



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, September 7, 2022, 6:00 p.m.

LOCATION: Watch <https://bit.ly/3T8rof2>

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2485 194 7162 # #

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

MEMBERS: David Klein (Chair), Sara Barz, Nancy Buffum, Rosa Chen, Robert Gower, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen

Remote Access to Information and Participation

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

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

ITEM

PAGE

- 1. Call to Order
- 2. Approve the Resolution Making Findings to Allow Teleconferenced Meetings under California Government Code Section 54953(e) - **ACTION***
- 3. Chair's Report – **INFORMATION**

5



Consent Agenda

ITEM	PAGE
4. Approve the Minutes of the July 27, 2022 Meeting – ACTION*	9
5. Community Advisory Committee Vacancies – INFORMATION	
<p>The Community Advisory Committee (CAC) currently has one vacancy for the District 10 representative, which we anticipate will be agendaized for Board approval in September. The District 10 office has identified a candidate they wish to nominate to the CAC. The District 8 office is seeking to identify candidates that can help increase the diversity of the CAC. Applications for the CAC can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.</p>	

End of Consent Agenda

ITEM	PAGE
6. Adopt a Motion of Support to Adopt San Francisco’s One Bay Area Grant Cycle 3 Project Nominations - ACTION*	13
<p>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).</p>	
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*	37
<p>Project: <u>Prop K</u>: 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). <u>Prop AA</u>: SFPW: Oakdale Lighting Improvements Project Phase I (\$324,000).</p>	
8. State And Federal Legislation - INFORMATION*	81
9. Community Advisory Committee By-Laws – INFORMATION*	85

Other Items

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

During this segment of the meeting, CAC members may make comments on items not specifically listed above or introduce or request items for future consideration.

11. Public Comment



**San Francisco
County Transportation
Authority**

Community Advisory Committee Meeting Notice – Agenda

Page 3 of 3

12. Adjournment

*Additional Materials

Next Meeting: September 28, 2022

The Hearing Room at the Transportation Authority is wheelchair accessible. To request sign language interpreters, readers, large print agendas or other accommodations, please contact the Clerk of the Transportation Authority at (415) 522-4800 or via email at clerk@sfcta.org. Requests made at least 48 hours in advance of the meeting will help to ensure availability. Attendees at all public meetings are reminded that other attendees may be sensitive to various chemical-based products.

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

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

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RESOLUTION MAKING FINDINGS TO ALLOW TELECONFERENCED MEETINGS OF THE SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY COMMUNITY ADVISORY COMMITTEE 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, In 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, Federal, State, and local health officials emphasize the critical importance of vaccination and consistent mask-wearing to prevent the spread of COVID-19, and the City Health Officer has issued at least one order (Health Officer Order No. C19-07y, available online at www.sfdph.org/healthorders) and one directive (Health Officer Directive No. 2020-33i, available online at www.sfdph.org/directives) that continue to recommend measures to promote physical distancing and other social distancing measures, such as masking, 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, including physical distancing and other social



distancing measures; 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 (as required by Health Officer Order No. C19-07y), using physical distancing where the vaccination status of attendees is not known, and considering holding the meeting remotely if feasible, especially for long meetings, with any attendees with unknown vaccination status and where ventilation may not be optimal; and

WHEREAS, The San Francisco County Transportation Authority Board and its committees, including the Community Advisory Committee (CAC), have met remotely during the COVID-19 pandemic and can continue to do so in a manner that allows public participation and transparency while minimizing health risks to members, staff, and the public that would be present with in-person meetings while this emergency continues; and

WHEREAS, It is anticipated that the San Francisco County Transportation Authority Board will make findings to allow teleconferenced meetings under California Government Code Section 54953(e) that will cover its committees, including the CAC, but the San Francisco County Transportation Authority Board has not yet had the opportunity to make such findings; now, therefore, be it

RESOLVED, That the CAC 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, the CAC has considered the circumstances of the state of emergency.
2. As described above, State and City officials continue to recommend measures to promote physical distancing and other social distancing measures, in some settings.
3. As described above, because of the COVID-19 pandemic, conducting meetings of this body



and its committees in person would present imminent risks to the safety of attendees, 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 meetings of the CAC will continue to occur 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). Such meetings of the CAC that occur by teleconferencing technology will provide an opportunity for members of the public to address this body 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

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 7th and 28th] 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 they 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 28th 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 Seigel 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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Memorandum

AGENDA ITEM 6

DATE: September 1, 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>RECOMMENDATION <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>SUMMARY</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 are 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"> <input type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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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.

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.



Table 1. San Francisco OBAG 3 Funding Framework Distribution	
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
Total Project Nomination Target (120%)	\$62,138,000

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.

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 will consider this item at its September 7, 2022 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



**San Francisco
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Agenda Item 6

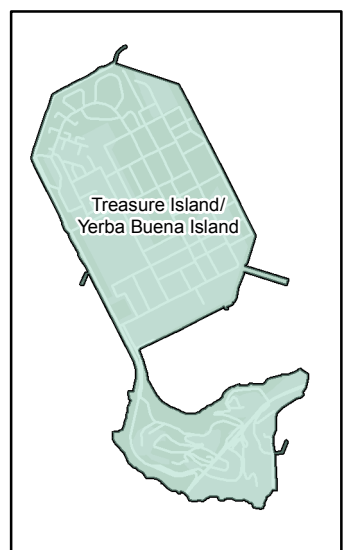
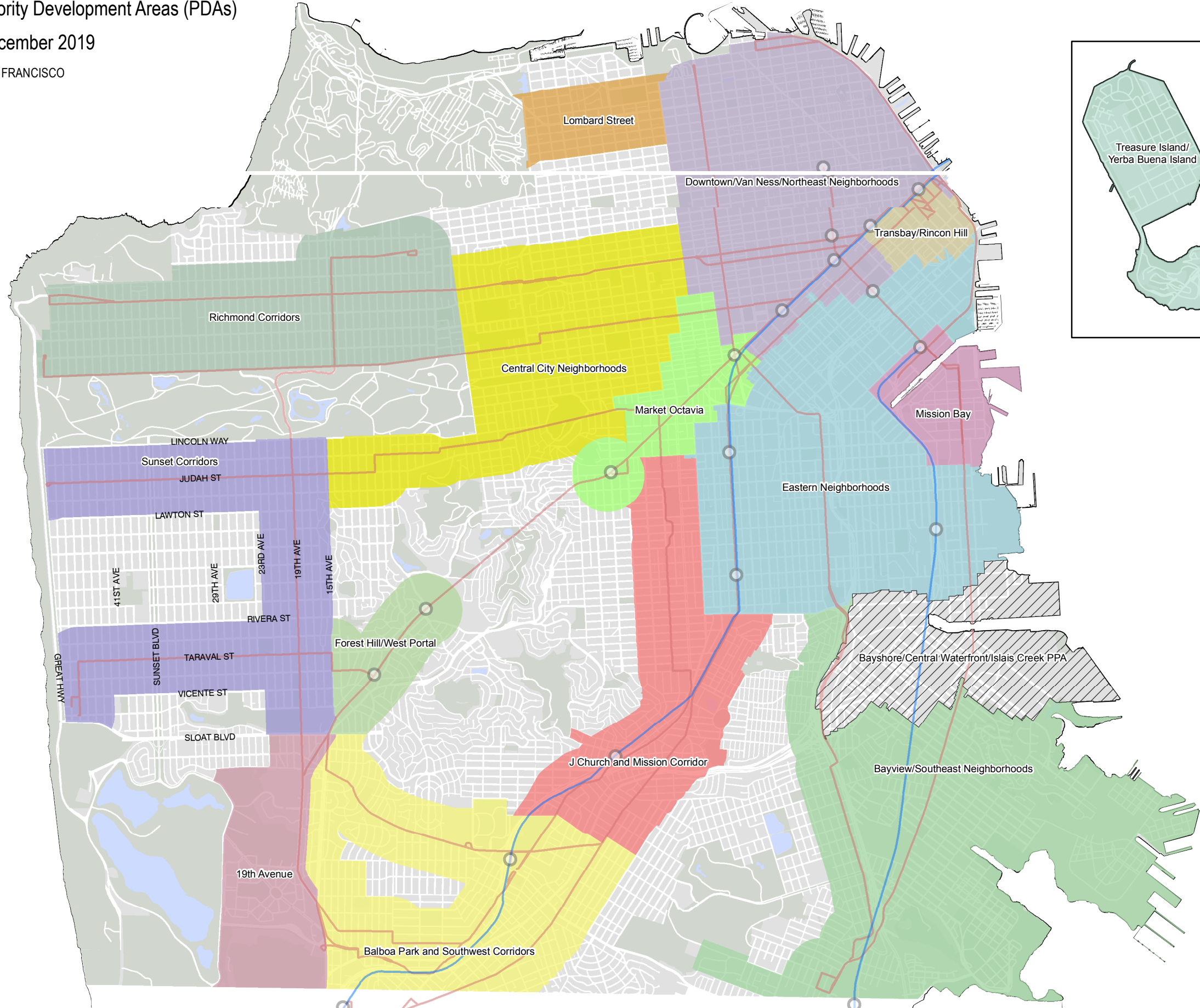
Page 5 of 5

- 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)

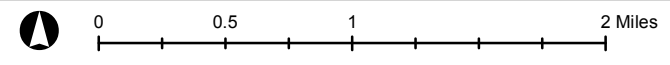
Priority Development Areas (PDAs)

December 2019

SAN FRANCISCO



- SFMTA Rapid Network
- Regional Rail
- Priority Production Area



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/ (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 Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
1	<p>Bayview Community Multimodal Corridor - 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>Central Embarcadero Safety - 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 Received¹

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
3	<p>West Side Bridges Seismic Retrofit - 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>29 Sunset Improvement Phase 1- 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 Received¹**

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
5	<p>Elevator Modernization Phase 1.3 at Embarcadero, Montgomery St, Powell St, Civic Center/UN Plaza, Glen Park Stations - 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>Elevator Modernization at 16th Street Mission, 24th Street Mission, and Balboa Park Stations - 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 Received¹**

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
7	<p>Yerba Buena Island Multi-Use Pathway: 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>Next Generation Fare Gates in San Francisco and San Francisco International Airport - 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 Received¹**

Project #	Project Name and Brief Description	Sponsor Agency ²	District(s)	Requested Phase(s)	Total Project Cost	Requested OBAG 3
9	Embarcadero Resilience Master Plan - 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.	SF Port	3, 6	Planning	\$ 9,050,000	\$ 8,000,000
TOTAL					\$ 350,526,000	\$ 71,041,000
San Francisco's OBAG 3 Project Nomination Target³						\$ 52,855,600

¹ 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.

² 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).

³ 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 Recommendations¹

Total Score	Sponsor Agency ²	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>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.</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 Recommendations¹

Total Score	Sponsor Agency ²	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 Recommendations¹

Total Score	Sponsor Agency ²	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>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.</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 Recommendations¹

Total Score	Sponsor Agency ²	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. 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. 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 Recommendations¹

Total Score	Sponsor Agency ²	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.
			TOTAL	\$71,041,000	\$52,855,600	

San Francisco's OBAG 3 Project Nomination Target³	\$52,855,600
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¹ Projects are sorted by evaluation score from highest ranked to lowest.

² 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).

³ 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

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

Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 1 Completed			
SFPW	Chinatown Broadway Streetscape Improvement ^{1,3}	\$ 3,477,537	\$ 7,102,487
SFPW	ER Taylor Elementary School Safe Routes to School ^{3,4}	\$ 400,115	\$ 604,573
SFPW	Longfellow Elementary School Safe Routes to School	\$ 670,307	\$ 852,855
SFPW	Second Street Streetscape Improvement ⁴	\$ 10,567,997	\$ 15,415,115
SFMTA	Light Rail Vehicle (LRV) Procurement ²	\$ 10,227,540	\$ 175,000,000
SFMTA	Lombard Street US-101 Corridor ¹	\$ 1,910,000	\$ 24,263,920
SFMTA	Mansell Corridor Improvement	\$ 1,762,239	\$ 6,807,348
SFMTA	Masonic Avenue Complete Streets ² [fund exchange]	\$ -	\$ 22,785,900
TJPA	Transbay Transit Center Bike and Pedestrian Improvements	\$ 6,000,000	\$ 11,480,440
Cycle 1 Total		\$ 35,015,735	\$ 264,312,638
OBAG Cycle 2: Fiscal Years 17/18-21/22			
Sponsor*	Project Name	OBAG Funds	Total Project Cost
Cycle 2 Completed			
SFPW	John Yehall Chin Elementary Safe Routes to School ⁶ [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
Cycle 2 Work Progressing			
SFPW	Better Market Street Phase 1 ^{5,6}	\$ 3,366,000	\$81,100,000
SFMTA	Central Subway ⁵	\$ 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
Cycle 2 Total		\$ 42,286,000	\$ 4,542,133,752
Grand Total		\$ 77,301,735	\$ 4,806,446,390

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).

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

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

³ 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.

⁴ 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.

⁵ 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.

⁶ 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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Memorandum

AGENDA ITEM 7

DATE: August 31, 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>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$1,963,825 to Caltrain (PCJPB) for: 1. Guadalupe River Bridge Replacement and Extension</p> <p>Allocate \$2,448,980 in Prop K funds to San Francisco Public Works (SFPW) for: 2. Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape (\$900,000) 3. Tree Planting and Establishment (\$1,548,980)</p> <p>Allocate \$324,000 in Prop AA funds to San Francisco Public Works (SFPW) for: 4. Oakdale Lighting Improvements Project Phase I</p> <p>SUMMARY</p> <p>Attachment 1 lists the requests, including phase(s) of work and supervisorial district(s). Attachment 2 provides brief descriptions of the projects. Attachment 3 contains the staff recommendations. Project sponsors will attend the meeting to answer any questions the Board may have regarding these requests.</p>	<p><input checked="" type="checkbox"/> Fund Allocation</p> <p><input type="checkbox"/> Fund Programming</p> <p><input type="checkbox"/> Policy/Legislation</p> <p><input type="checkbox"/> Plan/Study</p> <p><input type="checkbox"/> Capital Project Oversight/Delivery</p> <p><input type="checkbox"/> Budget/Finance</p> <p><input type="checkbox"/> Contract/Agreement</p> <p><input type="checkbox"/> Other: _____</p>
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DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan 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 will consider this item at its September 7, 2022, meeting.

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)

Source	EP Line No./ Category ¹	Project Sponsor ²	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 ³	Actual Leveraging by Project Phase(s) ⁴		
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
TOTAL				\$ 4,412,805	\$ 324,000	\$ 44,753,403	75%	90%		

Footnotes

¹ "EP Line No./Category" is either the Prop K Expenditure Plan line number referenced in the 2021 Prop K Strategic Plan or the Prop AA Expenditure Plan category referenced in the 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.

² Acronyms: PCJPB (Caltrain); SFPW (San Francisco Public Works)

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

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

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	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.
TOTAL			\$4,412,805	\$324,000	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

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 deliverables 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 deliverables 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 deliverables 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.
TOTAL			\$ 4,412,805	\$ -	

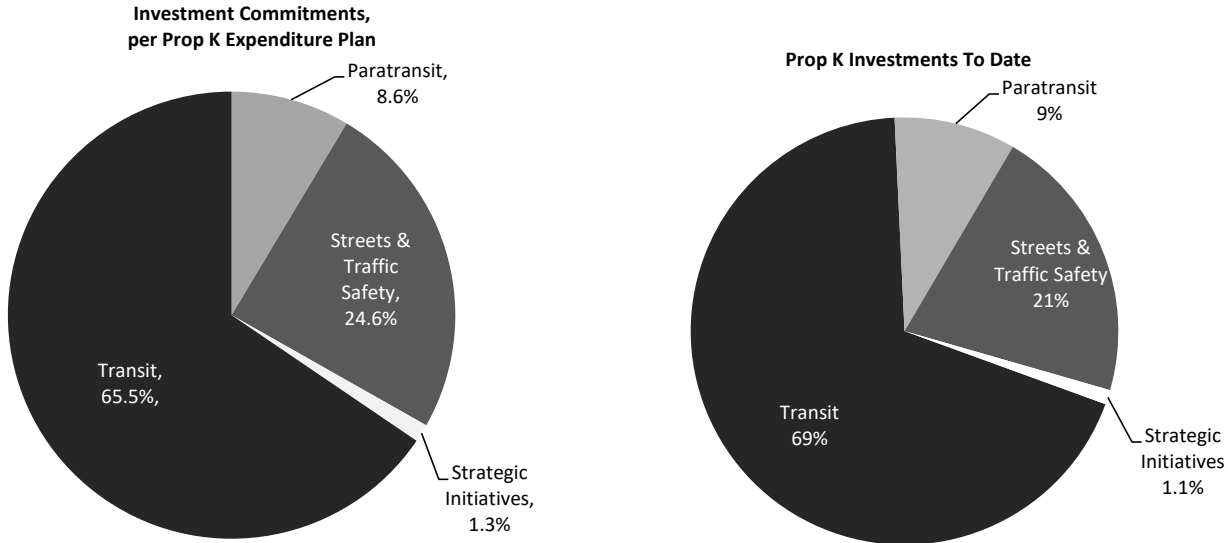
¹ See Attachment 1 for footnotes.

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.

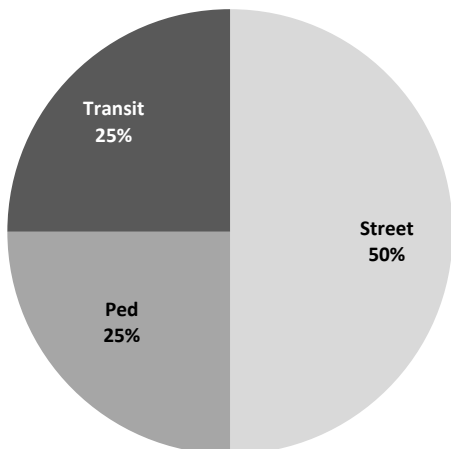


PROP AA VEHICLE REGISTRATION FEE

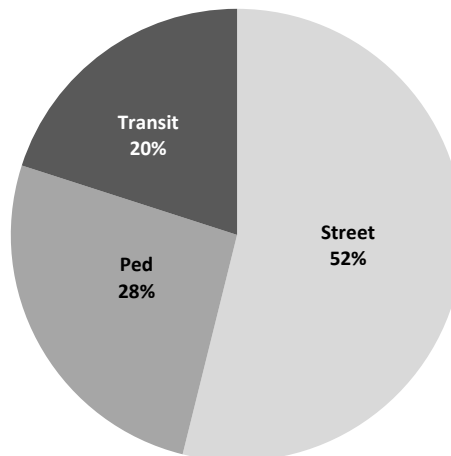
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 6,351,186	\$ 1,427,428	\$ 1,012,714	\$ 2,060,829	\$ 1,850,215
Current Request(s)	\$ 324,000	\$ 162,000	\$ 162,000	\$ -	\$ -
New Total Allocations	\$ 6,675,186	\$ 1,589,428	\$ 1,174,714	\$ 2,060,829	\$ 1,850,215

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

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

EXPENDITURE PLAN INFORMATION

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

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

FY of Allocation Action:	FY2022/23
Project Name:	Guadalupe River Bridge Replacement and Extension
Grant Recipient:	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
Phases In Current Request Total:	\$0	\$41,880,423	\$0	\$41,880,423

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
Funding Plan for Entire Project Total:	\$0	\$41,880,423	\$10,344,712	\$52,225,135

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	

% Complete of Design:	100.0%
As of Date:	07/01/2022
Expected Useful Life:	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			
	TOTAL	\$0	\$52,225,135	
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		
	TOTAL	\$3,952,825		

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,963,825	Total PROP K Recommended	\$1,963,825

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

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

Metric	PROP K	TNC TAX	PROP AA
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

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

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$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
Name:	Leslie Fong	Peter Skinner
Title:	Senior Administrative Analyst	Senior Grants Analyst
Phone:	(650) 508-6332	555-5555
Email:	fongl@samtrans.com	skinnerp@samtrans.com

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Traffic Calming
Current PROP K Request:	\$900,000
Supervisory District	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

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	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

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	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
Phases In Current Request Total:	\$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
Funding Plan for Entire Project Total:	\$4,400,000	\$900,000	\$0	\$5,300,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$0		
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$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	

% Complete of Design:	0.0%
As of Date:	08/26/2022
Expected Useful Life:	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

SUMMARY BY MAJOR LINE ITEM - DESIGN		
Budget Line Item	Totals	% of phase
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%
TOTAL PHASE	\$ 1,000,000	

*PUC, PG&E, Permits

TOTAL LABOR COST BY AGENCY	
SFMTA	\$ 45,000
SFPW	\$ 755,000
TOTAL	\$ 800,000

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$900,000	Total PROP K Recommended	\$900,000

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

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	100%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	100%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$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

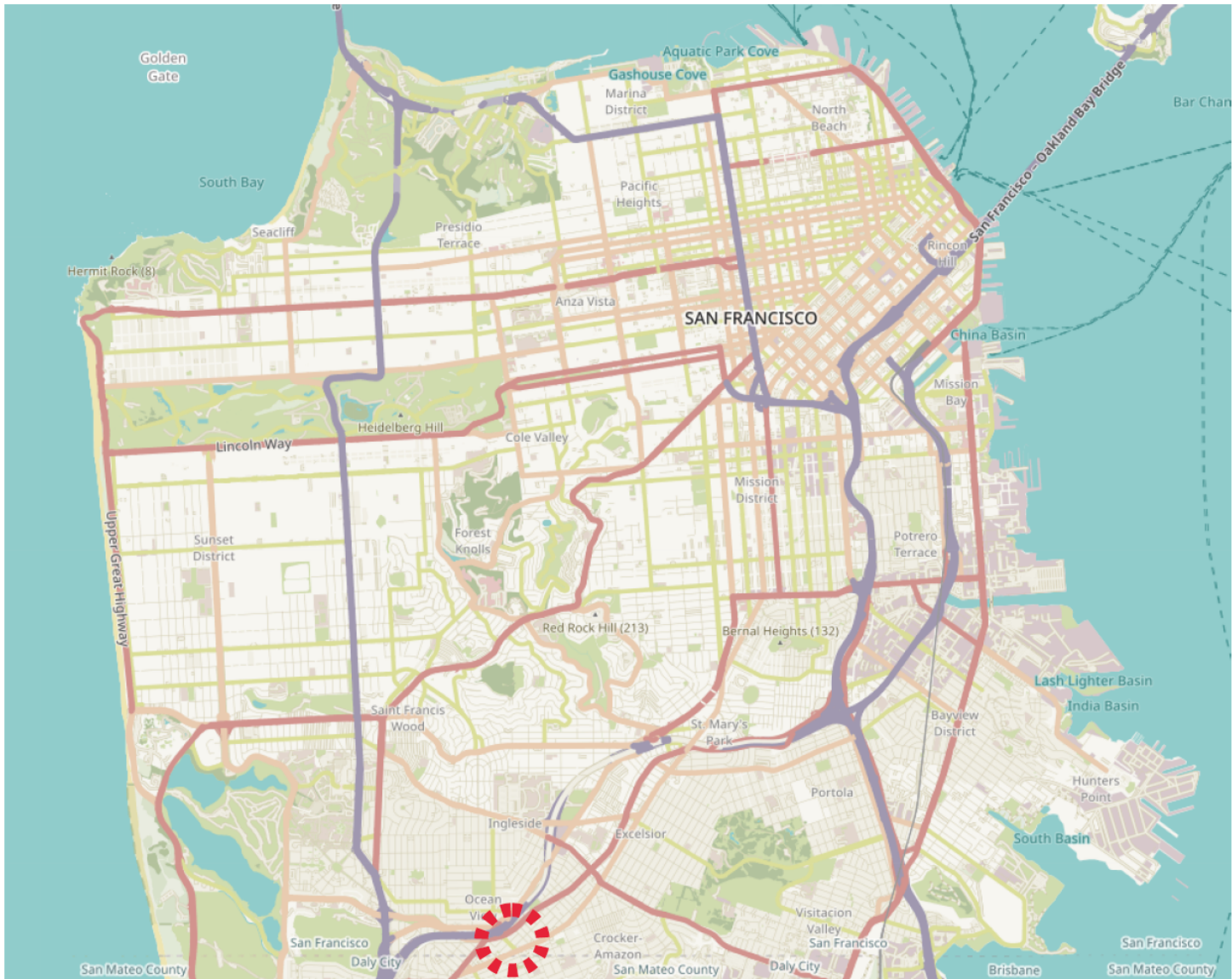
CONTACT INFORMATION

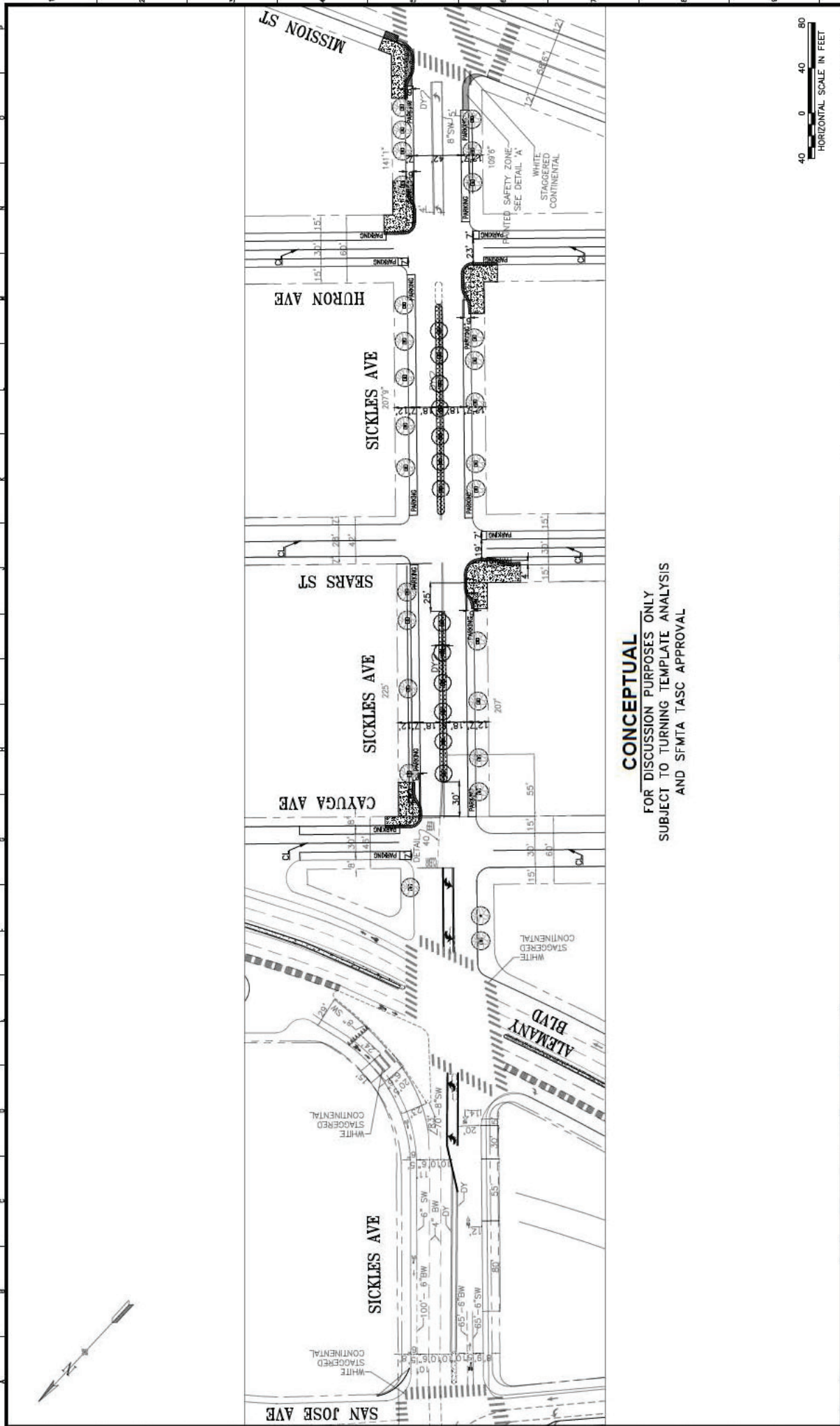
	Project Manager	Grants Manager
Name:	Trent Tieger	Victoria Chan
Title:	Project Manager	Principal Administrative Analyst
Phone:	(415) 558-4045	(415) 205-6316
Email:	trent.tieger@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Excelsior Neighborhood Traffic Calming: Sickles Ave Streetscape
Grant Recipient:	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. FILE NO. REV. NO.		SCALE: 1" = 40' SHEET OF SHEETS		CONCEPTUAL - PRELIMINARY SICKLES AVENUE SAN JOSE AVENUE TO MISSION STREET STREETScape IMPROVEMENTS							
DESIGN & ENGINEERING WELLS ENGINEERING CITY & COUNTY OF SAN FRANCISCO 300 MARKET STREET, SUITE 300 SAN FRANCISCO, CA 94102-4001		DESIGNED BY: BRAD KILGUSBERG CHECKED BY: PATRICIA RIVERA		REVISIONS: <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>		NO.	DATE	DESCRIPTION			
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TABLE OF REVISIONS		DATE:		DATE:							
NO. DATE DESCRIPTION BY APP.		THIS DRAWING WAS LAST MODIFIED: 11/16/21 1742, BY: abraman		DIMENSIONS: Scale: 1 Model Units: Feet Drawing Path: W:\Scales\2021\18 Nov 2021 - Sickles.dwg Measurement Unit: as English							

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Tree Planting & Maintenance
Current PROP K Request:	\$1,548,980
Supervisory District	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

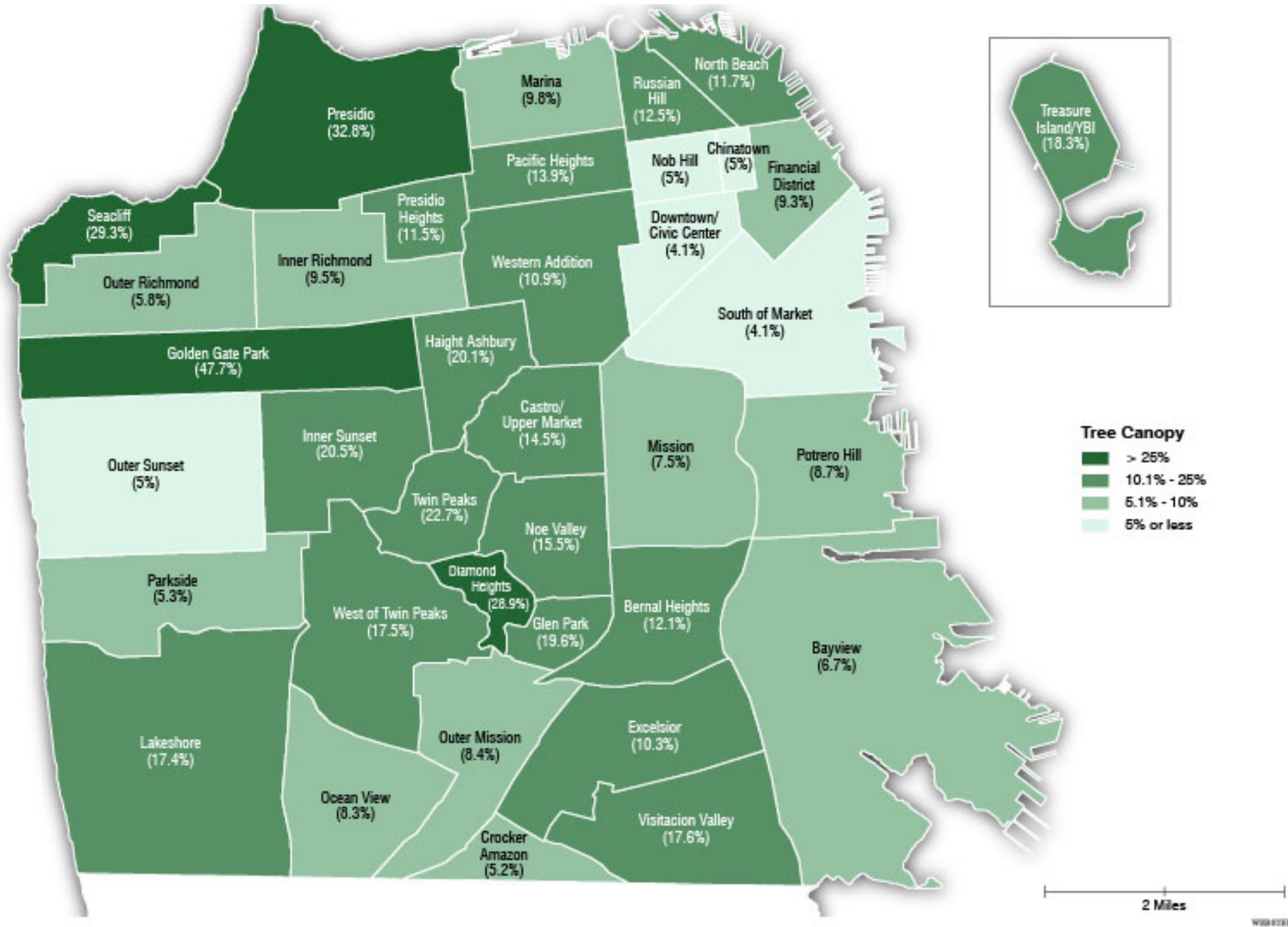
Project Phase(s)

Construction (CON)

5YPP/STRATEGIC PLAN INFORMATION

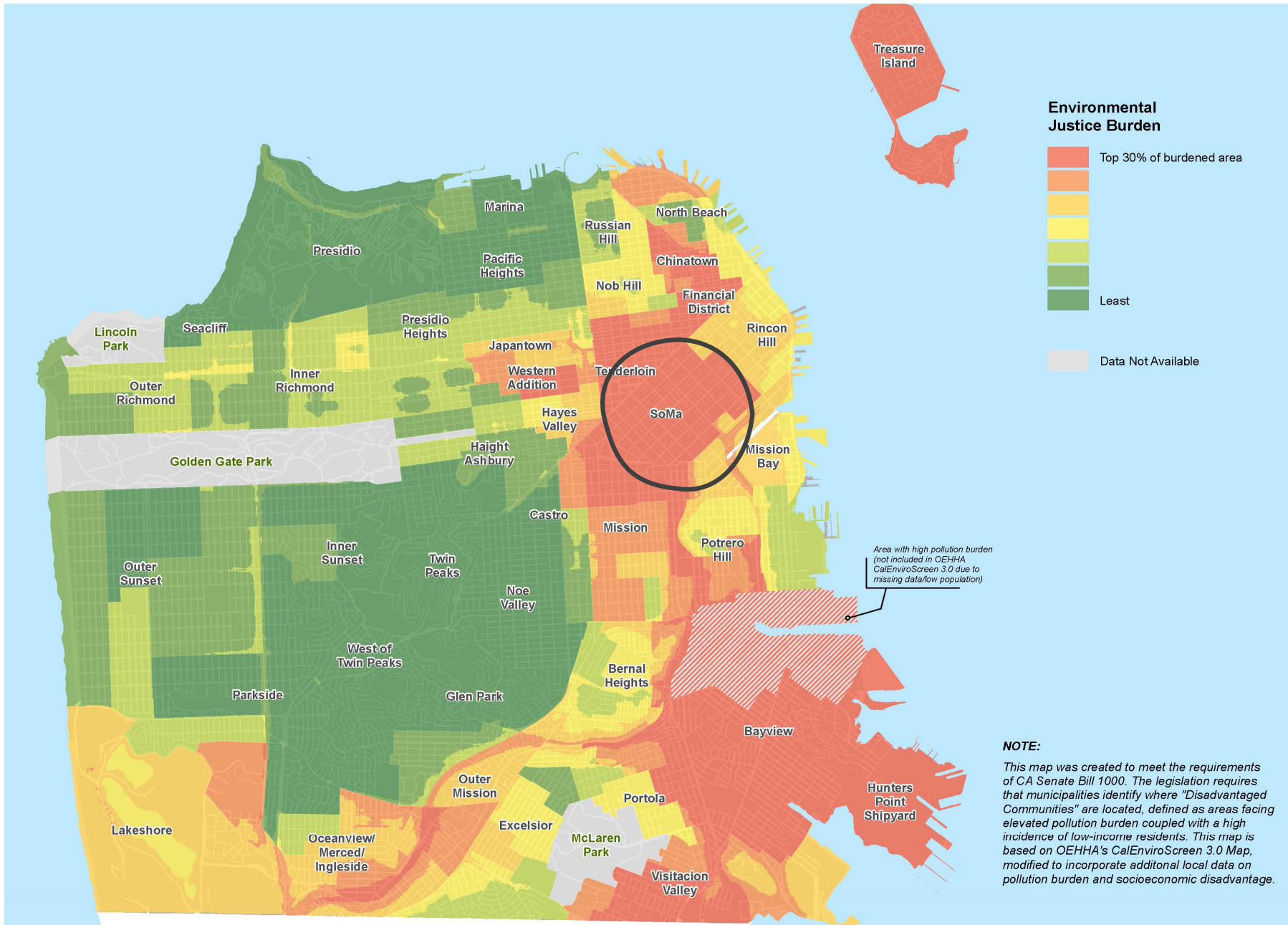
Type of Project in the Prop K 5YPP/Prop AA Strategic Plan?	Named Project
Is requested amount greater than the amount programmed in the relevant 5YPP or Strategic Plan?	Less than or Equal to Programmed Amount
Prop K 5YPP Amount:	\$1,548,980

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

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)				
Advertise Construction				
Start Construction (e.g. Award Contract)	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

FY of Allocation Action:	FY2022/23
Project Name:	Tree Planting and Establishment
Grant Recipient:	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
Phases In Current Request Total:	\$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	

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

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
TOTAL			\$ 1,548,980	

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$1,548,980	Total PROP K Recommended	\$1,548,980

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

- Quarterly progress reports shall include the number and location of trees planted and undergoing establishment during the preceding quarter.
- 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.
- 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

- 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

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

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$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
Name:	Nicholas Crawford	Victoria Chan
Title:	Assistant Superintendent	Principal Administrative Analyst
Phone:	(415) 695-2103	(415) 205-6316
Email:	nicholas.crawford@sfdpw.org	victoria.w.chan@sfdpw.org

San Francisco County Transportation Authority Allocation Request Form

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

EXPENDITURE PLAN INFORMATION

PROP AA Expenditure Plans	Prop AA Pedestrian Projects
Current PROP AA Request:	\$324,000
Supervisory District	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

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

San Francisco County Transportation Authority Allocation Request Form

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

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
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PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)				
Environmental Studies (PA&ED)	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%
TOTAL PHASE	\$ 324,000	

TOTAL LABOR COST BY AGENCY	
SFPW	\$ 264,000
SFMTA	\$ 60,000
TOTAL	\$ 324,000

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Oakdale Lighting Improvements Project Phase I
Grant Recipient:	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
Phases In Current Request Total:	\$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
Funding Plan for Entire Project Total:	\$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	

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

San Francisco County Transportation Authority Allocation Request Form

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

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP AA Requested:	\$324,000	Total PROP AA Recommended	\$324,000

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

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

EXPENDITURE PLAN SUMMARY

Current PROP AA Request:	\$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.

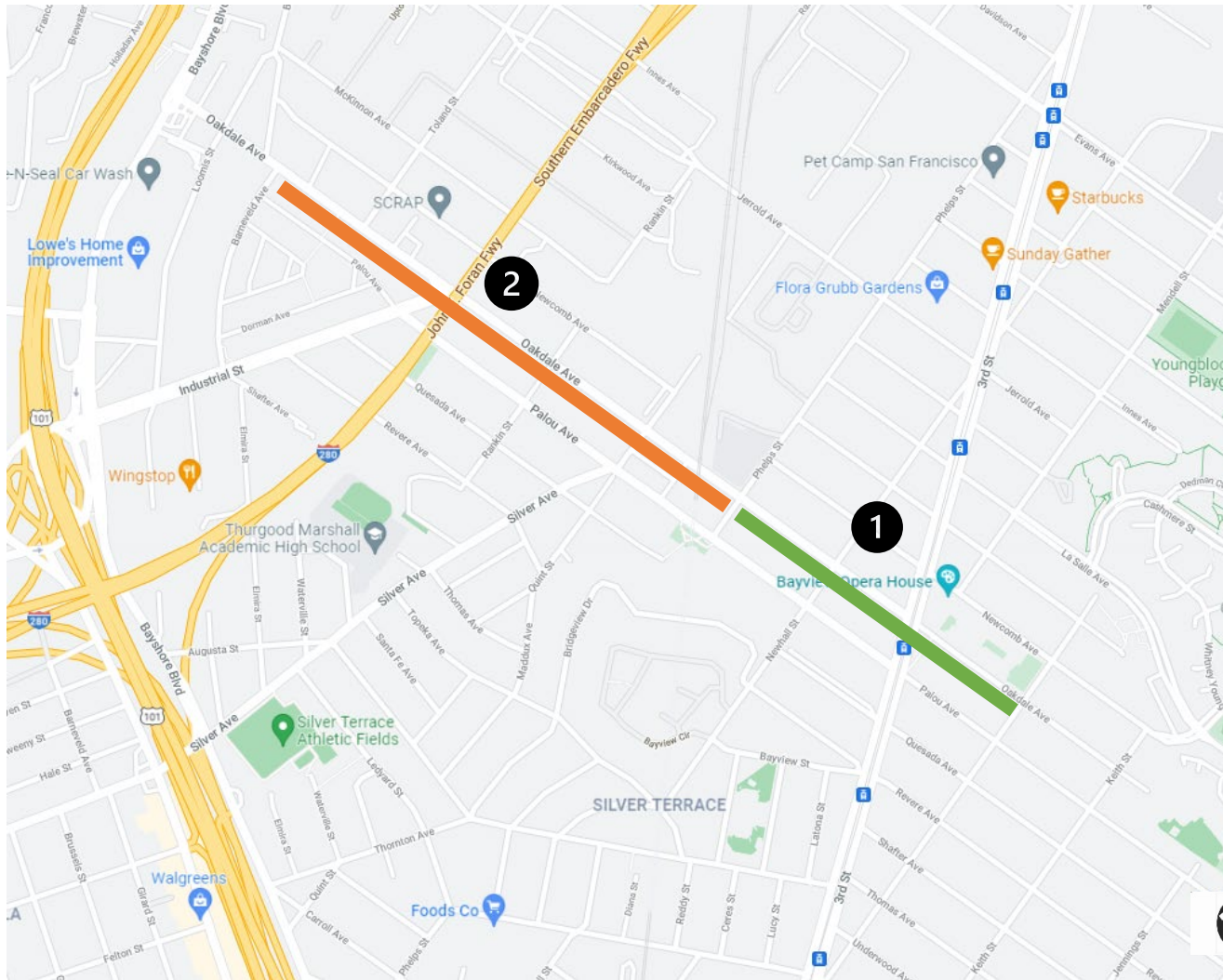
Initials of sponsor staff member verifying the above statement:

SG

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Michelle Woo	Victoria Chan
Title:	Streetscape Project Manager	Principal Administrative Analyst
Phone:	(628) 271-2155	(415) 205-6316
Email:	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



San Francisco County Transportation Authority
Agenda Item 8

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 ¹ (as of 08/30/2022)
Support	AB 117 Boerner Horvath D	Air Quality Improvement Program: electric bicycles. Makes electric bicycles eligible to receive funding from the Air Quality Improvement Program.	<i>Enrolled</i>
	AB 455 Wicks D Coauthor: Wiener D	Bay Bridge Fast Forward Program. 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>
	AB 1938 Friedman D	Traffic safety: speed limits. Clarifies intent of AB 43 (Friedman) to authorize local jurisdictions to implement speed limit reduction strategies.	<i>Enrolled</i>
	AB 2147 Ting D	Pedestrians. Generally prohibits the enforcement of jaywalking laws.	<i>Enrolled</i>
	AB 2197 Mullin	Caltrain electrification project: funding. 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>
	AB 2336 Ting D Friedman D	Vehicles: Speed Safety System Pilot Program. Authorizes, until January 1, 2028, San Francisco, and four other jurisdictions to establish a Speed Safety System Pilot Program.	<i>Dead</i>

San Francisco County Transportation Authority
Agenda Item 8

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

San Francisco County Transportation Authority
Agenda Item 8

	SB 1049 Dodd D	<p>Transportation Resilience Program.</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>
	SB 1050 Dodd D	<p>State Route (SR) 37 Toll Bridge Act.</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>

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

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Memorandum

AGENDA ITEM 9

DATE: September 1, 2022
TO: Community Advisory Committee
FROM: Maria Lombardo - Chief Deputy Director
SUBJECT: 9/7/2022 CAC Meeting: Community Advisory Committee By-Laws

<p>RECOMMENDATION <input checked="" type="checkbox"/> Information <input type="checkbox"/> Action</p> <p>None. This is an information item.</p> <p>SUMMARY</p> <p>As presented to the Community Advisory Committee (CAC) at its July 27th meeting, Transportation Authority staff is proposing minor administrative changes to the CAC By-laws to more closely align them with the agency’s Administrative Code, which is reviewed annually for needed revisions. We have since proposed some minor additional changes to clarify the nomination process to fill mid-term vacancies for CAC officers as shown in Attachment 2.</p> <p>The CAC last updated its by-laws in June 2015. The proposed CAC By-laws changes, other than minor revisions such as updating pronouns to be more inclusive) are summarized in table form in Attachment 1 and the proposed revised by-laws with track changes shown are included as Attachment 2. Examples of proposed changes include adding text from the Administrative Code specifying that the CAC is intended to reflect the racial and gender diversity of San Francisco residents and proposing revisions related to CAC election of officers to increase flexibility, specifically to allow the CAC to hold an election to fill a vacant office (e.g. Vice Chair) at the next regular CAC meeting rather than having to wait until January as the by-laws currently require. We anticipate agendaing approval of the proposed by-law changes at the September 27 CAC meeting.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input checked="" type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
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BACKGROUND

The CAC last updated its by-laws in June 2015. Proposed amendments to the CAC By-laws must be submitted in writing at a prior regular CAC meeting before they can be acted on. Approval of amendments to the CAC By-laws requires a two-thirds vote of CAC members present and voting.

DISCUSSION

We are proposing minor administrative changes to the CAC By-laws to more closely align them with the Transportation Authority's Administrative Code, which is reviewed for needed updates annually. The CAC last updated its by-laws in June 2015. The proposed CAC By-law changes are summarized in table format in Attachment 1, excluding minor revisions such as updating pronouns to be more inclusive. The proposed revised by-laws with track changes shown are included as Attachment 2.

Proposed changes include updating Article I - Authority to reflect the CAC's mission and purpose as defined in Section 5.2.(a) of the agency's Administrative Code and in Article II - membership replacing a reference to the now defunct Plans and Programs Committee with the Board as part of the CAC appointment process. Proposed revisions to Article III - Officers would increase flexibility for the CAC when the office of Chairperson or Vice-Chairperson becomes vacant mid-term by allowing the CAC to hold an election to fill a vacant office at the next regular CAC meeting rather than having to wait until January as the by-laws currently require. This is similar to the process the Board follows. Proposed revisions to Article IV - Meetings correct a reference to the Transportation Authority's Sunshine Policy.

We plan to bring the proposed amendments to the CAC By-laws to the September 27 CAC meeting for approval.

FINANCIAL IMPACT

None. This is an information item.

SUPPLEMENTAL MATERIALS

- Attachment 1 - Matrix of Proposed Revisions
- Attachment 2 - Proposed Revised CAC By-Laws

SECTION	REVISION	REASON	PAGE
ARTICLE I - AUTHORITY <u>Section 1.</u>	<p>Per Section 5.2.(a) of the Transportation Authority's Administrative Code, the eleven members of the Community Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (Transportation Authority) to provide input to the Transportation Authority in:</p> <ol style="list-style-type: none"> 1. Defining the mission of the Transportation Authority; 2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community; 3. Defining criteria and priorities for implementing the New Transportation Expenditure Plan program consistent with the intention of Proposition K; and 4. Monitoring the Transportation Authority's programs and evaluating the sponsoring agencies' productivity and effectiveness. 	<p>Modified text for to reflect the CAC's purpose as described in the agency's Administrative Code.</p>	1
ARTICLE II - MEMBERSHIP <u>Section 1.</u>	<p>Per the Transportation Authority's Administrative Code, CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. The committee is also intended to reflect the racial and gender diversity of San Francisco residents. The Committee members shall be residents of San Francisco and shall serve for two-year periods.</p>	<p>Updated text to align with Administrative Code description of membership representation.</p>	1
ARTICLE II - MEMBERSHIP <u>Section 2.</u>	<p>Per the Transportation Authority's Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact their district Supervisor and shall reappear before the Board to speak on their behalf.</p>	<p>Replaced reference to defunct Plans and Programs Committee with the Board.</p>	1

SECTION	REVISION	REASON	PAGE
ARTICLE III - OFFICERS <u>Section 3.</u>	<p>Selection of Officers shall be made as follows:</p> <p>Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Chairperson resigns, nominations and the election for Chairperson to serve the remainder of the term, shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.</p> <p>Vice-Chairperson: The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Vice-Chairperson becomes the Chairperson or resigns, nominations and the election for Vice-Chairperson to serve out the remainder of the term shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.</p>	<p>Modified text for increased flexibility in filling vacant officer positions.</p> <p>09/01/22 - Added language to clarify nomination process.</p>	2
ARTICLE IV - MEETINGS <u>Section 2.</u>	<p>The CAC meetings are subject to the Ralph M. Brown Act and the Transportation Authority's Sunshine Policy.</p>	<p>Corrected reference to Transportation Authority Sunshine Policy.</p>	



COMMUNITY ADVISORY COMMITTEE

By-Laws

ARTICLE I – AUTHORITY

Section 1. Per Section ~~5.2.(a)~~5.3.25 of the Transportation Authority’s Administrative Code, the eleven members of the Community Advisory Committee (CAC) are appointed by the San Francisco County Transportation Authority (Transportation Authority) to ~~advise the Transportation Authority on the development and implementation of the Transportation Expenditure Plan.~~provide input to the Transportation Authority in:

1. Defining the mission of the Transportation Authority;
2. Reflecting community values in the development of the mission and program of the Transportation Authority, and channeling that mission and program back to the community;
3. Defining criteria and priorities for implementing the New Transportation Expenditure Plan program consistent with the intention of Proposition K; and
4. Monitoring the Transportation Authority’s programs and evaluating the sponsoring agencies’ productivity and effectiveness.

ARTICLE II – MEMBERSHIP

Section 1. Per the Transportation Authority’s Administrative Code, CAC members shall include representatives from various segments of the community, including public policy organizations, labor, business, senior citizens, the disabled, environmentalists and the neighborhoods. The committee is also intended to reflect the racial and gender diversity of San Francisco residents. The Committee members shall be residents of San Francisco and shall serve for two-year periods.

Section 2. Per the Transportation Authority’s Administrative Code, any member who is absent for four of any twelve regularly scheduled consecutive meetings shall automatically be terminated. Any resulting vacancy shall be filled for a new two-year period. Any terminated member who wishes to be reappointed shall contact ~~his or her~~their district Supervisor and shall reappear before the ~~Plans and Programs Committee Board~~ to speak on ~~his or her~~their behalf.

ARTICLE III – OFFICERS

Section 1. The Officers of the CAC shall be a Chairperson and a Vice-Chairperson. Their duties shall be as follows:

Chairperson: Presides over CAC meetings; develops the monthly meeting agenda; appoints subcommittees and subcommittee chairpersons; represents the CAC’s actions and decisions to the Transportation Authority, appropriate agencies, and to the community at large, or designates other CAC members to perform these duties.

Vice-Chairperson: Presides over the CAC meetings in the absence of the Chairperson; conducts the other duties of the Chairperson in his/her absence.

Section 2. Nominations for the Chairperson and Vice-Chairperson shall be made at the last CAC meeting of the calendar year (e.g. December) in order to be eligible for election at the first CAC meeting of the following year (e.g. January). A nomination must be accepted by the candidate. Self-nominations are allowed. Candidates are required to submit statements of qualifications and objectives to the Clerk of the Transportation Authority one week prior to the January CAC meeting to be included in the meeting packet.

Section 3. Selection of Officers shall be made as follows:

Chairperson: The Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Chairperson resigns the Vice-Chairperson will serve as Chairperson for the remainder of the term, nominations and the election for Chairperson to serve the remainder of the term, shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed.

Vice-Chairperson: The Vice-Chairperson shall be elected by a majority of the appointed members at the January meeting. The term of office shall be for one year. If the term of appointment of the member elected Vice-Chairperson expires before the year is out and that member does not either seek reappointment or the Board does not grant such reappointment, or if the Vice-Chairperson becomes the Chairperson or resigns, nominations and the election for Vice-Chairperson to serve the remainder of the term shall be at the next regular meeting of the CAC. A nomination must be accepted by the candidate. Self-nominations are allowed. the CAC shall hold an election at the next regular meeting of the CAC for a Vice-Chairperson to serve out the remainder of the term.

ARTICLE IV – MEETINGS

Section 1. The regular meetings of the CAC shall be held on the fourth Wednesday of each month at 6:00 p.m. at the Transportation Authority offices.

Section 2. The CAC meetings are subject to the Ralph M. Brown Act and the [Transportation Authority's Sunshine Ordinance Policy](#).

Section 3. The rules contained within the current edition of Robert's Rules of Order (Newly Revised) shall govern the CAC in all cases to which they are applicable and in which they are not inconsistent with these by-laws, the Transportation Authority's Administrative Code and any special rules of order the CAC may adopt. A quorum is defined as a majority of currently appointed members.

ARTICLE V – SUBCOMMITTEES

Section 1. Subcommittees and Ad Hoc Committees may be established by the Chairperson as necessary.

Section 2. Each Subcommittee shall consist of at least three but not more than five CAC members appointed by the CAC Chairperson.

ARTICLE VI – AMENDMENT OF BY-LAWS

These by-laws may be amended at any regular meeting of the CAC by a two-thirds vote of the CAC members present and voting, and constituting not less than a majority of the CAC members appointed, provided that the amendment(s) has been submitted in writing at the previous regular meeting.

ARTICLE VII – CONFLICT OF INTEREST

Per the Transportation Authority’s Administrative Code, CAC members serve without any compensation. There shall be no personal or monetary gain by members of the CAC as a result of their membership and actions on the CAC.

ARTICLE VIII – CONDUCT OF MEMBERS

No CAC member shall directly or indirectly by any form of words impute to another CAC member or to other CAC members any conduct or motive unworthy or unbecoming of a CAC member.

ARTICLE IX – MAJORITY/MINORITY REPORTS

CAC members may present separate reports on decisions and actions by the CAC under the following circumstances: A majority report will reflect at least two-thirds of the CAC members present and voting. A minority report will reflect at least one-fourth of the CAC members present and voting.

Proposed Update: September 7, 2022