\$ 15,000,000
<b>Cycle 2 Total</b>		<b>\$ 42,286,000</b>	<b>\$ 4,542,133,752</b>
<b>Grand Total</b>		<b>\$ 77,301,735</b>	<b>\$ 4,806,446,390</b>

## Attachment 6. One Bay Area Grant Cycles 1 and 2: Funded Projects and Status

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

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

<sup>2</sup> In order to minimize risk of losing federal funds due to project delays, in February 2015, the Transportation Authority Board reprogrammed \$10,227,540 in OBAG funds from SFMTA's Masonic Avenue project to the LRV Procurement project. Masonic Avenue was kept whole with SFMTA revenue bond funds. See Resolution 15-42 for more detail.

<sup>3</sup> On December 15, 2015, the Transportation Authority Board approved SFPW's request to reprogram \$67,265 in cost savings from the completed ER Taylor SR2S to Chinatown Broadway, which received a higher-than-anticipated bid to its original construction contract advertisement.

<sup>4</sup> On June 28, 2016, the Transportation Authority Board approved SFPW's request to reprogram an additional \$51,215 from the completed ER Taylor SR2S to Second Street Streetscape to help cover the cost of the pedestrian lighting, which was added per the community's request.

<sup>5</sup> In order to minimize risk of losing federal funds due to project delays, in November 2018, the Transportation Authority Board approved an OBAG/Prop K fund exchange between Better Market Street and Central Subway, which helped reduce the Transportation Authority's remaining RIP commitment to Central Subway. See Resolution 19-22 for more detail.

<sup>6</sup> On July 23, 2019, the Transportation Authority Board approved a fund exchange of \$3,366,000 in OBAG funds from John Yehall Chin to Better Market Street, with an equivalent amount of Prop K funds from Better Market Street. The fund exchange assisted with project delivery for John Yehall Chin which was behind schedule due to a prolonged process in obtaining right-of-way certification. See Resolution 20-02 for more detail.

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RESOLUTION ALLOCATING \$4,412,805 IN PROP K SALES TAX FUNDS AND \$324,000 IN PROP AA VEHICLE REGISTRATION FEE FUNDS FOR FOUR REQUESTS, WITH CONDITIONS

WHEREAS, The Transportation Authority received four requests for a total of \$4,412,805 in Prop K local transportation sales tax funds and \$324,000 in Prop AA vehicle registration fee funds, as summarized in Attachments 1 and 2; and

WHEREAS, The requests seek funds from the following Prop K Expenditure Plan categories: Caltrain Capital Improvement Program, Guideways – Caltrain, Traffic Calming, Tree Planting and Maintenance; and from the Pedestrian Safety category of the Prop AA Expenditure Plan; and

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

WHEREAS, All of the requests are consistent with the relevant 5YPPs for their respective categories; and

WHEREAS, After reviewing the requests, Transportation Authority staff recommended allocating a total of \$4,412,805 in Prop K funds, with conditions and \$324,000 in Prop AA funds, with conditions, for four projects, as described in Attachment 3 and detailed in the attached allocation request forms, which include staff recommendations for Prop K and Prop AA allocation amounts, required deliverables, timely use of funds requirements, special conditions, and Fiscal Year Cash Flow Distribution Schedules; and

WHEREAS, There are sufficient funds in the Capital Expenditures line item of the Transportation Authority's approved Fiscal Year 2022/23 budget to cover the proposed actions; and

WHEREAS, At its September 7, 2022 meeting, the Community Advisory Committee was briefed on the subject request and unanimously adopted a motion of support for the staff recommendation; now, therefore, be it

RESOLVED, That the Transportation Authority hereby allocates \$4,412,805 in Prop K funds, with conditions and \$324,000 in Prop AA funds, with conditions, as summarized in Attachment 3 and detailed in the enclosed allocation request forms; and be it further



RESOLVED, That the Transportation Authority finds the allocation of these funds to be in conformance with the priorities, policies, funding levels, and prioritization methodologies established in the Prop K and Prop AA Expenditure Plans, the Prop K Strategic Plan, the Prop AA Strategic Plan, and the relevant 5YPPs; and be it further

RESOLVED, That the Transportation Authority hereby authorizes the actual expenditure (cash reimbursement) of funds for these activities to take place subject to the Fiscal Year Cash Flow Distribution Schedules detailed in the enclosed allocation request forms; and be it further

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

RESOLVED, That as a condition of this authorization for expenditure, the Executive Director shall impose such terms and conditions as are necessary for the project sponsors to comply with applicable law and adopted Transportation Authority policies and execute Standard Grant Agreements to that effect; and be it further

RESOLVED, That as a condition of this authorization for expenditure, the project sponsors shall provide the Transportation Authority with any other information it may request regarding the use of the funds hereby authorized; and be it further

RESOLVED, That the Capital Improvement Program of the Congestion Management Program, the Prop K and Prop AA Strategic Plans and the relevant 5YPPs are hereby amended, as appropriate.

Attachments:

1. Summary of Requests Received
2. Brief Project Descriptions
3. Staff Recommendations
4. Prop K and Prop AA Allocation Summaries - FY 2022/23
5. Prop K/Prop AA Allocation Request Forms (4)

**Attachment 1: Summary of Requests Received**

Source	EP Line No./ Category <sup>1</sup>	Project Sponsor <sup>2</sup>	Project Name	Current Prop K Request	Current Prop AA Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
							Expected Leveraging by EP Line <sup>3</sup>	Actual Leveraging by Project Phase(s) <sup>4</sup>		
Prop K	7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825	\$ -	\$ 41,880,423	77%	95%	Construction	Citywide
Prop K	38	SFPW	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape	\$ 900,000	\$ -	\$ 1,000,000	51%	10%	Design	11
Prop K	42	SFPW	Tree Planting and Establishment	\$ 1,548,980	\$ -	\$ 1,548,980	57%	0%	Construction	Citywide
Prop AA	PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -	\$ 324,000	\$ 324,000	NA	100%	Design	10
<b>TOTAL</b>				<b>\$ 4,412,805</b>	<b>\$ 324,000</b>	<b>\$ 44,753,403</b>	<b>75%</b>	<b>90%</b>		

Footnotes

<sup>1</sup> "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan, including: Street Repair and Reconstruction (Street), Pedestrian Safety (Ped), and Transit Reliability and Mobility Improvements (Transit) or the Traffic Congestion Mitigation Tax (TNC Tax) category referenced in the Program Guidelines.

<sup>2</sup> Acronyms: PCJPB (Caltrain); SFPW (San Francisco Public Works)

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

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Prop AA Funds Requested	Project Description
7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825	\$ -	Requested construction funds would replace the two rail bridges over the Guadalupe River, which have exceeded their useful life. Bridge replacement is necessary to help address the instability and risk posed by the Guadalupe River to the bridge structures, as well as to avoid potential future damage due to erosion or earthquake damage. Construction is expected to start in November 2022 and be completed by March 2025.
38	SFPW	Excelsior Neighborhood Traffic Calming; Sickles Ave Streetscape	\$ 900,000	\$ -	Requested funds will be used to design safety improvements to Sickles Avenue, between Cayuga and Mission Street. This project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds. It also includes a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability and safety. SFPW expects to complete design by June 2024 and have the project open for use by September 2025, subject to funding availability.
42	SFPW	Tree Planting and Establishment	\$ 1,548,980	\$ -	Annual request to support an ongoing program to plant and establish trees with City crews and community partners. In FY2022/23 Public Works will plant 660 trees and add them to the weekly watering schedule for 3 years of establishment. The trees will then receive lifetime maintenance care through StreetTreeSF's guaranteed funding from the General Fund. A list of anticipated planting locations is available upon request. This is an annual request and will support program activities through June 30, 2023.
PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -	\$ 324,000	Funds are requested for the design phase for approximately 50 new pedestrian-scale and roadway-scale street lights and all electrical conduit, electrical services, and sidewalk restoration on Oakdale Avenue, between 3rd and Phelps streets. The project would make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan with significant stakeholder engagement. SFPW expects to complete design by December 2023 and construction by March 2025.
<b>TOTAL</b>			<b>\$4,412,805</b>	<b>\$324,000</b>	

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	TNC Tax Funds Recommended	Recommendations
7, 22P	PCJPB	Guadalupe River Bridge Replacement and Extension	\$ 1,963,825		Our recommendation would fulfill San Francisco's member share contribution to Caltrain's Fiscal Year 2021/22 capital budget.
38	SFPW	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape	\$ 900,000		Our recommended <b>deliverables</b> include that upon completion of the design phase, SFPW shall provide an updated scope, schedule, budget and funding plan for the construction phase of the project.
42	SFPW	Tree Planting and Establishment	\$ 1,548,980		Our recommended <b>deliverables</b> note that quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment.
PED	SFPW	Oakdale Lighting Improvements Project Phase 1	\$ -		Our recommended <b>deliverables</b> include that upon completion of the design phase, SFPW shall provide an updated scope, schedule, budget and funding plan for the construction phase of the project.
<b>TOTAL</b>			<b>\$ 4,412,805</b>	<b>\$ -</b>	

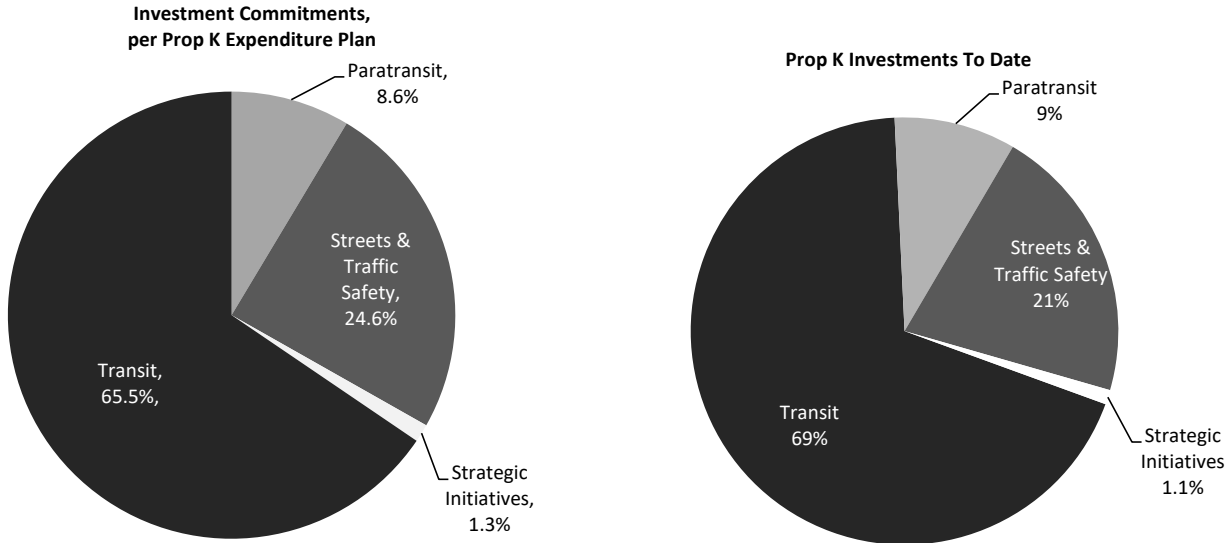
<sup>1</sup> See Attachment 1 for footnotes.

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

**PROP K SALES TAX**

FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 23,886,972	\$ 13,731,021	\$ 8,795,280	\$ 1,060,671	\$ 300,000
Current Request(s)	\$ 4,412,805	\$ 2,438,128	\$ 1,285,530	\$ 689,148	\$ -
New Total Allocations	\$ 28,299,777	\$ 16,169,149	\$ 10,080,810	\$ 1,749,819	\$ 300,000

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.

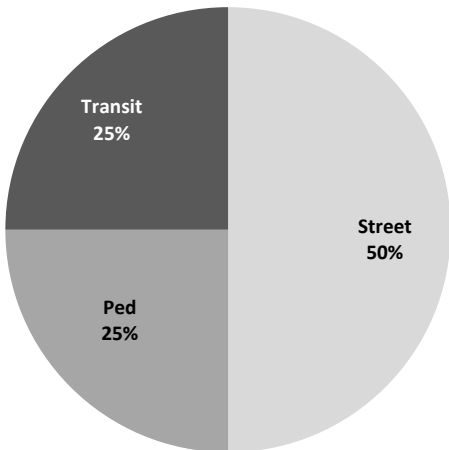


**PROP AA VEHICLE REGISTRATION FEE**

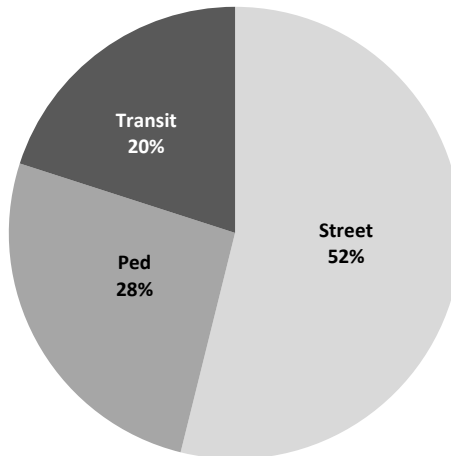
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215
Current Request(s)	\$ 324,000	\$ 162,000	\$ 162,000	\$ -	\$ -
New Total Allocations	\$ 6,675,186	\$ 1,589,428	\$ 1,174,714	\$ 2,060,829	\$ 1,850,215

The above table shows total cash flow for all FY 2022/23 allocations approved to date, along with the current recommended allocation(s).

**Investment Commitments, per Prop AA Expenditure Plan**



**Prop AA Investments To Date**



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Guadalupe River Bridge Replacement and Extension
<b>Grant Recipient:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Capital Improvement Program, Guideways - PCJPB
<b>Current PROP K Request:</b>	\$1,963,825
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Replacement of the two rail bridges over the Guadalupe River, which have exceeded their useful life. Bridge replacement is necessary to help address the instability and risk posed by the Guadalupe River to the bridge structures, as well as to avoid potential future damage due to erosion or earthquake damage.

### Detailed Scope, Project Benefits and Community Outreach

The two rail bridges over the Guadalupe River have exceeded their useful life and are in need of replacement to avoid slow orders and weight limits for Caltrain and freight operations. Scope of work on the northbound bridge (MT-1) consists of a full demolition of the existing 187-foot bridge, built in 1935, including wooden piles, piers, and sub-structure, and replacement with a new 265-foot bridge. Work on the southbound bridge (MT-2) consists of replacing sections of the existing bridge, built in 1990, from 195 feet to 250 feet in length and constructing a new abutment with a new pier at approximately 55 feet south of the existing abutment. Improvements also include upgrades of the existing piles and pile-caps to comply with current seismic requirements.

### Project Location

The rail bridges are located over the the Guadalupe River in San Jose, California, between State Route 87 and the Willow Street overpasses.

### Project Phase(s)

Construction (CON)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$1,963,825



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Guadalupe River Bridge Replacement and Extension
<b>Grant Recipient:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	Negative Declaration
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## PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2019	Oct-Nov-Dec	2020
Right of Way	Oct-Nov-Dec	2021	Oct-Nov-Dec	2021
Design Engineering (PS&E)	Oct-Nov-Dec	2020	Jan-Feb-Mar	2022
Advertise Construction	Apr-May-Jun	2022		
Start Construction (e.g. Award Contract)	Oct-Nov-Dec	2022		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2025

## SCHEDULE DETAILS

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Guadalupe River Bridge Replacement and Extension
<b>Grant Recipient:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-107: Capital Improvement Program	\$0	\$272,825	\$0	\$272,825
EP-122P: Guideways - PCJPB	\$0	\$1,691,000	\$0	\$1,691,000
ACE Rail & UPRR	\$0	\$5,269,211	\$0	\$5,269,211
FTA	\$0	\$26,863,398	\$0	\$26,863,398
State	\$0	\$7,783,989	\$0	\$7,783,989
<b>Phases In Current Request Total:</b>	<b>\$0</b>	<b>\$41,880,423</b>	<b>\$0</b>	<b>\$41,880,423</b>

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$1,963,825	\$1,827,500	\$3,791,325
ACE Rail & UPRR	\$0	\$5,269,211	\$0	\$5,269,211
FTA	\$0	\$26,863,398	\$8,017,212	\$34,880,610
State	\$0	\$7,783,989	\$0	\$7,783,989
VTA Members	\$0	\$0	\$500,000	\$500,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$0</b>	<b>\$41,880,423</b>	<b>\$10,344,712</b>	<b>\$52,225,135</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$6,815,730		Actual costs of phase
Right of Way	\$103,432		Actual costs of phase
Design Engineering	\$5,091,353		Actual costs of phase
Construction	\$40,214,620	\$1,963,825	Engineering estimate at 100% design
Operations	\$0		

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Total:	\$52,225,135	\$1,963,825	

<b>% Complete of Design:</b>	100.0%
<b>As of Date:</b>	07/01/2022
<b>Expected Useful Life:</b>	100 Years

**PROJECT:****Guadalupe River Bridge Replacement**

Project Cost	Project Phase	Original Estimate	Revised Estimate
	Planning/CD/Env		\$6,815,730
	PE/Env/PSE		\$5,091,353
	ROW Acq/Utilities Relo.		\$103,432
	Procurement		
	Construction		\$40,214,620
	Closeout		
	<b>TOTAL</b>	<b>\$0</b>	<b>\$52,225,135</b>

Milestones	Project Phase	Expected Start	Expected Finish
	Planning/Conceptual Design		
	PE/Env/PSE	08/21/17	12/31/21
	ROW Acquisition/Utilities Relo.	07/01/20	01/01/21
	Bid and Award	06/01/22	11/03/22
	Procurement		
	Construction	11/30/22	12/31/24
	Closeout	03/31/25	12/31/25

Cost Summary	FY2022	Prior Year	Future Budget	Total Request
	\$3,952,825	\$10,344,712	\$37,927,598	\$52,225,135

FY22 Funding Plan	Funding Source	Proposed
	Federal	\$1,591,200
	State	\$397,800
	Local Match JPB Member:	\$1,963,825
	<i>San Francisco</i>	\$1,963,825
	<i>San Mateo</i>	\$0
	<i>Santa Clara</i>	\$0
	Regional/Other	\$0
	<b>TOTAL</b>	<b>\$3,952,825</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Guadalupe River Bridge Replacement and Extension
<b>Grant Recipient:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$1,963,825	<b>Total PROP K Recommended</b>	\$1,963,825

<b>SGA Project Number:</b>		<b>Name:</b>	Guadalupe River Bridge Replacement and Extension - Construction EP22P
<b>Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)	<b>Expiration Date:</b>	03/31/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	4.03%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-122P	\$316,323	\$785,530	\$589,148	\$0	\$0	\$1,691,000

#### Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, upcoming project milestones, and delivery updates including work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact delivery, in addition to all other requirements described in the Standard Grant Agreement.
2. Provide 2-3 photos of project with quarterly progress reports and upon project completion.

<b>SGA Project Number:</b>		<b>Name:</b>	Guadalupe River Bridge Replacement and Extension - Construction EP7
<b>Sponsor:</b>	Peninsula Corridor Joint Powers Board (Caltrain)	<b>Expiration Date:</b>	03/31/2026
<b>Phase:</b>	Construction	<b>Fundshare:</b>	0.65%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-107	\$272,825	\$0	\$0	\$0	\$0	\$272,825

#### Deliverables

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

2. Provide 2-3 photos of project with quarterly progress reports and upon project completion.

<b>Metric</b>	<b>PROP K</b>	<b>TNC TAX</b>	<b>PROP AA</b>
Actual Leveraging - Current Request	95.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	92.7%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Guadalupe River Bridge Replacement and Extension
<b>Grant Recipient:</b>	Peninsula Corridor Joint Powers Board (Caltrain)

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$1,963,825
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

LF

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Leslie Fong	Peter Skinner
<b>Title:</b>	Senior Administrative Analyst	Senior Grants Analyst
<b>Phone:</b>	(650) 508-6332	555-5555
<b>Email:</b>	fongl@samtrans.com	skinnerp@samtrans.com

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Traffic Calming
<b>Current PROP K Request:</b>	\$900,000
<b>Supervisorial District</b>	District 11

## REQUEST

### Brief Project Description

Safety improvements to Sickles Avenue, between Cayuga and Mission Street. Project includes five new corner bulb-outs with curb ramps to create shorter crossing distances for pedestrians and reduce vehicle speeds, a new planted median island and street trees to create visual cues for drivers to slow down, and installation of pedestrian scale lighting to promote walkability.

### Detailed Scope, Project Benefits and Community Outreach

Improvements to Sickles Ave, a neighborhood connection between major thoroughfares Alemany Blvd and Mission St as well as the I-280, will create a traffic calming impact and safety improvements for pedestrians while aesthetically enhancing the neighborhood. As drivers commonly speed down Sickles Avenue due to the wide straight road and close proximity to the freeway, traffic calming improvements will change the dynamic of the street and slow drivers.

The proposed improvements include five new corner bulb-outs, creating shorter crossing distances for pedestrians and reducing vehicle speeds with wider turns. New planted median islands and street trees will narrow the travel lanes and create visual cues to drivers to slow down as they pass through a residential neighborhood. Installation of new street and pedestrian scale lighting will promote greater walkability and overall safety for pedestrians and drivers. The final layout of the lighting will be determined pending a photometric study and light uniformity levels reviewed with SFPUC.

Bulb-outs are proposed at the following corners:

- Sickles & Cayuga east
- Sickles & Sears west
- Sickles & Huron west
- Sickles & Huron east
- Sickles & Mission east

Planning for the project began in 2018 at the request of District 11 Supervisor's Office and in response to community inquiries to improve safety and beauty for Sickles Avenue. A community meeting with San Francisco Public Works and Supervisor Safai was held in February 2020 to present



conceptual plans, to receive additional public comments, and to answer questions residents may have had regarding the project's planned scope of work.

### Project Location

District 11 - Sickles Avenue between Cayuga and Mission Street.

### Project Phase(s)

Design Engineering (PS&E)

## 5YPP/STRATEGIC PLAN INFORMATION

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Project Drawn from Placeholder
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$2,050,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

<b>Environmental Type:</b>	N/A
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## PROJECT DELIVERY MILESTONES

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

## SCHEDULE DETAILS

SFPW will coordinate with the District Supervisor's office to conduct community outreach and may include in person events to showcase the design development. A project website will be created to provide updates during the design and construction phases of the project with contact details for SFPW staff.

Environmental Clearance for this project falls under the Better Streets Plan.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-138: Traffic Calming	\$0	\$900,000	\$0	\$900,000
Prop B General Fund	\$100,000	\$0	\$0	\$100,000
<b>Phases In Current Request Total:</b>	\$100,000	\$900,000	\$0	\$1,000,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$900,000	\$0	\$900,000
Prop B General Fund	\$100,000	\$0	\$0	\$100,000
TBD (potential sources Local Partnership Program, Active Transportation Program, Affordable Housing Sustainable Communities, and General Fund)	\$4,300,000	\$0	\$0	\$4,300,000
<b>Funding Plan for Entire Project Total:</b>	<b>\$4,400,000</b>	<b>\$900,000</b>	<b>\$0</b>	<b>\$5,300,000</b>

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,000,000	\$900,000	SFPW, Conceptual Design Estimate
Construction	\$4,300,000		SFPW, Conceptual Design Estimate
Operations	\$0		
Total:	\$5,300,000	\$900,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	08/26/2022
<b>Expected Useful Life:</b>	N/A

**San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form**

**Project Name:** Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape

**MAJOR LINE ITEM BUDGET**

<b>SUMMARY BY MAJOR LINE ITEM - DESIGN</b>		
<b>Budget Line Item</b>	<b>Totals</b>	<b>% of phase</b>
1. Total Labor	\$ 800,000	
2. Consultant (analysis of soils, potholing, and utility coordination/drafting works)	\$ 50,000	
3. Other Direct Costs *	\$ 25,000	
4. Contingency	\$ 125,000	14%
<b>TOTAL PHASE</b>	<b>\$ 1,000,000</b>	

\*PUC, PG&E, Permits

<b>TOTAL LABOR COST BY AGENCY</b>	
<b>SFMTA</b>	\$ 45,000
<b>SFPW</b>	\$ 755,000
<b>TOTAL</b>	<b>\$ 800,000</b>

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$900,000	<b>Total PROP K Recommended</b>	\$900,000

<b>SGA Project Number:</b>		<b>Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	12/31/2024
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	90%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-138	\$300,000	\$500,000	\$100,000	\$0	\$0	\$900,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion of the design phase, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and an updated scope, schedule, budget and funding plan for the construction phase of the project.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	10%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	83%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$900,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

VC

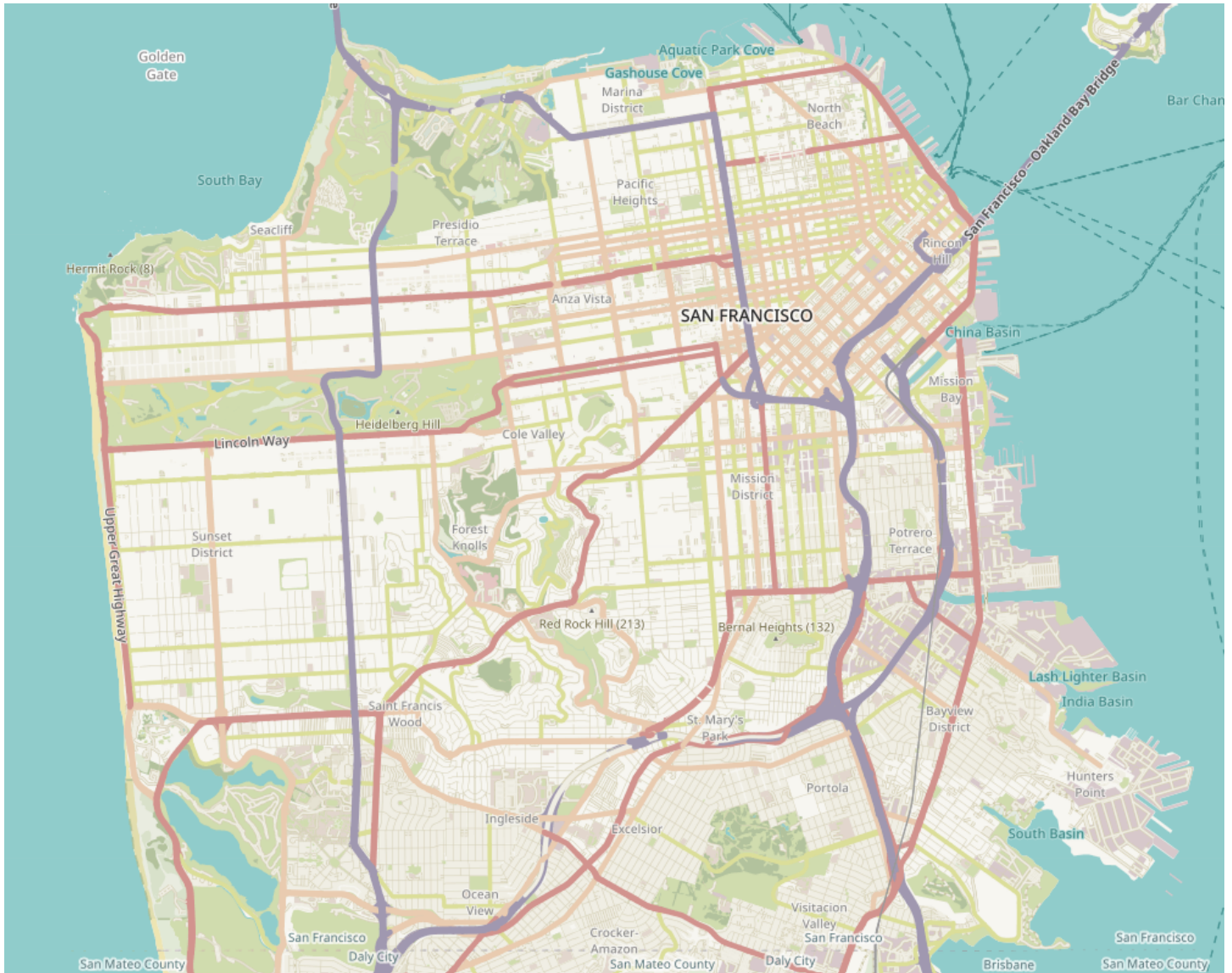
## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Trent Tieger	Victoria Chan
<b>Title:</b>	Project Manager	Principal Administrative Analyst
<b>Phone:</b>	(415) 558-4045	(415) 205-6316
<b>Email:</b>	trent.tieger@sfdpw.org	victoria.w.chan@sfdpw.org

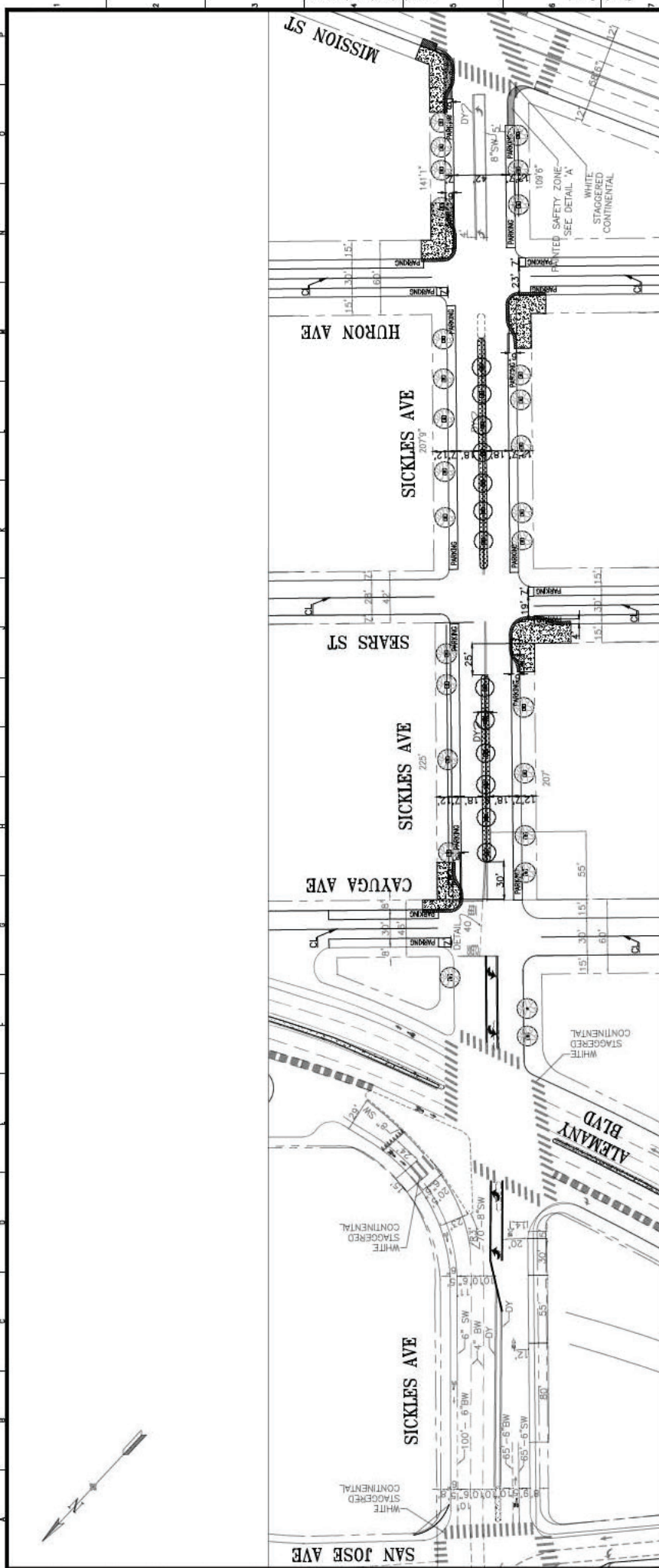
# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
<b>Grant Recipient:</b>	Department of Public Works

## PROJECT LOCATION







**CONCEPTUAL**  
 FOR DISCUSSION PURPOSES ONLY  
 SUBJECT TO TURNING TEMPLATE ANALYSIS  
 AND SFMTA TASC APPROVAL



CONTRACT NO. XXXXJ DRAWING NO.		<b>CONCEPTUAL - PRELIMINARY</b>	
FILE NO. REV. NO.		<b>SICKLES AVENUE          SAN JOSE AVENUE TO MISSION STREET          STREETScape IMPROVEMENTS</b>	
SCALE: <b>1" = 40'</b>		SHEET OF SHEETS	
DESIGNER:	DATE:	CHECKER:	DATE:
ASSISTING DESIGNER:	DATE:	DRAWN:	DATE:
DESIGN & ENGINEERING WELLS & OBARA ENGINEERS 1000 CALIFORNIA STREET, SUITE 200 SAN FRANCISCO, CA 94102-4001	ASSISTING DESIGNER: ERIC KILGUS CHECKER: PERMANO OSORIO DESIGNER: PATRICIA RIVERA	DRAWN: PATRICIA RIVERA	DATE:
REFERENCE INFORMATION & FILE NO. OF SURVEYS			
NO.	DATE	DESCRIPTION	BY / APP.
THIS DRAWING WAS LAST MODIFIED: 11/16/21 1742, BY: abraman			

Drawing Path: W:\Scales\comet\Scale\Drawings\Sickles\Legin.dwg  
 Dimensions Scale: 1  
 Model Units: Feet  
 Measurement Unit: English  
 Print Time: Thu, 18 Nov 2021 - 3:45pm

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Tree Planting and Establishment
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP K Expenditure Plans</b>	Tree Planting & Maintenance
<b>Current PROP K Request:</b>	\$1,548,980
<b>Supervisory District</b>	Citywide

## REQUEST

### Brief Project Description

Public Works requests Prop K Tree Planting and Maintenance category funds programmed in FY22-23 to plant and establish trees with City crews and community partners. Public Works will plant 660 trees and add them to the weekly watering schedule for 3 years of establishment. The trees will then receive lifetime maintenance care through StreetTreeSF's guaranteed funding from the General Fund.

### Detailed Scope, Project Benefits and Community Outreach

Public Works' Bureau of Urban Forestry maintains a Tree Database, which is updated on a daily basis by tree inspectors as new trees are planted and more locations are inspected. In addition to new tree locations, sites where trees have been removed and other empty tree basins are also prioritized. The list is continuously updated as there are many more empty tree basins/missing trees throughout the City, including recently removed trees, but listed locations have been inspected and found to be free of utility conflicts. The Tree Planting program is working counter-clockwise around the City through priority areas characterized by low levels of tree canopy. In recent years the program has focused on District 11, which was a low canopy area that that now has extensive new plantings. The program is currently focusing on Bayview-Hunters Point in District 10. Next, the program will turn its attention to the Tenderloin and SOMA areas where tree canopy levels are some of the lowest in the City. Lists of potential locations for new trees are available upon request for Districts 6 and 10, as well as the SOMA West and Tenderloin areas.

With a robust municipal tree care program through StreetTreeSF, Public Works is closing the gap on deferred street tree maintenance needs in the public right-of-way. However, the removal of dead, declining, and hazardous trees is creating a growing number of empty tree basins despite the SF Urban Forest Plan's goal of increasing the canopy from 125,000 to 155,000 trees. Using Prop K funds, 15 gallon and 24 inch box trees are planted and staked with TreeGator watering bags that are filled weekly by staff with watering trucks for the first 3 years to establish. Most trees are now being installed with hardware cloth screens as protection from vandalism. Prop K funds will be used to plant and establish new trees. The trees will be planted by City crews. Establishment work will be carried out by City crews and partners like Friends of the Urban Forest and the Clean City Coalition. Maintenance of established trees will be done using Prop E General Funds.

SFPW's urban forestry inspectors make individual visits to trees in the 3rd year after planting to determine if they have established enough to be removed from the watering list for tree establishment. Trees that need more watering time are not removed from the list. Missing trees are also noted in the establishment database, which is how mortality rates are currently measured for young trees. The biggest cause of young tree mortality is vandalism; often, trees are repeatedly vandalized in the same locations.

Data shows that the current number of trees sequesters over 19 million pounds of carbon dioxide and filters more than 100 million gallons of stormwater every year. Replacing trees in empty tree basins with climate-adapted, drought-tolerant trees will add to this public good, as well as improve walkability of streets, calm traffic, and raise property values.

**Project Location**

Citywide

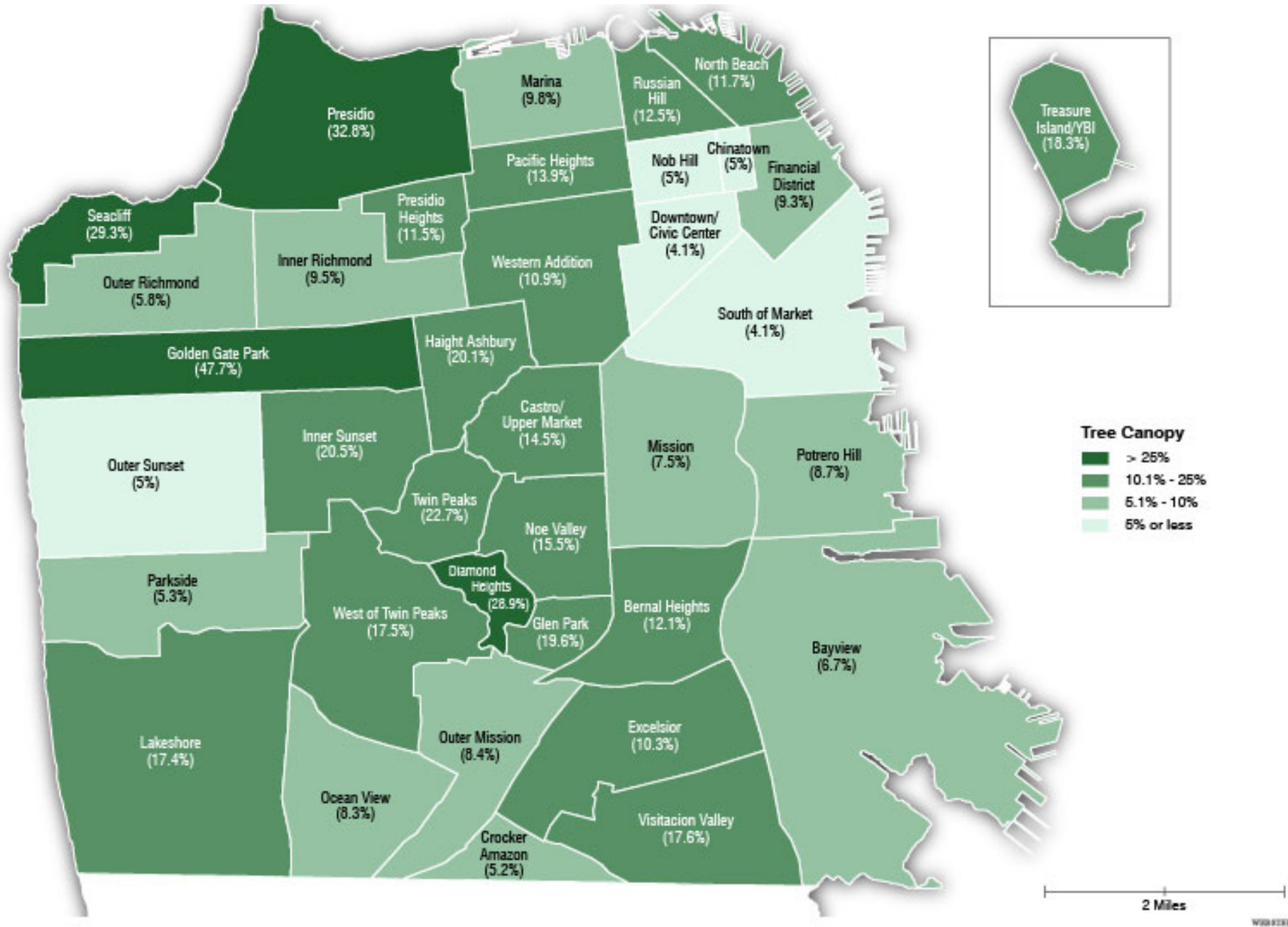
**Project Phase(s)**

Construction (CON)

**5YPP/STRATEGIC PLAN INFORMATION**

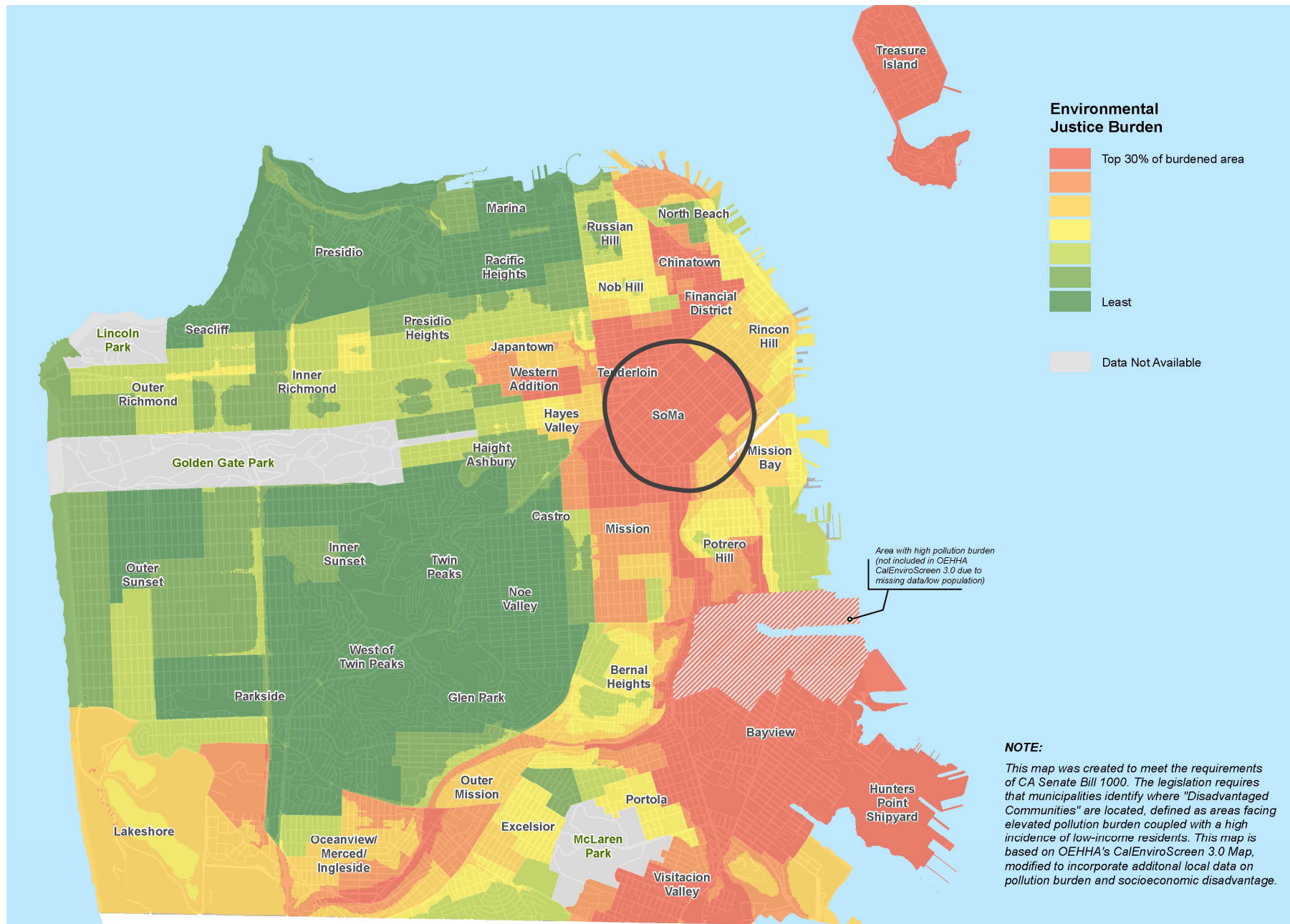
<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop K 5YPP Amount:</b>	\$1,548,980

# Urban Tree Canopy by Neighborhood (Source: Bureau of Urban Forestry)



**SOMA:  
4.1%**

# Environmental Justice Communities (Source: SF Planning)



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Tree Planting and Establishment
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

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

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

## SCHEDULE DETAILS

Public Works will work with partners like Friends of the Urban Forest to complete this work by planting trees, participating in community meetings, and coordinating with District Supervisor offices to notify residents of upcoming tree planting projects. Public Works will partner with Friends of the Urban Forest and the Clean City Coalition and is exploring new partnerships to aid in watering all our young trees.

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Tree Planting and Establishment
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-142: Tree Planting & Maintenance	\$0	\$1,548,980	\$0	\$1,548,980
<b>Phases In Current Request Total:</b>	\$0	\$1,548,980	\$0	\$1,548,980

## COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$1,548,980	\$1,548,980	Based on available funds
Operations	\$0		
Total:	\$1,548,980	\$1,548,980	

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

San Francisco County Transportation Authority  
Prop K/Prop AA Allocation Request Form

Project Name: Tree Planting and Establishment

**MAJOR LINE ITEM BUDGET**

**SAMPLE PROJECT BUDGET - CONSTRUCTION**

**SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)**

Service	Number of Trees	Unit Cost per Tree	Total Cost	Description
SFPW Labor - Tree Planting	662	\$ 588	\$ 389,289	New and replacement plantings
SFPW Labor - Tree Establishment	662	\$ 1,642	\$ 1,087,017	Establish trees
Tree Planting materials and supplies	662	\$ 110	\$ 72,673	Tree, stakes, and ties
<b>TOTAL</b>			<b>\$ 1,548,980</b>	



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Tree Planting and Establishment
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP K Requested:</b>	\$1,548,980	<b>Total PROP K Recommended</b>	\$1,548,980

<b>SGA Project Number:</b>		<b>Name:</b>	Tree Planting and Establishment
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	06/30/2024
<b>Phase:</b>	Construction	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	Total
PROP K EP-142	\$0	\$1,548,980	\$0	\$0	\$0	\$1,548,980

### Deliverables

1. Quarterly progress reports shall include the number and location of trees planted and undergoing establishment during the preceding quarter.
2. Quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment.
3. Over the course of FY2022/23 quarterly progress reports shall provide 2-3 photos of trees planted, established and/or being planted or watered in FY2022/23.

### Special Conditions

1. Prop K funds allocated to this project are only eligible for expenses incurred in the fiscal year for which the allocation was made (ending 6/30/2023). After the deadline for submittal of final reimbursement requests or estimated expenditure accruals (anticipated mid-August 2023), all remaining unclaimed amounts will be deobligated and made available for future allocations.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	0%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	0%	No TNC TAX	No PROP AA

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Tree Planting and Establishment
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP K Request:</b>	\$1,548,980
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

Initials of sponsor staff member verifying the above statement:

SG

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Nicholas Crawford	Victoria Chan
<b>Title:</b>	Assistant Superintendent	Principal Administrative Analyst
<b>Phone:</b>	(415) 695-2103	(415) 205-6316
<b>Email:</b>	nicholas.crawford@sfdpw.org	victoria.w.chan@sfdpw.org

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Oakdale Lighting Improvements Project Phase I
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN INFORMATION

<b>PROP AA Expenditure Plans</b>	Prop AA Pedestrian Projects
<b>Current PROP AA Request:</b>	\$324,000
<b>Supervisory District</b>	District 10

## REQUEST

### Brief Project Description

Installation of approximately 50 new pedestrian-scale and roadway-scale street lights on Oakdale Ave, between 3rd Street and Phelps Street. The project will make walking more inviting and safe along this important and busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan (CBTP) with significant stakeholder engagement.

### Detailed Scope, Project Benefits and Community Outreach

The project will install approximately 50 new pedestrian-scale and roadway-scale street lights (final number of lights will be determined through detailed design) and all electrical conduit, electrical services, and sidewalk restoration on Oakdale Avenue between 3rd Street and Phelps Street. Oakdale Avenue is a busy thoroughfare in the Bayview District. This project grew out of an extensive and inclusive community transportation planning project, the Bayview Community Based Transportation Plan (CBTP) with significant stakeholder engagement.

The current request is for Phase 1 of the project, with future phases of street/pedestrian-scale street lights planned along Oakdale Avenue from Phelps Street to Barneveld Avenue. Future phases may also include transit shelter lighting to improve the pedestrian and transit rider experience.

Prior Community Engagement: Improving lighting along Oakdale Avenue was the highest-ranked community priority in the Bayview CBTP, adopted in 2020. The Bayview CBTP engaged over 4,000 residents during a 2-year planning period and worked in paid partnership with five community based organizations to engage residents typically excluded from the planning process. The Bayview CBTP received the "Advancing Diversity and Social Change" national award from the American Planning Association in the summer of 2021.

**Project Location**

Oakdale Avenue (3rd Street - Phelps Street)

**Project Phase(s)**

Design Engineering (PS&E)

**5YPP/STRATEGIC PLAN INFORMATION**

<b>Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?</b>	Named Project
<b>Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?</b>	Less than or Equal to Programmed Amount
<b>Prop AA Strategic Plan Amount:</b>	\$324,000

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Oakdale Lighting Improvements Project Phase I
<b>Grant Recipient:</b>	Department of Public Works

## ENVIRONMENTAL CLEARANCE

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

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	Oct-Nov-Dec	2022	Oct-Nov-Dec	2022
Right of Way				
Design Engineering (PS&E)	Jan-Feb-Mar	2023	Oct-Nov-Dec	2023
Advertise Construction	Jan-Feb-Mar	2024		
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2024		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2025
Project Completion (means last eligible expenditure)				

## SCHEDULE DETAILS

During Phase 1, SFPW may set up two additional community workshops to provide project updates during detailed design development.

# San Francisco County Transportation Authority

## Prop K/Prop AA Allocation Request Form

### SAMPLE PROJECT BUDGET - ENVIRONMENTAL STUDIES, RIGHT-OF-WAY, DESIGN

#### **General Instructions**

- Sponsor may attach budget details in sponsor agency format (Excel), which includes all required information (per phase) detailed below.
- Contingencies should be called out in each phase.

#### **For Environmental Studies, Right-of-Way, Design Engineering Phase:**

- Provide total labor cost by agency, consultant costs, other direct costs, contract procurement(s), and contingency.

### MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
1. Total Labor	\$ 287,800	89%
2. Consultant	\$ -	
3. Other Direct Costs *	\$ 20,000	6%
4. Contingency	\$ 16,200	5%
<b>TOTAL PHASE</b>	<b>\$ 324,000</b>	

TOTAL LABOR COST BY AGENCY	
<b>SFPW</b>	\$ 264,000
<b>SFMTA</b>	\$ 60,000
<b>TOTAL</b>	<b>\$ 324,000</b>

\* e.g. PUC and PG&E new service costs

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Oakdale Lighting Improvements Project Phase I
<b>Grant Recipient:</b>	Department of Public Works

## FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-702: Prop AA Pedestrian Projects	\$0	\$324,000	\$0	\$324,000
<b>Phases In Current Request Total:</b>	\$0	\$324,000	\$0	\$324,000

## FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP AA	\$0	\$1,974,000	\$0	\$1,974,000
<b>Funding Plan for Entire Project Total:</b>	\$0	\$1,974,000	\$0	\$1,974,000

## COST SUMMARY

Phase	Total Cost	PROP AA - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$324,000	\$324,000	Engineer's Estimate Based on Prior Similar Work
Construction	\$1,650,000		Engineer's Estimate Based on Prior Similar Work
Operations	\$0		
Total:	\$1,974,000	\$324,000	

<b>% Complete of Design:</b>	0.0%
<b>As of Date:</b>	06/23/2022
<b>Expected Useful Life:</b>	N/A



# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Oakdale Lighting Improvements Project Phase I
<b>Grant Recipient:</b>	Department of Public Works

## SFCTA RECOMMENDATION

<b>Resolution Number:</b>		<b>Resolution Date:</b>	
<b>Total PROP AA Requested:</b>	\$324,000	<b>Total PROP AA Recommended</b>	\$324,000

<b>SGA Project Number:</b>		<b>Name:</b>	Oakdale Lighting Improvements Project Phase 1
<b>Sponsor:</b>	Department of Public Works	<b>Expiration Date:</b>	06/30/2024
<b>Phase:</b>	Design Engineering	<b>Fundshare:</b>	100.0%

### Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2021/22	FY2022/23	FY2023/24	FY2024/25	FY2025/26	Total
PROP AA EP-702	\$0	\$162,000	\$162,000	\$0	\$0	\$324,000

### Deliverables

1. Quarterly progress reports shall include % complete of the funded phase, work performed in the prior quarter, work anticipated to be performed in the upcoming quarter, and any issues that may impact schedule, in addition to all other requirements described in the Standard Grant Agreement.
2. With the first quarterly progress report, Sponsor shall provide 2-3 photos of existing conditions.
3. Upon completion, Sponsor shall provide evidence of completion of 100% design (e.g., copy of certifications page, copy of workorder, internal design completion documentation, or similar) and an updated scope, schedule, budget, and funding plan for construction. This deliverable may be met with an allocation request form for construction.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	No PROP K	No TNC TAX	0%
Actual Leveraging - This Project	No PROP K	No TNC TAX	0%

# San Francisco County Transportation Authority Allocation Request Form

<b>FY of Allocation Action:</b>	FY2022/23
<b>Project Name:</b>	Oakdale Lighting Improvements Project Phase I
<b>Grant Recipient:</b>	Department of Public Works

## EXPENDITURE PLAN SUMMARY

<b>Current PROP AA Request:</b>	\$324,000
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1) The requested sales tax and/or vehicle registration fee revenues will be used to supplement and under no circumstance replace existing local revenues used for transportation purposes.

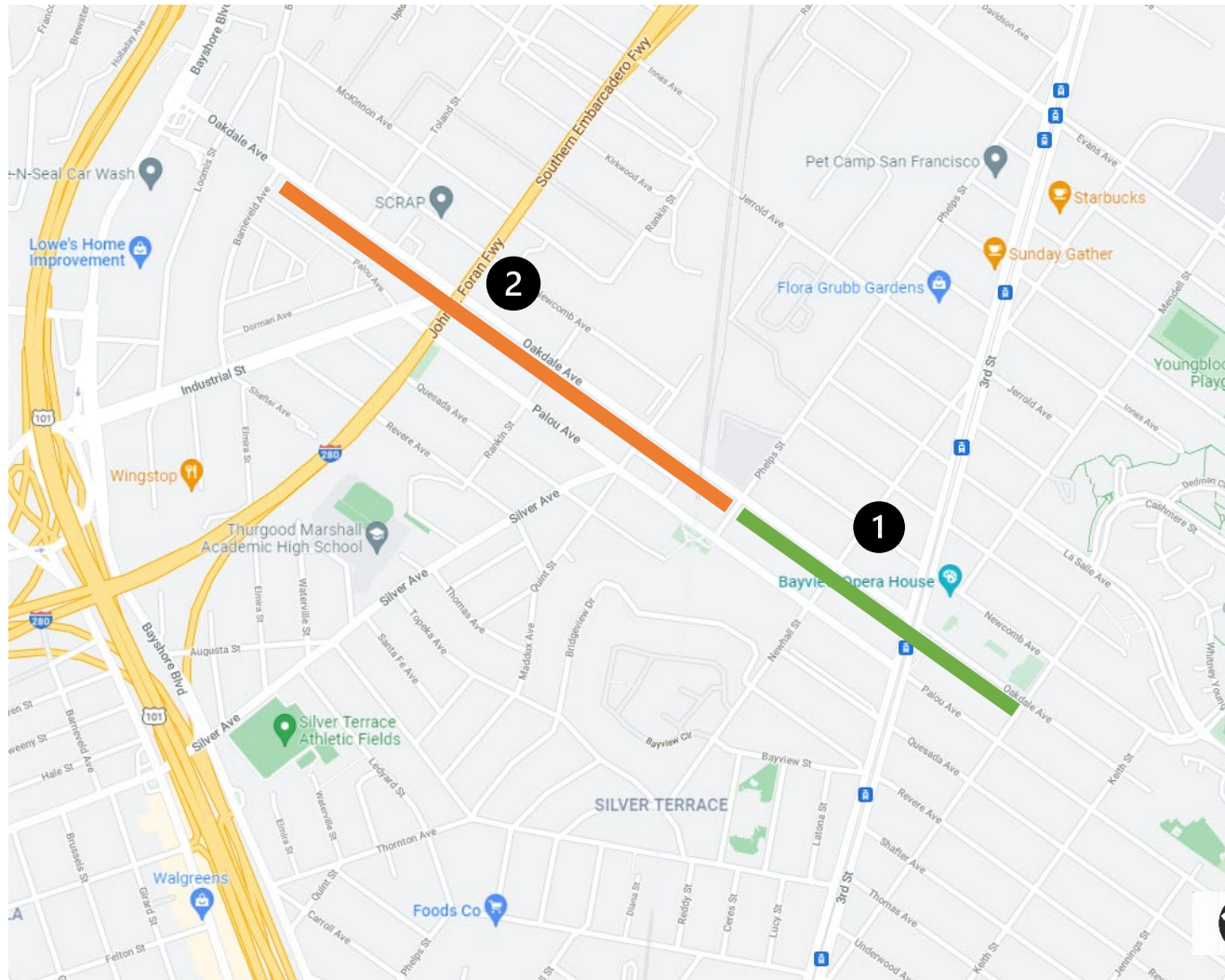
Initials of sponsor staff member verifying the above statement:

SG

## CONTACT INFORMATION

	Project Manager	Grants Manager
<b>Name:</b>	Michelle Woo	Victoria Chan
<b>Title:</b>	Streetscape Project Manager	Principal Administrative Analyst
<b>Phone:</b>	(628) 271-2155	(415) 205-6316
<b>Email:</b>	michelle.woo@sfdpw.org	victoria.w.chan@sfdpw.org

# Oakdale Lighting Improvement Project



1

Phase 1

2

Future Phases

Examples of street scale (left) and pedestrian scale (right) lights





## Memorandum

### AGENDA ITEM 8

**DATE:** September 8, 2022  
**TO:** Transportation Authority Board  
**FROM:** Anna LaForte – Deputy Director for Policy and Programming  
**SUBJECT:** 9/13/2022 Board Meeting: Allocate \$4,412,805 in Prop K Funds and \$324,000 in Prop AA Funds, with Conditions, for Four Requests

<p><b>RECOMMENDATION</b>      <input type="checkbox"/> Information      <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,963,825 to Caltrain (PCJPB) for:</p> <ol style="list-style-type: none"> <li>1. Guadalupe River Bridge Replacement and Extension</li> </ol> <p>Allocate \$2,448,980 in Prop K funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>2. Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape (\$900,000)</li> <li>3. Tree Planting and Establishment (\$1,548,980)</li> </ol> <p>Allocate \$324,000 in Prop AA funds to San Francisco Public Works (SFPW) for:</p> <ol style="list-style-type: none"> <li>4. Oakdale Lighting Improvements Project Phase I</li> </ol> <p><b>SUMMARY</b></p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Fund Allocation</li> <li><input type="checkbox"/> Fund Programming</li> <li><input type="checkbox"/> Policy/Legislation</li> <li><input type="checkbox"/> Plan/Study</li> <li><input type="checkbox"/> Capital Project Oversight/Delivery</li> <li><input type="checkbox"/> Budget/Finance</li> <li><input type="checkbox"/> Contract/Agreement</li> <li><input type="checkbox"/> Other: _____</li> </ul>
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### 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 or the Prop AA Expenditure Plan category referenced in the 2022 Prop AA Strategic Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



**Tree Planting and Establishment:** At the July 12, 2022 Board meeting, Chair Mandelman severed the Tree Planting and Establishment request from the Prop K grouped allocation requests item and continued its consideration to allow for staff to look into concerns expressed by Vice Chair Peskin about contractor performance with respect to newly planted trees that did not receive proper watering during the first three years and then died.

Since the July meeting, Transportation Authority staff have worked with SFPW staff to obtain details about the rate and causes of young tree mortality and the way SFPW's Urban Forestry program has responded to these issues. As described in the updated scope section of the attached Allocation Request Form, SFPW's urban forestry inspectors update the City's Tree Database to note young trees that are missing, dead or in need of an extended establishment period. SFPW separately tracks the entity responsible for tree care, by location, during the establishment period. SFPW can cross check this data to confirm which entity is responsible for establishing trees and how well those trees have done.

We have updated the staff recommendation to note that quarterly progress reports shall include a young tree health and mortality report with counts and locations of trees in their 3-year establishment period that have been found by SFPW inspectors to have died. Report shall include the cause of death (e.g., vandalism, insufficient watering) and the contractor responsible for establishment. We will flag any concerns for the Board. Vice Chair Peskin's office is supportive of this approach.

## **FINANCIAL IMPACT**

The recommended action would allocate \$4,736,805 in Prop K and Prop AA funds. The allocations would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K and Prop AA Fiscal Year 2022/23 allocations and appropriations approved to date, with associated annual cash flow commitments as well as the recommended allocation and cash flow amounts that are the subject of this memorandum.

Sufficient funds are included in the 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 was briefed on this item at its September 7, 2022 meeting and unanimously adopted a motion of support for the staff position.

## **SUPPLEMENTAL MATERIALS**

- Attachment 1 – Summary of Requests
- Attachment 2 – Project Descriptions
- Attachment 3 – Staff Recommendations
- Attachment 4 – Prop K and Prop AA Allocation Summary – FY 2022/23
- Attachment 5 – Allocation Request Forms (4)

# San Francisco Transportation Plan (SFTP 2050)

Outreach Summary and Draft Plan



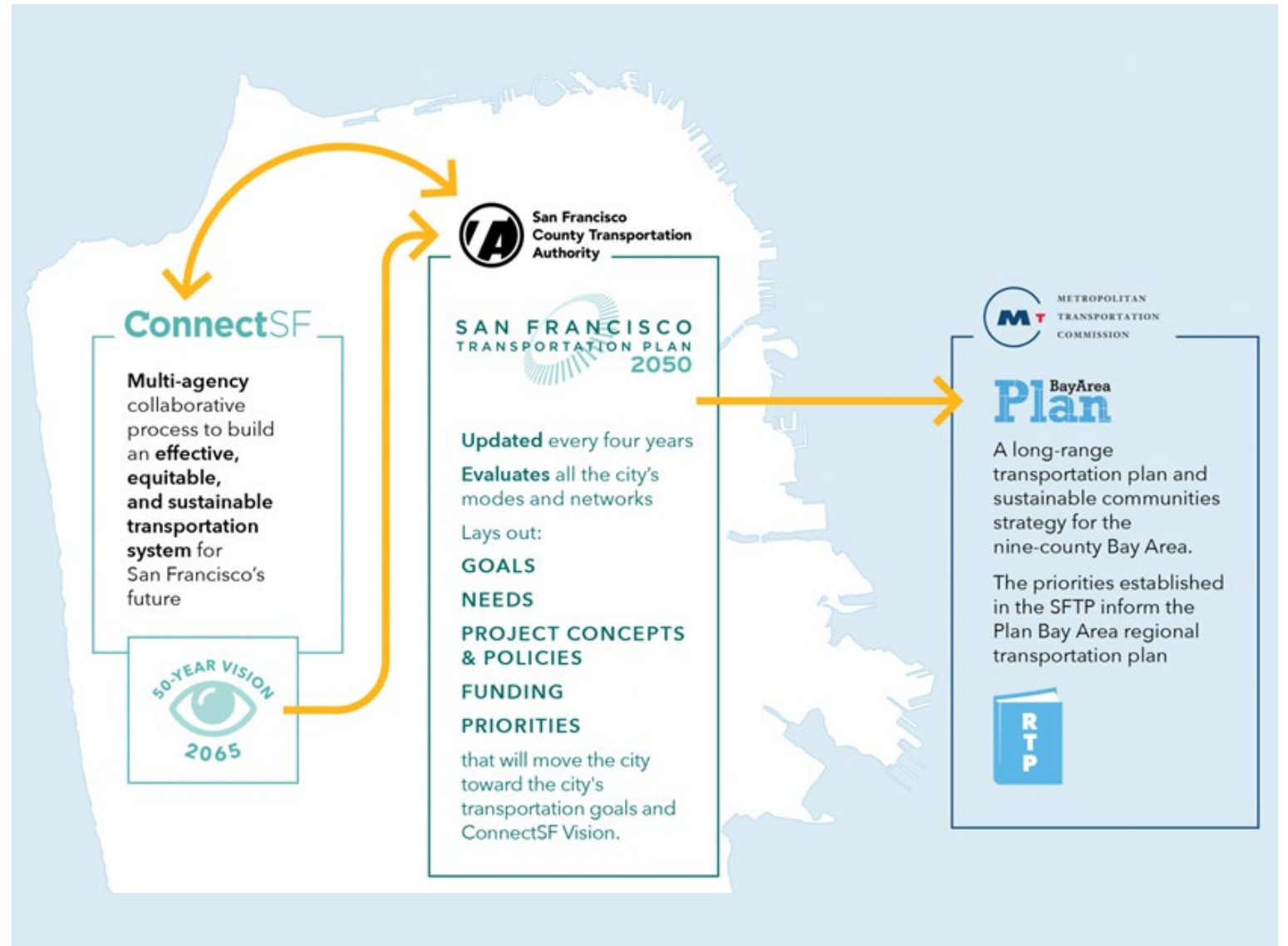
San Francisco  
County Transportation  
Authority

Agenda Item 9  
September 13, 2022

# What is the SFTP 2050

Countywide 30-year blueprint for transportation system development & investments.

- Integrates all modes and operators
- Identifies infrastructure priorities for state and federal funding
- Includes strategic and policy initiatives





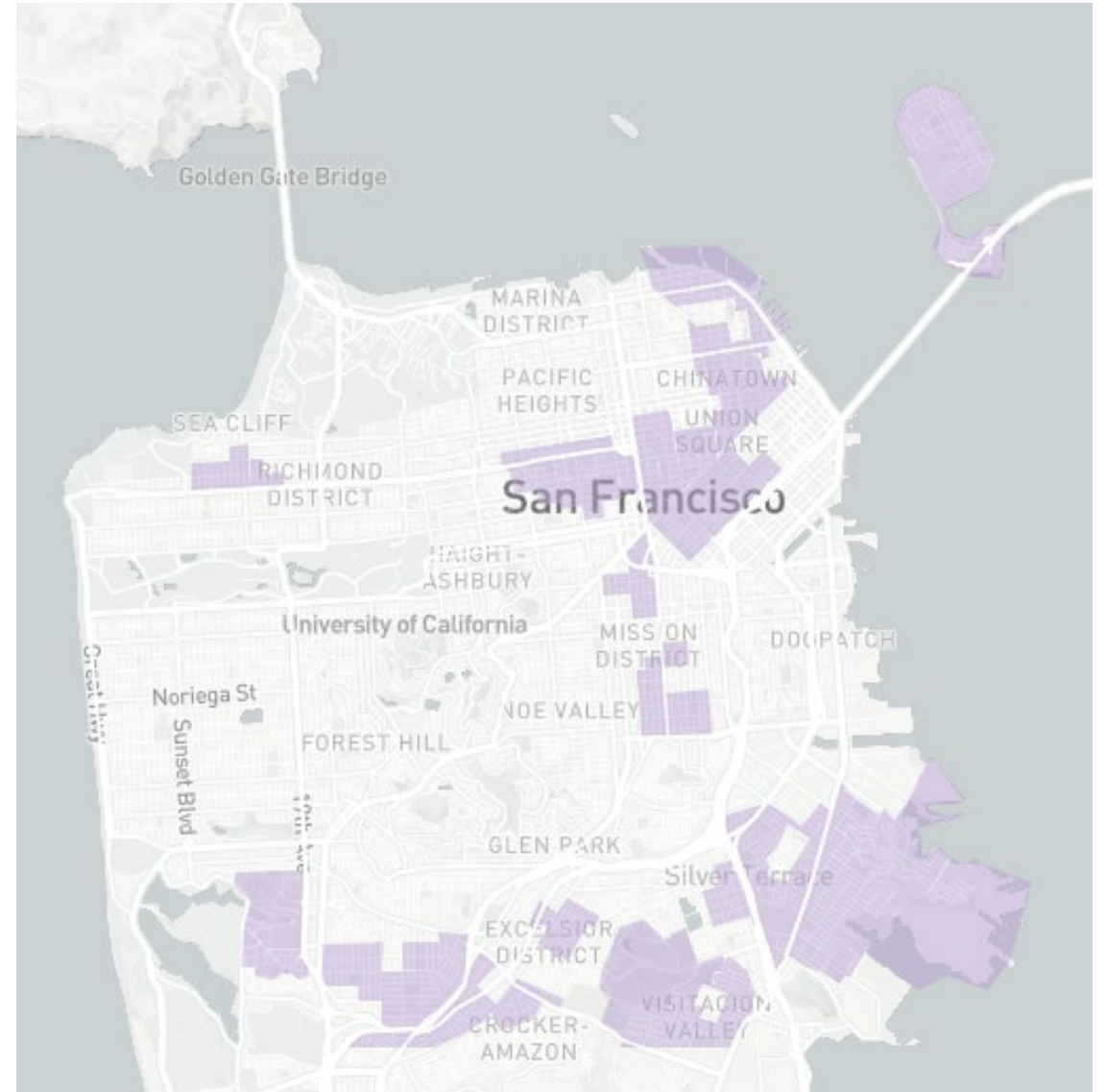
# Community Outreach Process

## Outreach Process:

- Survey (500+ responses)
- Townhall

## Leading with Equity:

- CBO meetings across city
- In-language meetings
- Parallel to Expenditure Plan Advisory Committee



# What We Heard

**Restore transit service  
and improve reliability**

**Improve street safety**

**Support for the next  
generation of  
transportation projects**

## **Policy themes:**

- Accountability and project delivery
- Equity and affordability
- Personal security
- Integrated regional transit service

# SFTP Investment Scenarios

## Investment Plan:

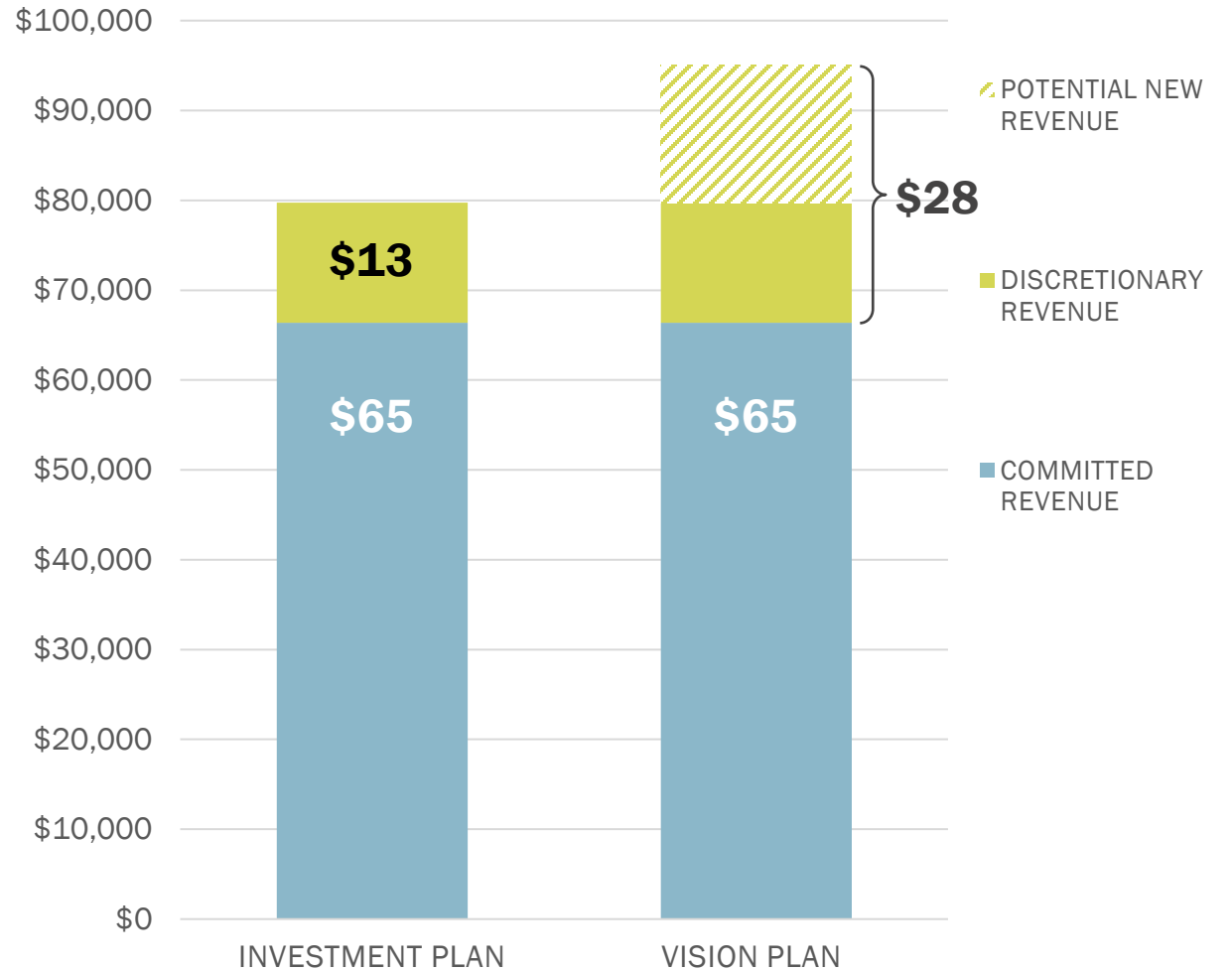
~\$80 B in expected transportation revenue for 30 years

## Vision Plan:

~\$95 B including potential new revenues

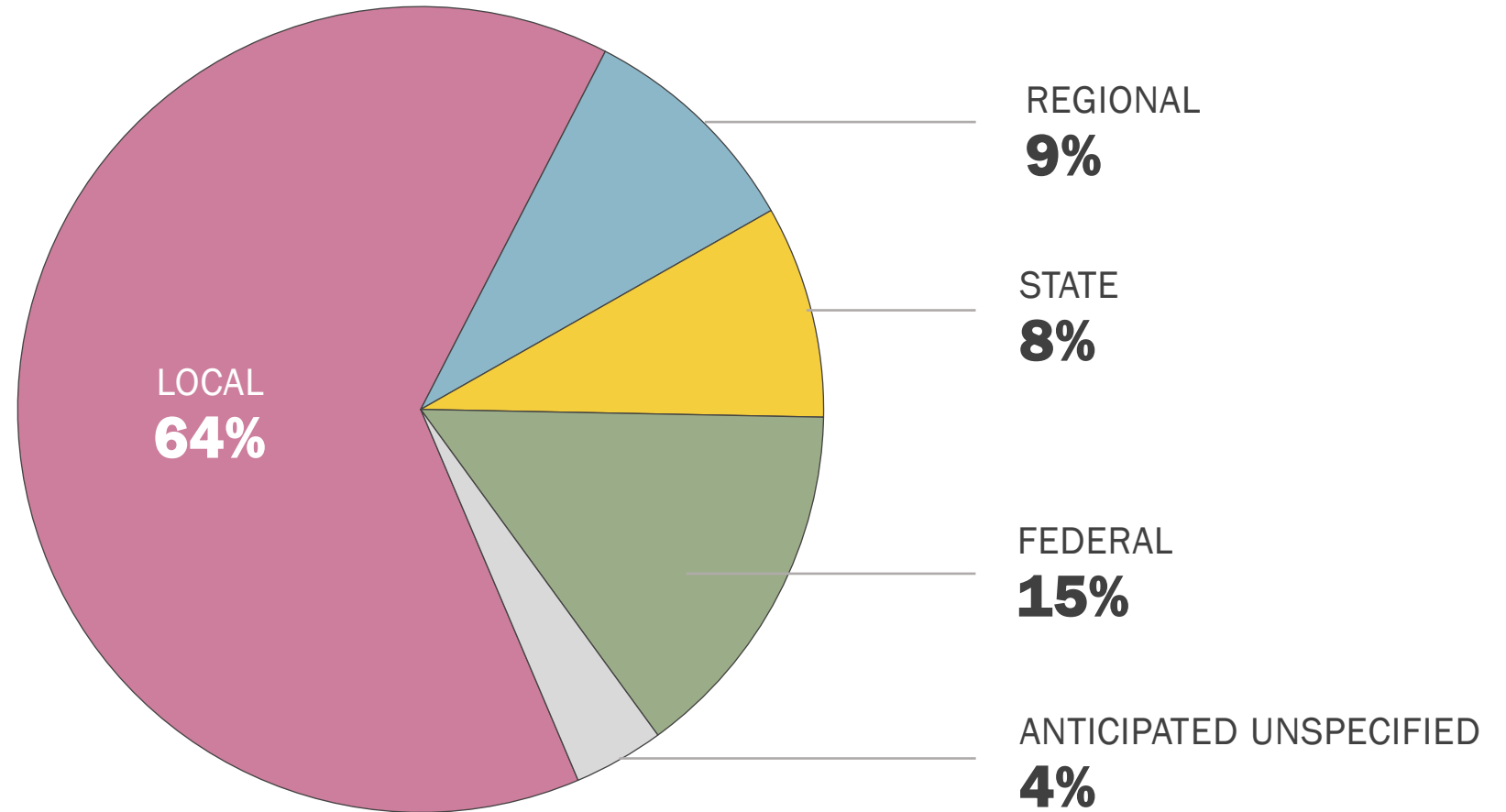
## Draft Investment and Vision Plan Revenues

2020 dollars (in billions)



# Investment Plan \$80B Revenue Forecast

Nearly 75% of the Investment Plan revenues are local and regional sources



# SFTP Investment Plan Benefits

## Safer streets



# SFTP Investment Plan Benefits

## Smother streets



# SFTP Investment Plan Benefits

## Reliable transit & paratransit



# SFTP Investment Plan Benefits

## Less congestion & better accessibility





# SFTP Investment Plan Benefits

## Improved air quality



Photo by Stellar Studio

# SFTP Citywide Benefits



**EQUITY**



**ECONOMIC  
VITALITY**



**ENVIRONMENTAL  
SUSTAINABILITY**



**SAFETY AND  
LIVABILITY**



**ACCOUNTABILITY  
AND ENGAGEMENT**

**Shift in Mode Share**



**Vehicles Miles Traveled / GHG**



**Job Access**



**Commute Time**



**Safety**

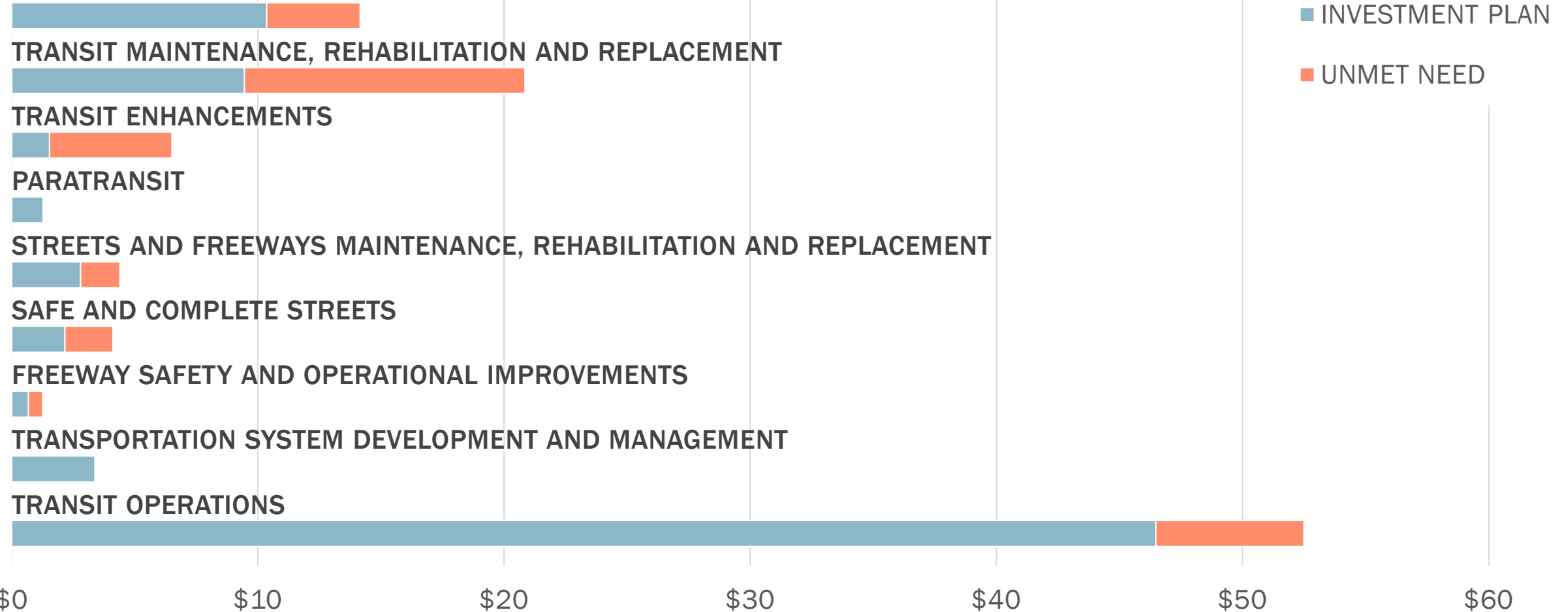


**Affordability**



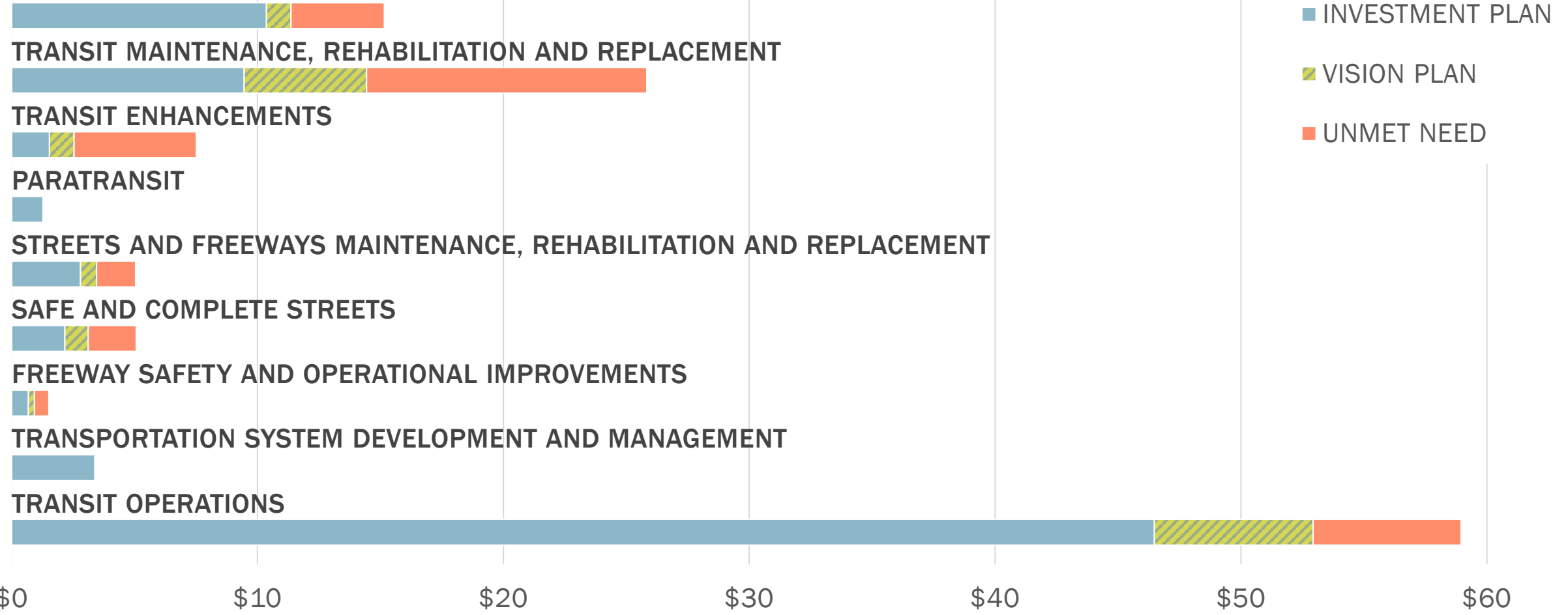
# Draft Investment Plan (\$80 Billion)

## MAJOR TRANSIT PROJECTS



# Draft Vision Plan (\$95 Billion)

## MAJOR TRANSIT PROJECTS



# Policy Initiatives

- Equity, access, and affordability
- Traveler safety and security
- Improving project delivery
- Transit sustainability for all operators
- Transportation demand management
- New mobility and autonomous vehicles
- Climate and resilience

# Next Steps

## 1. Additional Outreach | Fall 2022

Town Hall | October 5, 2022

## 2. Plan Adoption | Winter 2022

# Thank you.

[sfcta.org/sftp](https://sfcta.org/sftp)

**Aliza Paz**

[Aliza.paz@sfcta.org](mailto:Aliza.paz@sfcta.org)



San Francisco  
County Transportation  
Authority



[sfcta.org/stay-connected](https://sfcta.org/stay-connected)