



**San Francisco  
County Transportation  
Authority**

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## Memorandum

Agenda Item 8

Date: 10.11.22

To: Transportation Authority Board

From: Anna LaForte - Deputy Director for Policy and Programming

Subject: 10/18/22 Board Meeting: Approve the Transportation Authority's Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program

**RECOMMENDATION**

Information

Action

- Approve the Transportation Authority's project priorities for Senate Bill 1 (SB 1) Local Partnership Program (LPP) Competitive Grant Program as summarized below and in Attachment 1.
  1. Next Generation Fare Gates (Bay Area Rapid Transit District (BART)) (\$5,412,587)
  2. Transbay Howard Streetscape Improvements (Embarcadero to 4<sup>th</sup>) (San Francisco Public Works (SFPW)) (\$12,875,000)
- Authorize the Executive Director to enter into agreements designating BART and SFPW as the implementing agencies for the recommended projects.

Fund Allocation

Fund Programming

Policy/Legislation

Plan/Study

Capital Project Oversight/Delivery

Budget/Finance

Contract/Agreement

Other:  
\_\_\_\_\_

**SUMMARY**

In August 2022, the California Transportation Commission (CTC) released a call for projects for up to \$144 million statewide in LPP Competitive Grant Program funds over Fiscal Years (FYs) 2023/24 - 2024/25 with applications due on November 29, 2022. Jurisdictions with voter approved taxes, tolls, or fees or imposed fees that are dedicated solely to transportation improvements are eligible applicants. The Transportation Authority and the City and County of San Francisco are eligible applicants. Transportation Authority and Mayor's Office staff discussed project nomination requests and plan to submit for the same two projects in different priority order to ensure that both applications are reviewed and evaluated



should CTC staff choose to review only the top ranked submittal.	
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## **BACKGROUND**

The Road Repair and Accountability Act of 2017, also known as SB 1, is a transportation funding package that provides funding for local streets and roads, multi-modal improvements, and transit operations. Among other things, SB 1 created the LPP and appropriates \$200 million annually to be allocated by the CTC to local or regional agencies that have sought and received voter approval of or imposed fees solely dedicated to transportation. The CTC adopted program guidelines on August 17, 2022 that allocate 60% of the program through a Formulaic Program and 40% through a Competitive Program, after \$20 million of incentive funding is taken off the top of the entire program to reward jurisdictions with newly passed measures.

The Transportation Authority is an eligible applicant as the administrator of the voter-approved Prop K sales tax and the Prop AA vehicle registration fee, and the City and County of San Francisco (CCSF) is an eligible applicant as administrator of the Transportation Network Company (TNC) Tax (Prop D, November 2019) and for the self-imposed fees portion of the Transportation Sustainability Fee.

The LPP program guidelines allow eligible applicants to identify a different entity as implementing agency, which assumes responsibility and accountability for the use and expenditure of program funds as established by the CTC. In the first cycle of the LPP Competitive Program, the CTC awarded \$6.7 million to the Transportation Authority, with SFPW as the implementing agency, for Jefferson Street Improvements Phase 2. In the second cycle, the CTC awarded \$8.7 million to the Transportation Authority for SFMTA's Mission Street and Geneva Avenue Safety Improvements project.

The LPP Competitive Program has broad project eligibility criteria which include projects that improve the state highway system, transit facilities or expand transit services, local roads, bicycle and pedestrian safety, among others. Competitive Program funds are available for construction only and require a dollar-for-dollar local match. In addition, the LPP Competitive Program will only fund projects, or segments of projects that are fully funded, have independent utility, and will be ready to start construction (contract award) by December 31, 2025.

Per the LPP guidelines, the CTC will give higher priority to projects that improve accessibility, are more cost-effective, have earlier work (e.g. design) completed, leverage more committed funds per program dollar, demonstrate quantifiable air quality improvements including a significant reduction in vehicle-miles traveled, demonstrate regional and community support, improve safety and current system conditions, and advance transportation, land use, and housing goals within the Regional Transportation Plan.



## **DISCUSSION**

Through summer 2022, we alerted city agencies, regional transit operators and other project sponsors about the LPP Competitive Program call for projects and provided monthly updates through the Transportation Authority's Technical Working Group.

**Recommended LPP Competitive Program Project Priorities.** We received requests to support the nomination of two projects, as described below and in detail in Attachments 1 and 2. After considering LPP guidelines and assessing project status and potential to be competitive in the statewide call for projects, and in coordination with staff from the Mayor's Office, we recommend submitting San Francisco's project nominations in the following priority order, as required by the CTC. Of note, the CTC reserves the right to only review each applicant's top ranked project. Since the Transportation Authority and CCSF are both eligible applicants, submitting the two projects in the opposite priority order guarantees that both applications will be reviewed by CTC staff.

**Priority #1 Next Generation Fare Gates - \$5,412,587 request.** BART requests LPP funds to replace 86 of BART's existing fare gates at the end of their useful life with new electric style fare gates at the Embarcadero, Montgomery Street, and Glen Park BART stations. This scope compliments the project that the Board recently nominated for One Bay Area Grant 3 (OBAG 3) funds that includes fare gate installation at the other five San Francisco stations. As part of the OBAG 3 action, the Board directed Transportation Authority staff to work with BART staff to identify funding for new fare gates at the remaining three stations included in this LPP funding request.

The new fare gates have improved sensors to optimally open and close the gate with better detection of patrons, wheelchairs, children, bikes, and luggage accurately. This will ensure that passenger throughput can be maintained, enhancing BART's station accessibility especially at higher ridership stations.

**Priority #2 Transbay Howard Streetscape Improvements (Embarcadero to 4<sup>th</sup>) - \$12,875,000 request.** SFPW requests LPP funds for construction bicycle and pedestrian safety and streetscape improvements on Howard Street between The Embarcadero and 4th Street. Recent temporary improvements to Howard have included a buffered westbound bike lane. This project would implement further, permanent safety and accessibility improvements with new bulbouts and curb ramps to make it easier for pedestrians to cross the street, and bicyclist safety and mobility would be improved with a new 2-way cycle track and new traffic signal modifications, in addition to landscaping and other streetscape improvements.

The proposed improvements to Howard Street between The Embarcadero and 4th Street would complement the SFMTA's Howard Streetscape project from 4th to 11th streets, which is funded by a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The two projects would implement similar scope and be closely coordinated



to minimize construction impacts, with the SFPW Transbay section of Howard anticipated to start construction first. Upon completion of the two projects, there will be a continuous and protected bike lane on Howard Street in both directions from The Embarcadero to 11<sup>th</sup> Street, a distance of nearly two miles.

**LPP Formulaic Program for Voter-Approved Measures.** As mentioned above, the Transportation Authority and CCSF also receive funds from the SB1 LPP Formulaic Program. LPP formula funds can be used for any project phase (i.e., planning, environmental, right-of-way, design, construction). Otherwise, the LPP program guidelines are the same as for the Competitive Program, including the dollar-for-dollar match requirement.

For this funding cycle covering FYs 2023/24 - 2024/25, the Transportation Authority will receive a total of \$3,240,000 in LPP formula funds based on Prop K and Prop AA revenues. CCSF will receive \$400,000 based on TNC Tax revenues. Distribution of the TNC Tax related LPP formula funds will be split between the Transportation Authority and the SFMTA in accordance with the 50%/50% split of revenues in the TNC Tax legislation. LPP Formulaic Program projects are identified at the local level, but the CTC ultimately allocates the funds, which are subject to strict timely use of funds requirements.

In the coming months we will develop a staff recommendation for how to program the LPP formula funds as we monitor budget and work program priorities. We will consult with partner agencies and other stakeholders and plan to present these recommendations to the Board in spring 2023.

**Next Steps.** Following Board approval of the project priorities for the LPP Competitive Program, we will submit project nominations to the CTC jointly with BART and SFPW staff by the November 29, 2022 deadline. The CTC is scheduled to release staff recommendations on June 8, 2023, and adopt the program of projects at its June 28-29, 2023 meeting.

## **FINANCIAL IMPACT**

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

## **CAC POSITION**

We are bringing this item directly to the Board for action in October to ensure that BART and SFPW have sufficient time to prepare applications for submission to the CTC by the November 29, 2022 application deadline. This item was not ready for presentation to the CAC in September because staff needed to gather additional project details and coordinate our LPP recommendation with the OBAG3 project priorities, which the Board approved on September 27, 2022.



## **SUPPLEMENTAL MATERIALS**

Attachment 1 - Project Nominations for LPP Competitive Program

Attachment 2 - Project Information Forms (2)

**Attachment 1**

**San Francisco County Transportation Authority**

**SB 1 - Local Partnership Program (LPP) Cycle 4 Competitive Program Project Priorities**

<b>PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM</b>						
<b>Priority</b>	<b>Implementing Agency<sup>1</sup></b>	<b>Project Description</b>	<b>District(s)</b>	<b>Fiscal Year of Request</b>	<b>LPP Request</b>	<b>Total Project Cost</b>
1	BART	<b>Next Generation Fare Gates</b> - Requested funds would be used for procurement and installation of new state-of-the art swing-style faregates to replace the 86 existing faregates at three San Francisco BART stations: Embarcadero, Montgomery Street, and Glen Park. The existing faregates have reached the end of their 20-year useful life and require ongoing maintenance to remain reliable and operational. Work is part of a larger project that includes installation of new fare gates at all other San Francisco stations. The new fare gates feature modular components, which can be swapped out when needing repair, reducing downtime and improving maintainability to ensure passenger throughput and enhance BART's station accessibility. Construction is expected to start in summer 2023 and be completed by summer 2026.	3, 6, 11	2023/24	\$5,412,587	\$10,825,175
2	SFPW	<b>Transbay Howard Streetscape Improvements [Embarcadero to 4th]</b> - Requested funds would be used for the construction phase of pedestrian and bicycle safety, accessibility, and mobility improvements along Howard Street between Embarcadero and 4th Streets. Improvements include new bulbouts and curb ramps for pedestrian safety, a new 2-way cycle track and traffic signal modifications and new bike signals, in addition to landscaping. LPP funds would be matched with Transbay District Community Facilities District (also known as Mello-Roos District) funds. Construction would start by the end of 2023 and the project would be open for use by the end of 2025.	6	2023/24	\$12,875,000	\$55,350,000
<b>Totals:</b>					<b>\$18,287,587</b>	<b>\$66,175,175</b>

Notes:

<sup>1</sup> SFMTA stands for San Francisco Municipal Transportation Agency, BART stands for the San Francisco Bay Area Rapid Transit District.

**Attachment 2**  
**Local Partnership Program - Competitive**  
**Project Information Form**

<b>Project Name:</b>	Next Generation Fare Gates, San Francisco
<b>Implementing Agency:</b>	San Francisco Bay Area Rapid Transit District
<b>Project Location:</b>	Stations: Embarcadero, Montgomery St., and Glen Park
<b>Supervisory District(s):</b>	District 03, District 06, District 8
<b>Project Manager:</b>	Albert Louie
<b>Project Manager Phone Number:</b>	(510)287-4841
<b>Project Manager Email:</b>	alouie2@bart.gov
<b>Brief Project Description for MyStreetSF (50 words max):</b>	The project will replace BART's existing fare gates, nearing the end of their useful life, with new state-of-the-art next generation fare gates (NGFGs) at Embarcadero, Montgomery St., and Glen Park. Work at these stations is part of a larger project that includes installation of NGFGs at the other San Francisco stations, including Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, and Balboa Park. The new fare gates feature modular components, which can be swapped out when needing repair, reducing downtime, and improving maintainability. This will ensure that passenger throughput can be maintained, enhancing BART's station accessibility, especially in higher ridership stations.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Local Partnership Program screening and prioritization criteria as well as other program goals (e.g., 1:1 funding match, environmental clearance is complete or will be completed within 6 months of program adoption). Please describe how this project was prioritized.	Please see Attachment A.
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	Please see Attachment A.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	San Francisco Municipal Transportation Agency (SFMTA): John Becker, john.becker@sfmta.com; Roger Nguyen, roger.nguyen@sfmta.com
<b>Type of Environmental Clearance Required/Date Received:</b>	N/A

Project Delivery Milestones	Status		Work		Start Date		End Date	
	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year		
Planning/Conceptual Engineering (typically 30% design)	100%	In-House	Jan-Mar	2018	Oct-Dec	2022		
Environmental Studies (PA&ED)	N/A	N/A	N/A	N/A	N/A	N/A		
Design Engineering (PS&E)	N/A	N/A	N/A	N/A	N/A	N/A		
Right-of-way	N/A	N/A	N/A	N/A	N/A	N/A		
Advertise Construction/RFI for Vendor	N/A	N/A	Apr-Jun	2022	N/A	N/A		
Start Construction (e.g. Award Contract)	0%	Both	Jul-Sep	2023	N/A	N/A		
Open for Use	N/A	N/A	N/A	N/A	Jul-Sep	2026		

\*Only construction phase of a capital project is eligible for Local Partnership Program Competitive Funds.







# Next Generation Fare Gates Attachment A

Embarcadero, Montgomery St., and  
Glen Park



## Detailed Scope

The San Francisco Bay Area Rapid Transit District (BART) requests \$5,412,587 of Local Partnership Program (LPP) funds for the Next Generation Fare Gates (NGFG) to be installed at Embarcadero, Montgomery St., and Glen Park stations. The NGFG Project is a BART District system-wide \$90 million capital project to replace all 715 fare gates throughout the BART system. BART is a heavy-rail public transit system that connects the San Francisco Peninsula with communities in the East Bay and South Bay, see figure 1. BART service currently extends as far as Millbrae, Richmond, Antioch, Dublin/Pleasanton, and Berryessa/North San José, see figure 1. BART operates in five counties (San Francisco, San Mateo, Alameda, Contra Costa, and Santa Clara) with 131 miles of track and 50 stations, carrying approximately 405,000 trips on an average weekday (prior to the COVID-19 pandemic). For nearly 50 years, BART has provided fast, reliable transportation to downtown San Francisco offices, shopping centers, tourist attractions, entertainment venues, universities and other destinations for Bay Area residents and visitors alike.

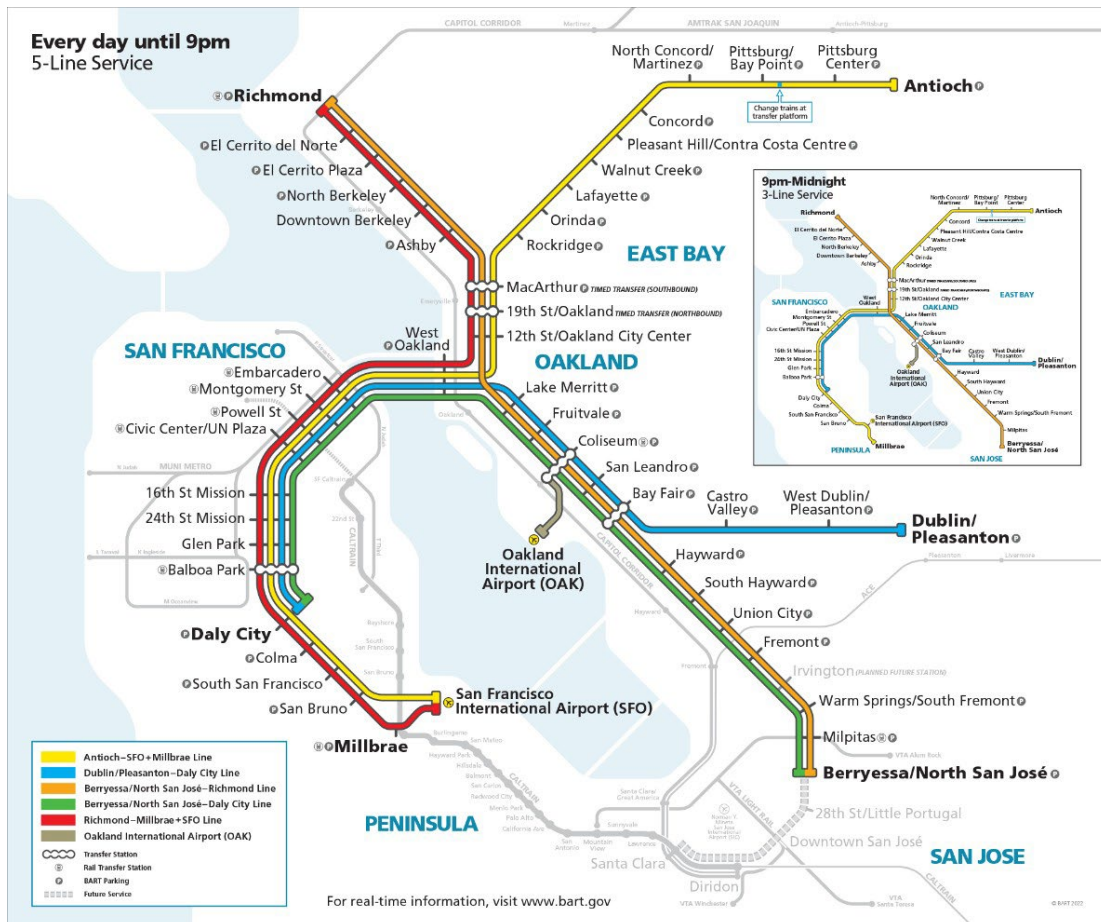


Figure 1, BART System Service Map 2022

BART recognizes that existing fare gates, systemwide, are reaching the end of their useful life and have consistently been identified by BART riders and community stakeholders as a priority for replacement, especially as BART continues efforts to modernize stations. New state-of-the-art NGFG will reduce maintenance needs, cutting both costs and system downtime, and improving service to transit riders. This Project includes fare gates at Embarcadero, Montgomery St., and Glen Park, along BART’s M Line. These stations rank high in station activity (entries + exits), see figure 2 for information on BART track lines and table 1 for ridership activity details.

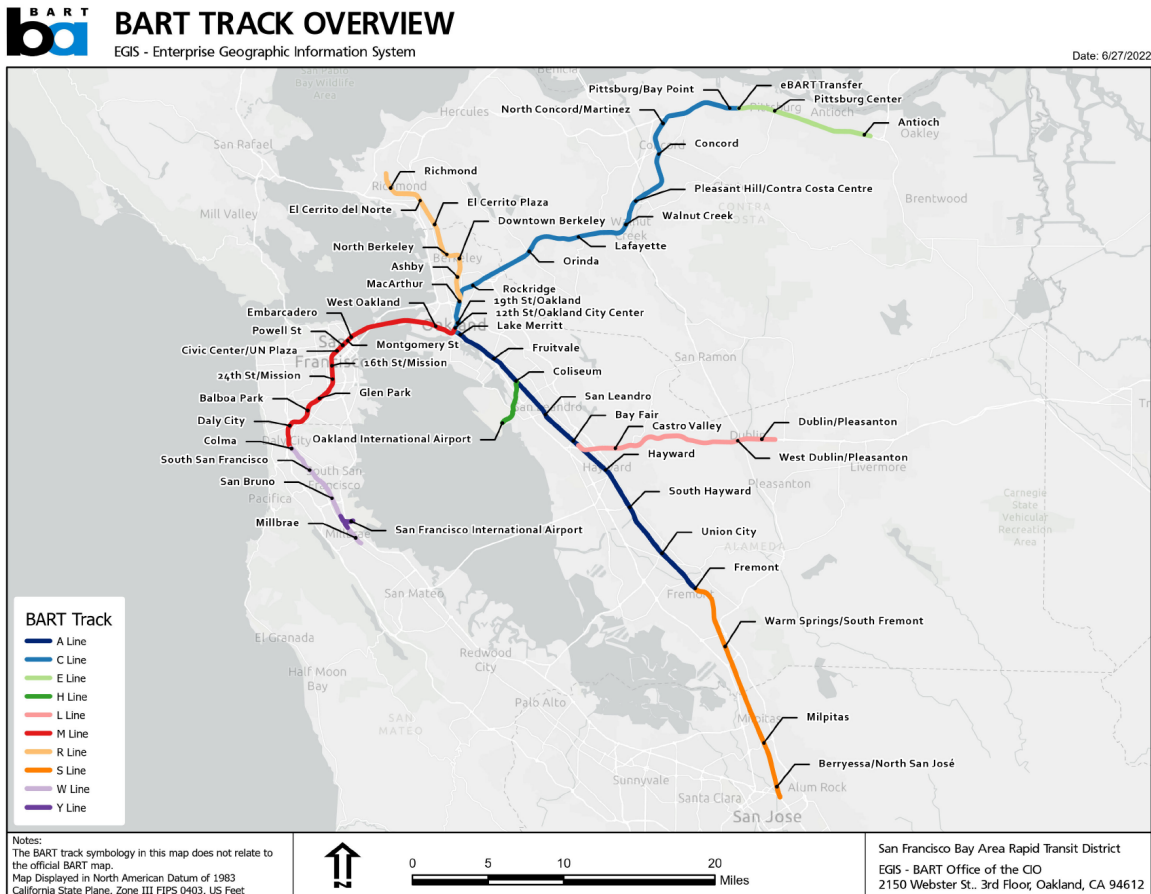


Figure 2, BART Track Lines Overview

Average Weekday Station Activity (activity = entries + exists)		
Station	May 2019	May 2022
Embarcadero	90,300	25,100
Montgomery Street	88,600	20,500
Glen Park	14,700	5,000

Table 1, Average Weekday Station Activity

The Project’s scope of work includes modernization of all 86 fare gates at the three listed stations. The current fare gates are nearing their end of useful life, as they are more than twenty years old, outdated, break down often, and require continued maintenance. In addition, spare parts for current fare gates are no longer in production. Current fare gates require recurrent maintenance to remain reliable and operational. BART's Maintenance and Engineering Department ensures fare gates are in optimum condition with its preventive maintenance practices. Currently, the fare gates undergo preventive maintenance every ten weeks. Corrective maintenance is also conducted when fare gates are underperforming. In order to minimize corrective maintenance, BART has been dedicating \$120,000 annually to preventive maintenance tasks. However, BART regularly deploys technicians to address corrective maintenance tasks and ensure fare gates perform at their optimum capacity due to issues with the current outdated fare gates. BART receives an average of 2,000 annual requests/tickets to address fare gate performance challenges systemwide. Annual corrective maintenance is most often required at Embarcadero, see table 2.

<b>San Francisco Stations Annual Corrective Maintenance</b>				
	2019	2020	2021	Jan-Jun 2022
M16-Embarcadero	10	8	8	3
M20-Montgomery St.	9	6	1	0
M70-Glen Park	1	0	1	0

Table 2, San Francisco Annual Corrective Maintenance

For the past few years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, the region’s all-in-one transit fare payment card. In 2019, the BART Board of Directors voted unanimously to adopt a swing gate style design as the standard for new gates. The new design will offer BART more control over the replacement schedule, reducing engineering and deployment time. In total, design innovations are estimated to reduce the cost of the final design and installation from \$150 million to \$90 million. See figure 3 for a representation of two test designs deployed at the Richmond station.

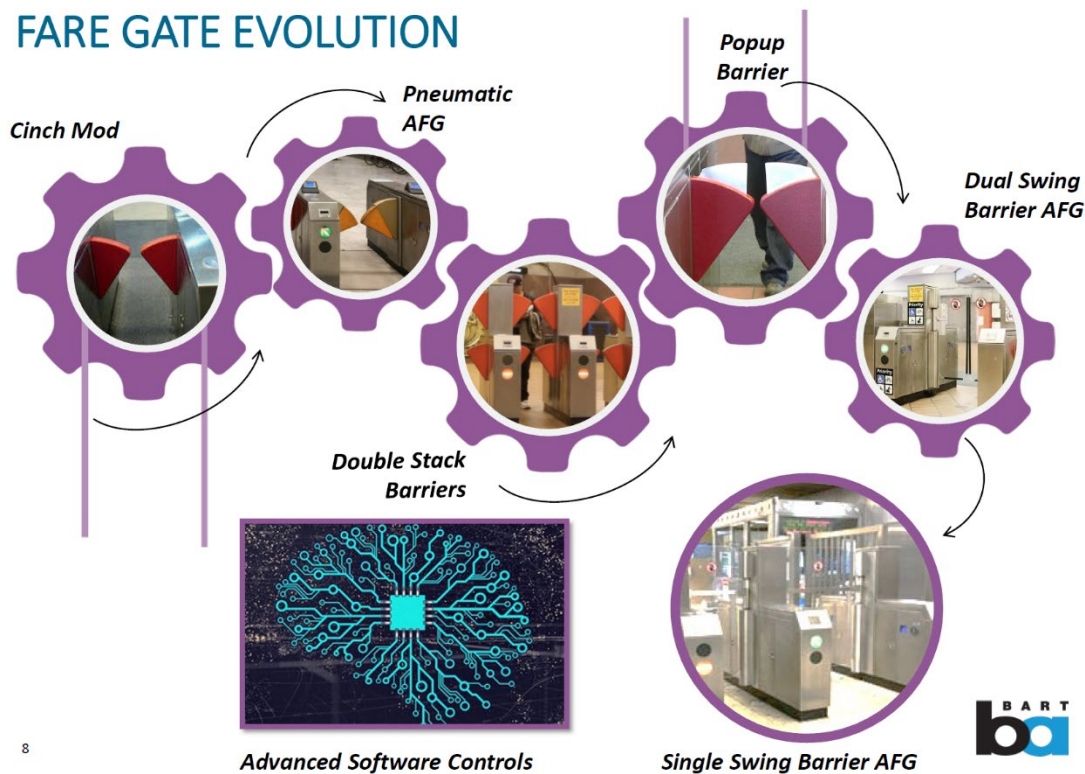




Figure 3, Double Stack Barrier and Dual Swing Barrier

BART's Fare Collection Engineering Department has developed innovative enhancements, retrofitted existing retractable fare gates to swing style fare gates, and implemented prototypes at various locations throughout the transit system, including the Richmond, Coliseum, Concord, Bay Fair, Montgomery Street, Balboa Park, Embarcadero, and El Cerrito Plaza stations. For each installation, BART made improvements based on information gathered from the previous installation. These prototyped fare gates have provided BART vital data for the Fare Collection Engineering Department to develop specific requirements and criteria for the final state-of-the art NGFG. The design of current and new prototypes is shown in the Fare Gate Evolution, figure 4.

## FARE GATE EVOLUTION



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Figure 4, Fare Gate Evolution

With extensive knowledge of possible solutions, BART looked forward to launch and implement new technology systemwide. In September of 2020, BART released a Request for Expressions of Interest (RFEI) for parties interested in providing input on innovative solutions to assist BART to develop an approach for the NGFG. The RFEI was an opportunity for interested stakeholders to share information, provide input, and discuss with BART potential alternatives, feasibility, and challenges. The RFEI provided details on BART’s design ideas and implementation approach, see Attachment F for more details. Information gathered through the RFEI process provided BART information to assess alternative options and opportunities for improvements. With this knowledge, BART issued a Request for Proposals (RFP) in May of 2022. BART is expecting to award a contract to a supplier for the final NGFG by fall of this year.

The final NGFG, selected via the RFP, will be the supplier’s “off-the -shelf” design, meeting BART’s required technical specifications with minimal customization. The gates will be swing style, and the main actuation of the gates may change from pneumatic to electric. The electric style requires lower maintenance frequency and therefore are more cost effective. The new NGFG will have improved sensors to optimally open and close the gate able to detect patrons, wheelchairs, children, luggage and bikes accurately. The installation/construction phase of the NGFG will include: Systems Integration and Engineering, including back-office system integration, interfaces, and Clipper integration; Startup and Launch, including O&M training documentation, engineering training, installation training, and test

rollout; Program Management, including mobilization, demobilization, general conditions, and field office.

## Engagement

BART has engaged with community members and obtained input and support for prototype fare gates through various forums:

- In July of 2020, the NGFG Project team conducted a presentation for BART's Accessibility Task Force (BATF) to provide an overview, and obtain feedback, regarding an accessible fare gate prototype deployed at BART's Richmond Station. The BATF advises the BART Board of Directors and staff on disability-related issues and advocates on behalf of people with disabilities and seniors to make the BART system accessible to and useable by people regardless of disability or age. BATF members provided very positive feedback regarding the new accessible fare gate. Mr. Roland Wong, an BATF member, stated that his "experience was positive and [he] had no problems entering and exiting the swing gates." He also stated that the "faregates did not make loud noises and were quiet."
- In March of 2022, BART NGFG Project team presented an update to the BART Board of Directors. The BART Board is comprised of nine elected officials representing the BART Districts: Contra Costa County, Alameda County, and City and County of San Francisco. Each of the nine BART Board members represents a constituency with wide-ranging needs, as each county is composed of different populations, and access and use of transit varies significantly by city within each county. Therefore, BART Board Directors' input is representative of different segments of the San Francisco Bay Area community needs. For a copy of the presentation provided to the Board, please see Attachment E.
- In February of 2022, Chris Pangilinan, Vice President of Paratransit at the Metropolitan Transportation Authority, New York, tweeted the following about one of the NGFG installed at the Embarcadero Station "A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min."

← Tweet

 Chris Pangilinan  
@cap\_transport

A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min. That's the equivalent of living 1-2 stops closer to work. Bravo 🌟 @SFBART

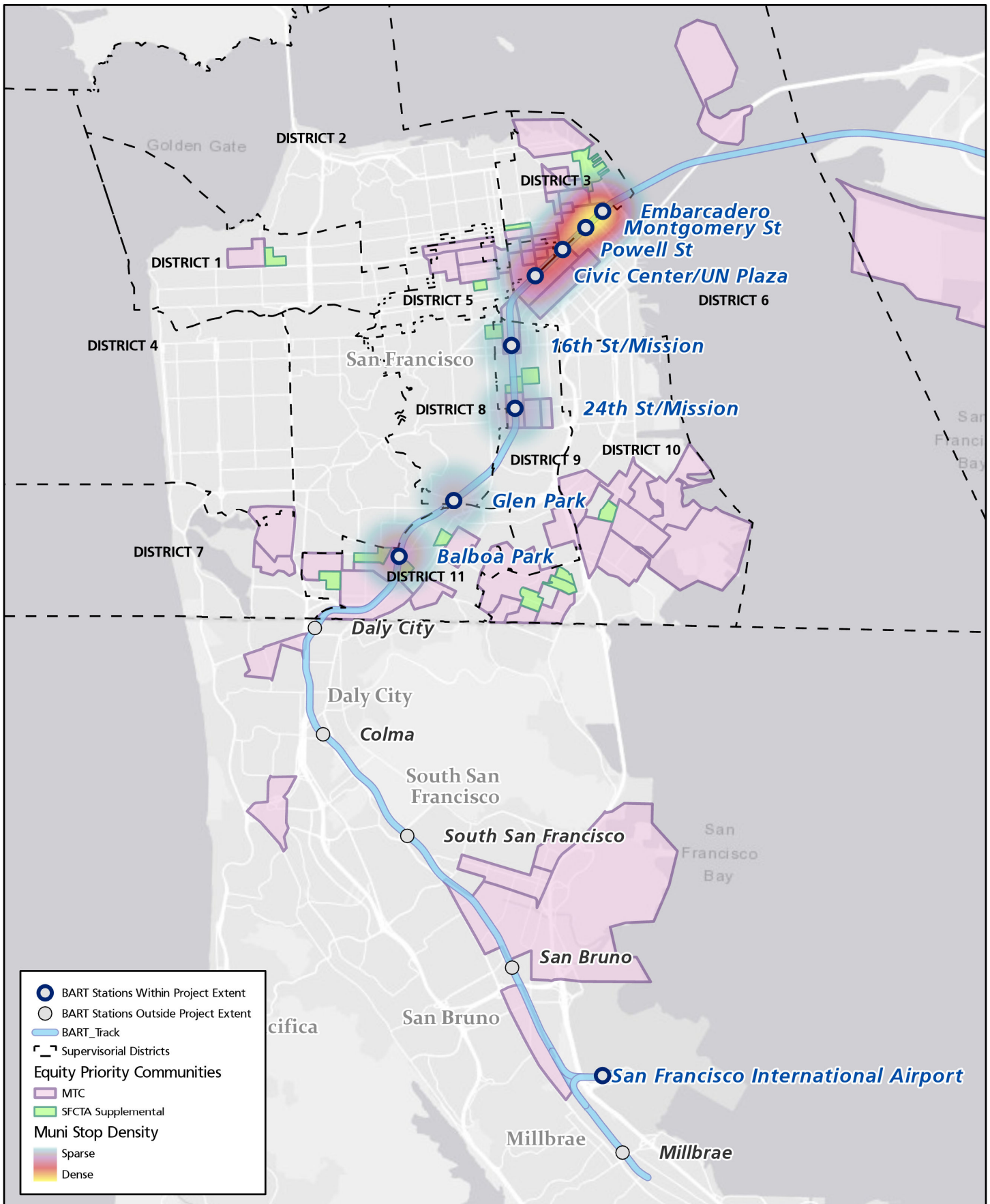


12:31 PM · Feb 8, 2022 · Twitter Web App

56 Retweets 12 Quote Tweets 572 Likes

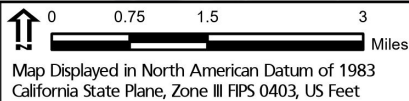






● BART Stations Within Project Extent  
○ BART Stations Outside Project Extent  
— BART\_Track  
 Supervisorial Districts  
**Equity Priority Communities**  
 MTC  
 SFCTA Supplemental  
**Muni Stop Density**  
 Sparse  
 Dense

**Notes:**  
 Equity Priority Communities (EPC)- <https://epc-map.sfcta.org/>  
 EPC San Mateo, Alameda County - <https://opendata.mtc.ca.gov>  
 Muni stops - <https://data.sfgov.org/Transportation/Muni-Stops/i28k-bkz6>  
 Supervisorial Districts - <https://sfgov.maps.arcgis.com>



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

**Local Partnership Program - Competitive  
Project Information Form**

<b>Project Name:</b>	Transbay Howard Streetscape Improvements [Embarcadero to 4th]
<b>Implementing Agency:</b>	San Francisco Public Works
<b>Project Location:</b>	Howard Street (Embarcadero to 4th Streets)
<b>Supervisorial District(s):</b>	D6
<b>Project Manager:</b>	Michelle Woo
<b>Project Manager Phone Number:</b>	415.307.6741
<b>Project Manager Email:</b>	<a href="mailto:michelle.woo@sfdpw.org">michelle.woo@sfdpw.org</a>
<b>Brief Project Description for MyStreetSF (50 words max):</b>	Project will deliver infrastructure improvements along Howard between Embarcadero and 4th Streets. Elements include new 2-way cycle track, new bulbouts, new curb ramps, traffic signal modifications landscaping and other streetscape improvements.
<b>Detailed Scope (may attach Word document):</b> Please describe the project scope, benefits, coordination with other projects in the area (e.g. paving, MuniForward, Vision Zero), and how the project would meet the Local Partnership Program screening and prioritization criteria as well as other program goals (e.g., 1:1 funding match, environmental clearance is complete or will be completed within 6 months of program adoption). Please describe how this project was prioritized.	<p>The Transbay Area Howard Project is part of the 2012 Transit Center District Plan (TCDP) and has been updated through the South Downtown Design and Activation (SODA) Community Visioning Process. Developed in partnership with the CBD, the City's TCDP and SODA process provides a framework for designing and implementing public realm projects in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill, collectively known as the East Cut. The construction of the Transbay Transit Center has greatly improved access to Downtown, especially from the East Bay, while a wave of new residential and commercial high-rises (over 20 at last count) has altered the City's skyline, and dramatically increased the number of people living, working and visiting the area. This provides much needed pedestrian, bicycle and transit improvement projects to this area. LPP funds can be matched with CFD funds that are planned (and partially programmed) for delivery of this project. This project is identified as part of the Transit Center EIR.</p> <p>Howard Street is intersected by several high-injury network streets, the 13% of city streets that account for over 75% of serious injuries and fatalities. In the five years spanning 2016-2020, there were over 90 reported collisions along Howard Street from 4th Street to the Embarcadero that resulted in injury or fatality. The Transbay Howard Streetscape Improvement Project supports San Francisco's Vision Zero commitment of eliminating all traffic-related deaths and severe injuries.</p> <p>A number of quick-build safety measures have been implemented along Howard Street as part of SFMTA's Vision Zero Quick-Build Program, which was created as a result of a mayoral directive to install faster and low-cost treatments to reduce collisions and improve traffic safety. MTA is currently working on the design of the Howard Streetscape Project which runs along Howard between 4th and 11th Streets. Upon completion of the Transbay Howard and Howard Streetscape Projects, there will be a continuous and protected bike lane on Howard Street in both directions from The Embarcadero to 11th Street, nearly two miles.</p>
<b>Prior Community Engagement/Support (may attach Word document):</b> Please reference any community outreach that has occurred and whether the project is included in any plans (e.g. neighborhood transportation plan, corridor improvement study, station area plans, etc.).	This project is identified in the South Downtown Design and Activation (SODA) Community Visioning Process and the Transit Center District Plan. Community outreach for this southern downtown area has been ongoing through various public realm planning efforts since 1985 through the Downtown Plan and the Transbay Redevelopment Plan. Most recently starting 2017, Planning Dept in partnership with various organizations (SFPW, MTA and the East Cut CBD) has held 6 community open houses and workshops regarding the Transbay Howard and transit center projects.
<b>Partner Agencies:</b> Please list partner agencies and identify a staff contact at each agency.	SFMTA (Jaime Parks), Planning (Amnon Ben-Pazi)
<b>Type of Environmental Clearance Required/Date Received:</b>	Categorical Exemptions

## Local Partnership Program - Competitive

### Project Information Form

Project Delivery Milestones	Status	Work	Start Date		End Date	
Phase*	% Complete	In-house, Contracted, or Both	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (typically 30% design)	100%		Jan-Mar	2021	Apr-Jun	2022
Environmental Studies (PA&ED)		In-House	Jul-Sep	2022	Oct-Dec	2022
Design Engineering (PS&E)	10%	In-House	Jul-Sep	2022	Oct-Dec	2023
Right-of-way						
Advertise Construction		N/A	Oct-Dec	2023	N/A	N/A
Start Construction (e.g. Award Contract)	0%	Contracted	Apr-Jun	2024	N/A	N/A
Open for Use	N/A	N/A	N/A	N/A	Oct-Dec	2025

\*Only construction phase of a capital project is eligible for Local Partnership Program Competitive Funds.

#### Comments

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**Local Partnership Program - Competitive  
Project Information Form**

**Project Name:** Transbay Howard Streetscape Improvements [Embarcadero to 4th]

PROJECT COST ESTIMATE		Funding Source by Phase			
Phase	Cost	LPP	Prop K	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$500,000	N/A		\$500,000	Reference previous projects
Environmental Studies (PA&ED)	\$50,000	N/A		\$50,000	Reference previous projects
Design Engineering (PS&E)	\$3,300,000	N/A		\$3,300,000	Fee proposals from staff
Right-of-way	\$0	N/A			
Construction	\$51,500,000	\$12,875,000		\$38,625,000	
<b>TOTAL PROJECT COST</b>	<b>\$55,350,000</b>	<b>\$12,875,000</b>	<b>\$0</b>	<b>\$42,475,000</b>	

Percent of Total 23% 0% 77%

**LPP EXPENDITURES BY FISCAL YEAR (CASH FLOW)\***

	23/24	24/25	Total
Construction	\$1,287,500	\$11,587,500	\$12,875,000
<b>TOTAL BY FISCAL YEAR</b>	<b>\$1,287,500</b>	<b>\$11,587,500</b>	<b>\$12,875,000</b>

**FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES**

Funding Source	Planned	Programmed	Allocated	TOTAL
LPP Competitive	\$12,875,000			\$12,875,000
Transbay CFD		\$38,625,000		\$38,625,000
				\$0
<b>TOTAL</b>	<b>\$12,875,000</b>	<b>\$38,625,000</b>	<b>\$0</b>	<b>\$51,500,000</b>

Desired LPP Programming Year
FY 2023/24

**Comments/Concerns**

SFPW confirms that this project will meet LPP timely use of funds requirements, including requesting allocation of funds from the California Transportation Commission by June 30, 2024 and awarding a construction contract within 6 months of allocation.

# HOWARD 3rd to The Embarcadero

## Overview

Previous planning efforts proposed sidewalk widening and a 1-way NB bike lane on Fremont Street. The Soda Plan proposes removing the bike lane because it conflicts with cars exiting the freeway and buses exiting the Salesforce Transit Center. To mitigate the removal of the proposed bike lane on Fremont, the Soda Plan proposes upgrading a planned SB bike lane on Beale Street (1 block east of Fremont) to a 2-way protected bikeway.

## Existing

**Embarcadero to Steuart.** 4-lane 2-way street with two general purpose lanes in each direction, and a parking/loading lane on the north side of the street. There is a narrow unprotected bike lane on the north side of the street between the parking/loading lane and the general purpose lanes.

**Steuart to Fremont.** 4-lane 2-way street with two general purpose lanes in each direction and a parking/loading lane on both sides of the street. Most blocks have relatively narrow sidewalks. There is an unprotected bike lane on the north side of the street between the parking/loading lane and the general purpose lanes.

- On the block between Steuart and Spear, one of the EB lanes has been temporarily removed to accommodate a construction project at 75 Howard Street.
- On the block between Main and Beale, one of the EB lanes has temporarily been converted to a transit-only lane to serve the temporary Transbay Terminal.

**Fremont to 3rd.** WB 1-way Street with relatively narrow sidewalks on both sides, 4 general purpose lanes and an unprotected north-side bike lane. There are parking/loading lanes on both sides of the street.

## Previous City Planning Initiatives

The Transit Center District Plan's concept design for Howard Street proposed extending the 2-way portion of Howard (which currently extends between The Embarcadero and Fremont Street) westward to Hawthorne Street. The TCDP concept design also proposed removing a WB general purpose lane and an on-street parking/loading lane on one side of the street to create space for generous sidewalk widenings. The design proposed no change to the existing WB bike lane on Howard.

**Embarcadero to Spear (1 block).** No change. The TCDP did not study this portion of Howard.

**Spear to Hawthorne (7 blocks).** 3-lane, 2-way street with two WB and 1 EB general purpose lanes and a narrow unprotected WB bike lane on the north side of the street. Sidewalks would be widened to 20.5'. Each block would include 1 parking/loading lane switching sides of the street on alternate blocks.

**Hawthorne to 3rd (1 block).** WB 1-way street with 3 WB general purpose lanes, a narrow WB bike lane and a parking/loading lane on the north side of the street.

The design concept for this block was created before the city's recently approved design for the Central SoMa portion of Howard Street from 3rd to 11th. That design includes 2 WB general purpose lanes and a south-side 2-way cycle track on the south side of 3rd Street.

## Proposed Soda

In the near-term, the City will be upgrading the 1-way WB bike lane on Howard Street to a protected bikeway (cycle track). The SF County Transportation Authority has recently approved funding for this project which is anticipated to be completed in 2021.

In the long-term (3-4 years), the Soda Plan proposes a substantial redesign of the street which would include a 2-way protected bikeway, greenery, and understory plantings, and pedestrian safety improvements throughout the corridor. The Howard Street project has been identified as a high-priority project in the Soda Planning Process.

The Soda Plan's longer-term concept design for Howard Street between 3rd Street and the Embarcadero would replace the existing 1-way WB bike lane on the north side of the street with a 2-way protected bikeway on the south side of the street. The protected bikeway would act as an extension of a similar facility the City has approved between 11th Street and 3rd Street. Collectively, the two projects would create a contiguous 2-way protected bikeway between 11th Street and the Embarcadero.

The Soda design would also ensure space for on-street loading would be available on both sides of the street for every block along the corridor (between 3rd Street and the Embarcadero).

The upgraded bike facility and loading zones on both sides of the street require more space than was programmed in the 2012 TCDP conceptual design. This space is gained by removing space the 2012 design had programmed for walking, parking or driving. However, the Soda design also maintains ample space for pedestrian-safety elements and placemaking features like seating and greening. This was achieved by:

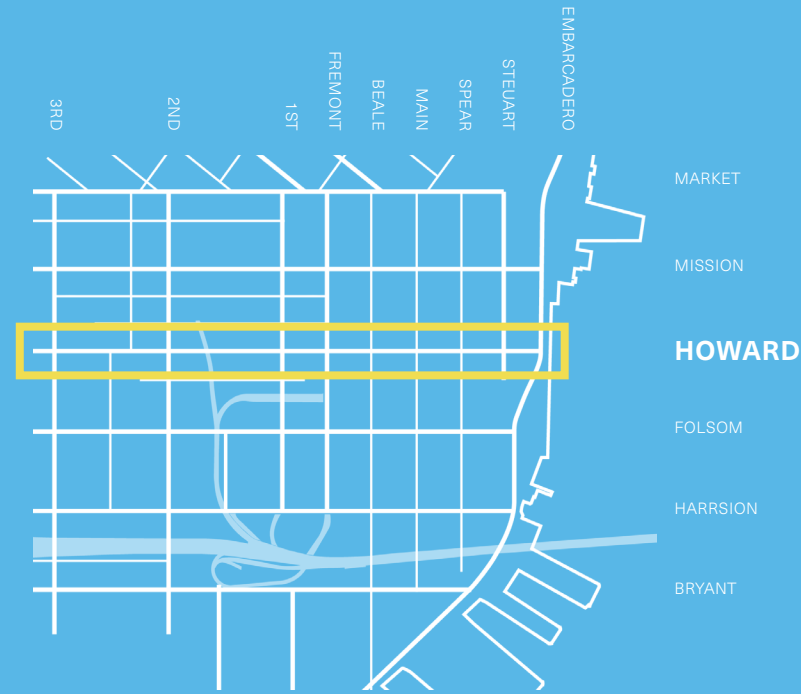
- Focusing sidewalk widenings to the corners where they would have the greatest impact to improve pedestrian safety
- Designing "extended bulbouts" and, where space allows, a wide median to create pockets that could accommodate public life such as outdoor cafe seating, benches, sidewalk landscaping, and canopy trees.
- Assuming that no long term on-street parking would be available on this portion of Howard which almost exclusively serves highrise office land uses. Instead, the design assumes that these spaces would act solely as on-street passenger and commercial loading zones.
- Reducing Howard to a 2-lane street with one lane in each direction for a 3-block stretch of Howard between Steuart Street and Beale Street.



**Timeline**  
Phase B

VARIOUS BLOCKS

**Streetscape Priorities**



**Trees**



LONDON PLANE

RED HORSE CHESTNUT

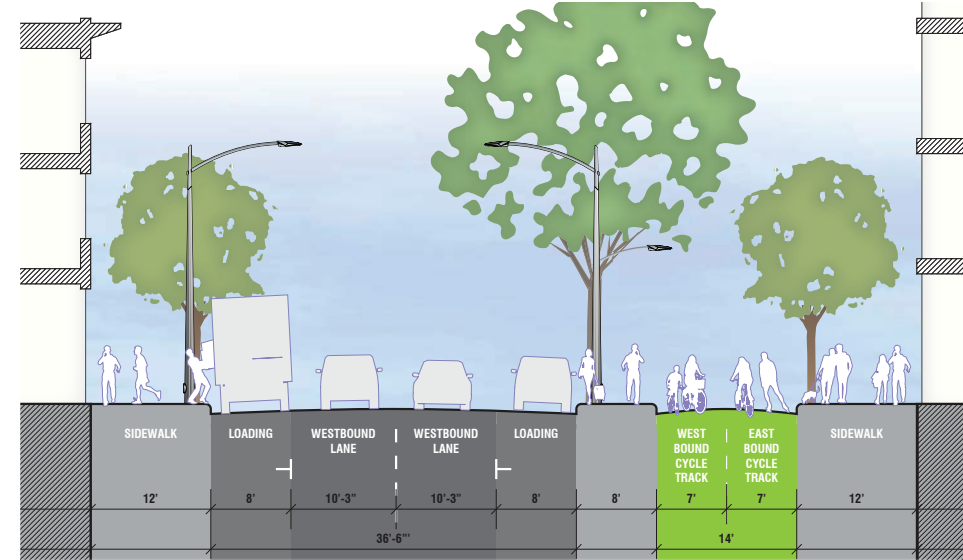
HUNGARIAN OAK (IN MEDIAN)

**Paving**

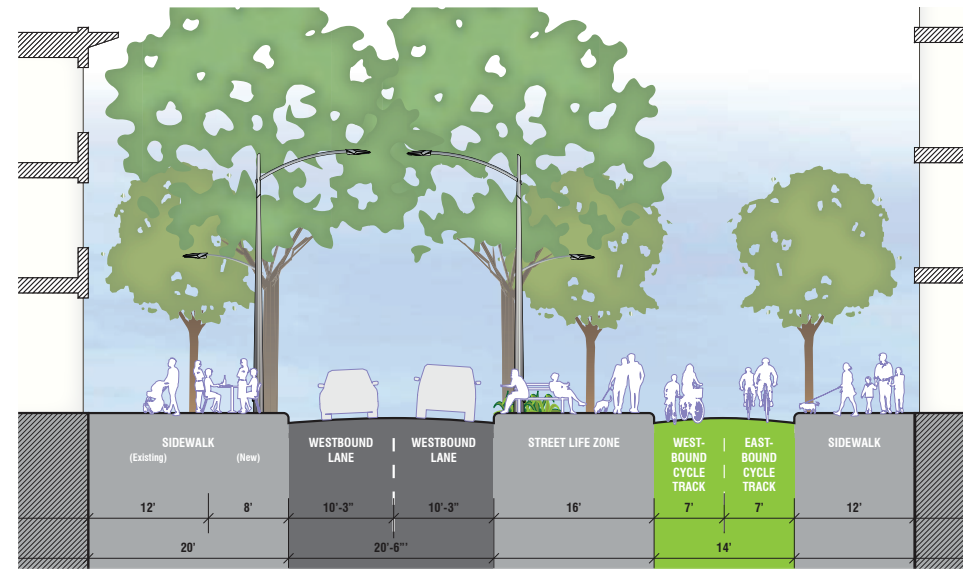
SIDEWALK: FURNISHING ZONE. MEDIAN: DESIGNERS CHOICE!



201 Spear Street is a POPOS that is part of an expansive walking network around the surrounding block.



**Section A:** Howard at Loading



**Section B:** Howard at Corner

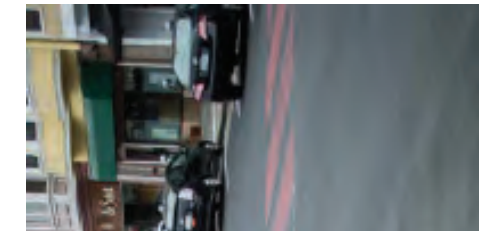
Transbay Howard Streetscape - Conceptual Designs from SODA Plan



*New two-lane Class 1 Bicycle lane and Bike share stations*



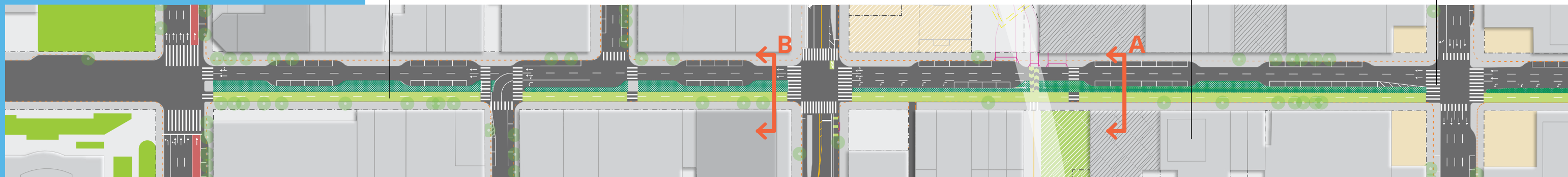
*543 Howard Street is a discrete POPOS located on the rooftop of Galvanize, a coworking space.*



*Decorative crosswalks*



*The POPOS at Fremont with access to...*



THIRD STREET

HAWTHORNE STREET

NEW MONTGOMERY STREET

SECOND STREET

FIRST STREET



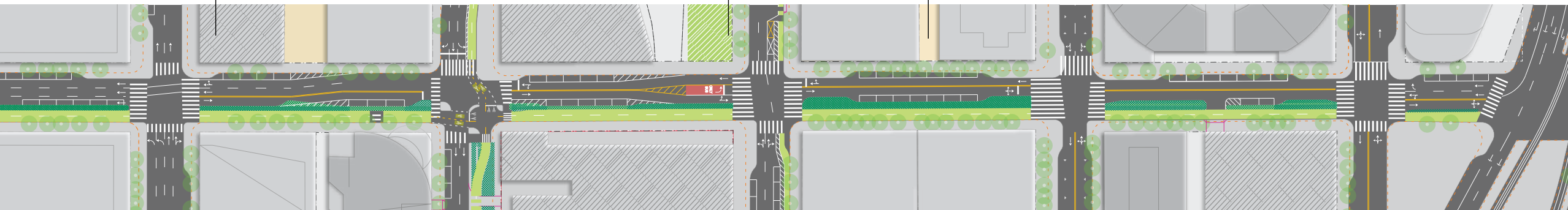
POPOS inside 181  
is on the 7th Floor  
access to Salesforce Park.



Interactive landscape; Alternative playgrounds



120 Howard Street is a tucked away pocket, also designated as a POPOS. The space features fixed bench seating,



FREMONT STREET

BEALE STREET

MAIN STREET

SPEAR STREET

STEUART STREET

THE EMBARCADERO