



Agenda

COMMUNITY ADVISORY COMMITTEE Meeting Notice

DATE: Wednesday, October 26, 2022, 6:00 p.m.

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

PUBLIC COMMENT CALL-IN: 1-415-655-0001; Access Code: 2481 915 5748 # #

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), Kevin Ortiz (Vice Chair), Sara Barz, Rosa Chen, Najuwanda Daniels, Jerry Levine, Eric Rozell, and Kat Siegal

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. Chair's Report – **INFORMATION**

Consent Agenda

ITEM

PAGE

- 3. Approve the Minutes of the September 28, 2022 Meeting – **ACTION*** **5**
- 4. Community Advisory Committee Vacancies – **INFORMATION**



ITEM	PAGE
<p>The Community Advisory Committee (CAC) will have three vacancies at the end of October. The District 4 and 11 offices are currently evaluating candidates to fill the vacancies created by the term expiration of Nancy Buffum and Robert Gower, respectively, who are not seeking reappointment. CAC Chair David Klein’s (District 1) term expires in October 2022, and he is seeking reappointment. We anticipate that the Board will agendaize appoint of one or more of these vacancies at the November 8, 2022 meeting. Applications for the CAC can be submitted through the Transportation Authority’s website at www.sfcta.org/cac.</p>	
5. State and Federal Legislation Update – INFORMATION*	13
6. Transportation Authority’s Project Priorities for the Senate Bill 1 Local Partnership Program Competitive Grant Program– INFORMATION*	17
<p>Projects in Priority Order: 1) BART: Next Generation Faregates (\$5,412,587). 2) SFPW: Transbay Howard Streetscape Improvements (\$12,875,000).</p>	

We brought this item directly to the Board for action in October to ensure that BART and SFPW had sufficient time to prepare applications for submission to the California Transportation Commission 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 the recommendation with the One Bay Area Grant Cycle 3 project priorities, which the Board approved on September 27, 2022. We are including this as an information item for the CAC at its October 26, 2022 meeting.

End of Consent Agenda

ITEM	PAGE
7. Allocate \$941,758 in Prop K Funds and Appropriate \$175,516, with Conditions, for Five Requests - ACTION*	41
<p>Projects: BART: Hearing Loop at San Francisco Stations (\$150,000). SFCTA: Brotherhood Way Safety and Circulation (\$175,516). SFMTA: Bike to Wherever Day Sponsorship 2023 (\$41,758), Bicycle Safety Education and Outreach (\$110,000), Beale Street Bikeway (\$640,000).</p>	
8. Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed \$1,025,000 – ACTION*	99
<p>Contracts: SPTJ Consulting (\$400,000 for 1-year-term), Meyers-Nave; Nossaman LLP; and Fennemore LLP (\$325,000 for 1-year-term), Office of the City Attorney (\$300,000 for a three-year term).</p>	
9. SF School Access Plan Update - INFORMATION*	105



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

12. Adjournment

*Additional Materials

Next Meeting: November 30, 2022

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

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

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

[this page intentionally left blank]



DRAFT MINUTES

Community Advisory Committee

Wednesday, September 28, 2022

1. Committee Meeting Call to Order

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

CAC members present at Roll: Sara Barz, Rosa Chen, Najuwanda Daniels, Robert Gower, David Klein, Jerry Levine, Kevin Ortiz, Eric Rozell, Kat Siegal, and Peter Tannen (10)

CAC Members Absent at Roll: (0)

2. Chair's Report - INFORMATION

Chair Klein welcomed the newest member of the CAC, Najuwanda Daniels who briefly recounted her interest and qualifications for serving on the CAC. Chair Klein thanked Member Kevin Ortiz for presenting the CAC report before the Board earlier that month and related how it was encouraging to see that the CAC's recommendations had an impact on the Board's deliberations.

The Chair then highlighted the past weekend's event where Caltrain celebrated its first electric train at the San Francisco Caltrain Depot, noting that once the full Caltrain Electrification project was completed in 2024, the new electric vehicles would replace the diesel locomotives that have been running up and down the Peninsula for 150 years. The Chair remarked that the Transportation Authority contributed \$41 million in Prop K sales tax and other state and federal funds toward Caltrain's electrification and positive train control projects.

Chair Klein informed the CAC that the SF School Access Plan was beginning a survey and directed the members to where they could sign up for future updates on the agency's website (www.sfcta.org).

Finally, the Chair recognized Peter Tannen as this is his last meeting with the CAC after 14 years and a long career in transportation before that. Member Tannen said that he joined the CAC in order to stay involved in transportation after working as a planner for the San Francisco Municipal Transportation Authority (SFMTA) for 14 years and also thought it would be an interesting experience to be other side of the table. He thanked his fellow members of the CAC and Transportation Authority staff and said that he would still participate in the future as a member of the public.

Member Robert Gower announced that his term of the CAC was ending and that he would not be seeking reappoint due to new work obligations. He thanked his fellow members for the opportunity to serve and urged his fellow members to continue the great work that they have been doing. Chair Klein appreciated Member Gower for being both a strong advocate for District 11, as well as brining the citywide view to the table in CAC discussions.



Member Barz said that SFMTA bumped their scheduled October 14 Slow Streets presentation to their Board and noted that this would most likely delay the presentation to the CAC which had been anticipated for the October 26 meeting.

During public comment Roland Lebrun thanked Member Tannen for his service and observed that members of the public do not have term limits.

Consent Agenda

- 3. Approve the Minutes of the September 7, 2022 Meeting - ACTION**
- 4. Adopt the Community Advisory Committee By-Laws – ACTION**
- 5. Community Advisory Committee Vacancies – INFORMATION**
- 6. Adopt a Support Position on Proposition 30, the Clean Cars and Clean Air Act - INFORMATION**

There was no public comment on the Consent Agenda.

Member Sarah Barz moved to approve the Consent Agenda, seconded by Member Kat Seigal.

The Consent Agenda was approved by the following vote:

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

Nays: CAC Member(s) (0)

End of Consent Agenda

- 7. Election of Community Advisory Committee Vice Chair – ACTION**

Chair Klein said with the CAC approving the proposed amendments to the CAC by-laws (Agenda Item 4), the CAC could hold an election to fill the Vice Chair position from now until the CAC held elections for calendar year 2023 at its January meeting.

Chair Klein called for nominations for Vice Chair.

Member Jerry Levine nominated Member Kevin Ortiz who accepted the nomination.

There were no further nominations for Vice Chair.

There was no public comment.

The item was approved by the following vote:

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

Nays: CAC Member(s) (0)

- 8. San Francisco Planning Department Southeast Rail Station Study Final Report– INFORMATION***

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



There was no public comment.

Chair Klein thanked Ms. Rodgers for her presentation which provided background related to the Bayview Station Preliminary Design and Pre-Environmental Prop K allocation request under the next agenda item.

9. Allocate \$3,701,000, in Prop K Funds with Conditions, and Appropriate \$800,000 for Five Requests – ACTION*

Project: GGBHTD: San Francisco Ferry Terminal Security Improvement Project (\$347,000). SFCTA: Bayview Station Preliminary Design and Pre-Environmental (\$800,000). SFMTA: Application Based Traffic Calming Program FY20-21 Cycle Construction (\$2,762,000), Application-Based Traffic Calming Program FY21-22 Cycle Design (\$312,000), Schools Engineering Program FY22-23 (\$280,000).

Lynda Viray, Planner, presented the item per the staff memorandum.

Member Peter Tannen asked for clarification on the San Francisco Ferry Terminal Security Improvement as the packet alluded to an increase in security incidents. He wanted to know if the goal of the project was to be prepared for potential problems or whether there were past problems to be addressed.

Wilson Lau, Project Manager at Golden Gate, Bridge, Highway, and Transportation District explained that individuals had climbed over the rail and into the ferry terminals and expressways as well as homeless individuals sleeping on the property.

Member Jerry Levine asked about the decision date for the Bayview Station Preliminary Design and Pre-Environmental project.

Andrew Heidel, Principal Planner, explained that the study would last no more than 12 months and that a recommendation would be brought forward to the CAC and Transportation Authority Board for a preferred location at the conclusion of the study. Mr. Heidel estimated that timeline would be around the end of next year in 2023 in either late summer or early fall.

Member Kat Siegal asked about the timeline of the Application-Based Traffic Calming Program FY20-21 Cycle Construction. Since the traffic calming applications were received back in June 2020, she wanted to know if it was typical for there to be a two-year gap between the applications being considered and the actual construction funding being secured, and asked if there were explanations for the prolonged delay related to the pandemic or other reasons.

Damon Curtis, Project Manager at SFMTA, explained the applications for each of those traffic calming program cycles lasts for a year. The applications for FY20-21 cycle were received between July 2019 through June 2020. He said that the 12-month period was when SFMTA received applications but once applications were received, they proceeded with three different phases: 1) The planning phase begins and that takes a year; 2) next is the design phase which also takes a year; and lastly 3) the construction phase, with the latter being the subject of the item before the CAC. Mr. Curtis explained that they will be coming back to the CAC and the Board later in the year or early next year and to discuss a proposal to revamp the traffic calming program and switch to a more rolling or quarterly evaluation cycle, which would help accelerate the timeline.

Member Sara Barz asked about the school locations and prioritization of the Schools Engineering Program FY22-23.



Mr. Curtis explained that the schools had not been selected yet as walk audits were the first step once funding was received. He said SFMTA would reprioritize their list or ranking, and the five schools would be chosen within the first two or three months of allocation.

During public comment, Roland Lebrun spoke about the Bayview Station Preliminary Design. He wanted to know whether community engagement would include regional transportation advocates. He expressed how the 22nd Street redesign would not be necessary as it was fine in the current state.

Member Jerry Levine moved to approve the item, seconded by Member Kat Seigal.

The item was approved by the following vote:

Ayes: Barz, Daniels, Chen, Gower, Klein, Levine, Rozell, Siegal, and Tannen (10)

Nays: CAC Member(s) (0)

Absent: CAC Member Ortiz (1)

10. Vision Zero Enforcement Update – INFORMATION*

Captain Chris Canning and Commander Peter Walsh of the San Francisco Police Department presented the item per the staff memorandum.

Chair Klein said the profiles of who received citations were missing from the presentation in the Focus on the Five violations count. He said there was construction planned for Market Street which would force motorists into the Tenderloin and compound any issues. He said it was nice to see the Focus on the Five violations count, but there was going to be a speed limit reduction so the CAC was concerned about more people travelling through the Tenderloin, who was being ticketed and how profiling was being handled. He sought clarity on whether lower speed limits would result in more tickets in the Tenderloin.

Captain Chris Canning said the police officers focused on traffic violations and not the demographic of motorists.

Chair Klein asked if it was possible to correlate the Focus on the Five violation counts with the racial demographics of who was ticketed.

Commander Walsh said that data analysis was done by the state, and it did not correspond to a specific violation, but instead showed if the person was cited, arrested, or warned. He said it was done through the Stop Data Collection System (SDCS) which was what the police officers entered data into after a ticket was issued. He said that no law enforcement agency showed violations by demographics and what the state showed was generic.

Chair Klein asked if lower speed limits in the Tenderloin correlated with an increase in violations.

Commander Walsh clarified that the posted speed limit dropped from 25 miles per hour to 20 miles per hour in the Tenderloin, which was also the case in the Mission District and in Ingleside. He noted that if someone were cited with speeding in the Tenderloin it would be from an officer clocking them in their patrol vehicle.

Member Rozell said he had the understanding that many citations were occurring outside of the Tenderloin and asked for a more detailed map.



Captain Canning said the discrepancy may have been caused by SFPD breaking down the data by police district. He said that SFPD was working on opportunities for different reporting abilities, which would show more detail beyond police district boundaries in the future.

Member Rozell asked if there was information on those that were involved in the drug market especially when thinking about the number of hit and run incidents.

Captain Canning said no but if there was evidence of a crime while giving a ticket, it would be noted but it would be an assumption with no factual evidence linking the two together. He said it was clear that there were challenges in the neighborhood that led to a significant focus by the police department and there were peripheral crimes but no clear evidence linking the two together.

After Commander Walsh's presentation, Chair Klein said it was hard to imagine that there were so few police officers that were doing so much work.

Member Rozell observed that slides 5 and 6 showed the lack of enforcement in the Tenderloin compared to other locations in the city. He said that it was a concern because every street in the Tenderloin was on the High Injury Network yet there was a lack of enforcement compared to other neighborhoods. He said that he led the Safe Passage program in the area four hours a day and that anecdotally, there were a lot of motorists speeding, running red lights, making illegal turns, and not yielding. He said an increased police presence would be appreciated.

Member Siegal asked why the Focus on the Five citations were low during the first half of 2022.

Commander Walsh explained that the citywide numbers were not just from the traffic officers. He said previously, a lot of traffic enforcement would take place during down times when there more police officers. He mentioned that the Richmond District had a low call for service of high priorities and that their traffic statistics were higher than in the Tenderloin, where police officers were responding to higher priority calls and more serious crimes on short staffing. He said enforcement was still happening based on availability of police officer staffing.

Member Siegal asked about the dramatic decline in Focus on the Five violations over the years.

Commander Walsh said there was a confluence of reasons including a decline in proactive policing, because of accusations of profiling, and short staffing. He said they were down about 560 sworn police officers this year which increased from 300-400 sworn police officers last year. He said that in 2019, the Traffic Company had 45 officers with five squads of officers and two additional squads focused only on Vision Zero. He noted that the Vision Zero squads did not handle collisions and rarely conducted escorts. In comparison, in 2020, the staffing dropped to five sergeants and 35 officers and in 2021 they had three squads with no officers dedicated to Vision Zero because of the loss in staffing. He said that in 2022 there were four sergeants and 23 police officers and said that the Muni Task Force and Muni specific investigative unit were disbanded due to staffing. Lastly, he noted that there were less vehicles to cite as fewer people were travelling into the city.

Member Siegal appreciated the feedback and requested a follow-up presentation on



why there was such a large decline before 2019 when there were dedicated Vision Zero squads.

During public comment, Edward Mason asked if data on vehicle make, model, and year were collected and analyzed as newer pickup trucks were mounted higher than older models which could obstruct the view of pedestrians.

11. San Francisco Transportation Plan Update – INFORMATION*

Aliza Paz, Principal Transportation Planner, presented the item per the staff memorandum.

Chair Klein asked how the funding gaps and unmet needs shown in the presentation would be filled, inquiring if sources like state and federal grants and bonds could fill the gaps.

Maria Lombardo responded that the Vision Plan included potential new revenue sources that could come from the federal, state, regional or local level; however, she said that the transportation need was very large and could not be fully met, even with these new sources. She continued to explain that one of the purposes of the San Francisco Transportation Plan was as an advocacy tool for new revenue sources, since it demonstrated the need and described a vision for what could be done with additional revenues. She concluded with an example of a new regional transportation measure that had been discussed a few years ago, but did not advance at the time, and was now being discussed again as an option.

There was no public comment.

12. San Francisco's One Bay Area Grant Cycle 3 Project Nominations Update – INFORMATION*

Chair Klein remarked that CAC members raised concerns at the September 7 CAC meeting about the lack of funds for the BART Elevator Modernization Design Project at 16th St Mission, 24th St Mission, and Balboa Park. He noted that Member Kevin Ortiz raised those concerns to the Transportation Authority Board in the CAC Report at the September 13 Transportation Authority Board meeting.

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

Member Ortiz thanked the Transportation Authority staff for their thoughtful and diligent approach to revise the recommendations and for their cognizance of the Mission community and communities in the southeastern part of San Francisco. He stated that this was a great win for the community to ensure access for people with disabilities. He asked about the name of the fund source that is under consideration for funding the remaining three BART stations needing faregates.

Ms. Laforte replied that the fund source was the Senate Bill 1 Local Partnership Competitive Program and that it was a statewide program that would fund construction only and required a 1:1 funding match. She noted that applications would be due at the end of November and that the fare gate project appeared to be eligible and competitive. She stated that the Transportation Authority would submit the application on behalf of BART, noting that this fund program was only open to taxing authorities or toll collecting entities that have voter approved measures that



fund exclusively transportation.

Chair Klein thanked the Transportation Authority staff for hearing the CAC and he thanked the CAC members for advocating for their communities.

There was no public comment.

13. Introduction of New Business - INFORMATION

Vice Chair Ortiz acknowledged that he received information from BART through Transportation Authority staff indicating that BART cannot run all night service because they would be unable to perform the necessary maintenance to keep the system running reliably and safely. He requested a follow on presentation from BART staff on their maintenance operations to get a better idea of the entire scope. He also requested as part of the presentation, information on late night bus services, with an emphasis on lines that had not been restored since the beginning of the Pandemic.

Member Kat Siegal asked whether the SFMTA or Transportation Authority planned to give the CAC more of an engineering focused update on Vision Zero and if not, she would like to request such a presentation. Deputy Director for Policy and Programming, Anna Laforte, responded that the 2021 Safe Street Report is anticipated to go to the October 25th Board meeting but that it could be presented to the CAC as well.

Member Ortiz asked for an update on the status of items that are in the 'new business' queue.

14. Public Comment

Roland Lebrun stated that there have been too many delays on BART service across the bay and therefore a 2nd tunnel across the bay was needed. He also advised the Transportation Authority to really consider what they were doing in regards to financing the Guadalupe Bridge crossing.

Edward Mason informed the CAC that a commuter bus 442 would be starting its 2nd year of operating without a permit and lamented that this reflected a trend of increasing numbers of buses operating either without or with mismatching permits.

15. Adjournment

The meeting was adjourned at 8:29 p.m.

[this page intentionally left blank]

San Francisco County Transportation Authority
Agenda Item 6

State Legislation – October 2022

(Updated October 3, 2022)

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

September 30, 2022 was the final deadline for the Governor to sign or veto bills, or they otherwise they became law.

Table 1 shows the final status of bills on which the Board had taken a position in the second half of the legislative session, or that staff was 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>Vetoed</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.	Dead
	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>Chaptered</i>
	AB 2147 Ting D	Pedestrians. Generally prohibits the enforcement of jaywalking laws.	<i>Chaptered</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.	Dead
	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.	Dead

San Francisco County Transportation Authority
Agenda Item 6

	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>Chaptered</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.	Dead
	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>Chaptered</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.	Dead
	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.	Chaptered
	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.	Dead
	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>Chaptered</i>

San Francisco County Transportation Authority
Agenda Item 6

	SB 1049 Dodd D	Transportation Resilience Program. Establishes a new competitive grant program for transportation resilience projects, administered by the California Transportation Commission, utilizing new formula funds the state will receive from the federal Infrastructure Investment and Jobs Act.	Dead
	SB 1050 Dodd D	State Route (SR) 37 Toll Bridge Act. Establishes a new SR-37 Toll Authority to operate and maintain a tolling program on SR-37 that funds projects to help make the facility more resilient to sea level rise.	Dead

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

[this page intentionally left blank]



**San Francisco
County Transportation
Authority**

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

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

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <ul style="list-style-type: none"> • 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. <ol style="list-style-type: none"> 1. Next Generation Fare Gates (Bay Area Rapid Transit District (BART)) (\$5,412,587) 2. Transbay Howard Streetscape Improvements (Embarcadero to 4th) (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. <p>SUMMARY</p> <p>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</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 checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	---



should CTC staff choose to review only the top ranked submittal.	
--	--

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 4th) - \$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 11th 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

PROJECT NOMINATIONS FOR LPP COMPETITIVE PROGRAM						
Priority	Implementing Agency¹	Project Description	District(s)	Fiscal Year of Request	LPP Request	Total Project Cost
1	BART	Next Generation Fare Gates - 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	Transbay Howard Streetscape Improvements [Embarcadero to 4th] - 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
Totals:					\$18,287,587	\$66,175,175

Notes:

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

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

Project Name:	Next Generation Fare Gates, San Francisco
Implementing Agency:	San Francisco Bay Area Rapid Transit District
Project Location:	Stations: Embarcadero, Montgomery St., and Glen Park
Supervisory District(s):	District 03, District 06, District 8
Project Manager:	Albert Louie
Project Manager Phone Number:	(510)287-4841
Project Manager Email:	alouie2@bart.gov
Brief Project Description for MyStreetSF (50 words max):	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.
Detailed Scope (may attach Word document): 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.
Prior Community Engagement/Support (may attach Word document): 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.
Partner Agencies: 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
Type of Environmental Clearance Required/Date Received:	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.

Local Partnership Program - Competitive Project Information Form

Project Name:	Next Generation Fare Gates, San Francisco
----------------------	---

PROJECT COST ESTIMATE	Funding Source by Phase				
Phase	Cost	LPP	TBD (eg Prop L or Prop K)	Other	Source of Cost Estimate
Planning/Conceptual Engineering	\$12,667	N/A	\$1,432	\$11,235	Measure RR (programmed), FTA 5337 (programmed), BART Ops to Cap (programmed)
Environmental Studies (PA&ED)	\$0	N/A			
Design Engineering (PS&E)	\$0	N/A			
Right-of-way	\$0	N/A			
Construction	\$10,812,508	\$5,412,587	\$1,222,429	\$4,177,491	
TOTAL PROJECT COST	\$10,825,175	\$5,412,587	\$1,223,862	\$4,188,726	

Percent of Total 50% 11% 39%

LPP EXPENDITURES BY FISCAL YEAR (CASH FLOW)*

	23/24	24/25	Total
Construction	\$5,412,587		\$5,412,587
TOTAL BY FISCAL YEAR	\$5,412,587	\$0	\$5,412,587

FUNDING PLAN FOR CONSTRUCTION PHASE - ALL SOURCES

Funding Source	Planned	Programmed	Allocated	TOTAL
LPP Competitive	\$5,412,587			\$5,412,587
<i>TBD (eg Prop L or Prop K)</i>	\$1,222,429			\$1,222,429
<i>Measure RR</i>			\$1,944,451	\$1,944,451
<i>FTA Section 5337</i>		\$1,141,960	\$644,471	\$1,786,432
<i>BART Funds</i>		\$285,490	\$161,118	\$446,608
TOTAL	\$6,635,017	\$1,427,451	\$2,750,041	\$10,812,508

Desired LPP Programming Year
FY2023/24

Comments/Concerns



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.

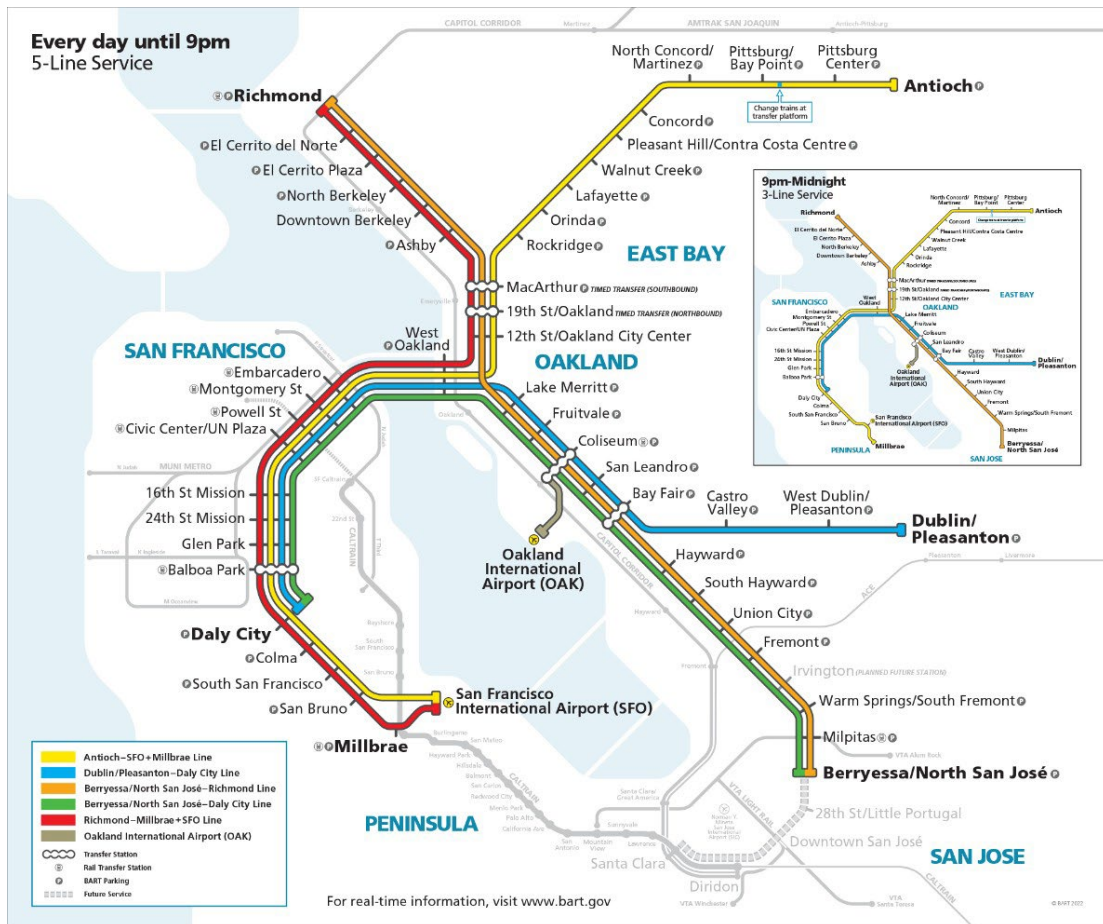


Figure 1, BART System Service Map 2022



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.

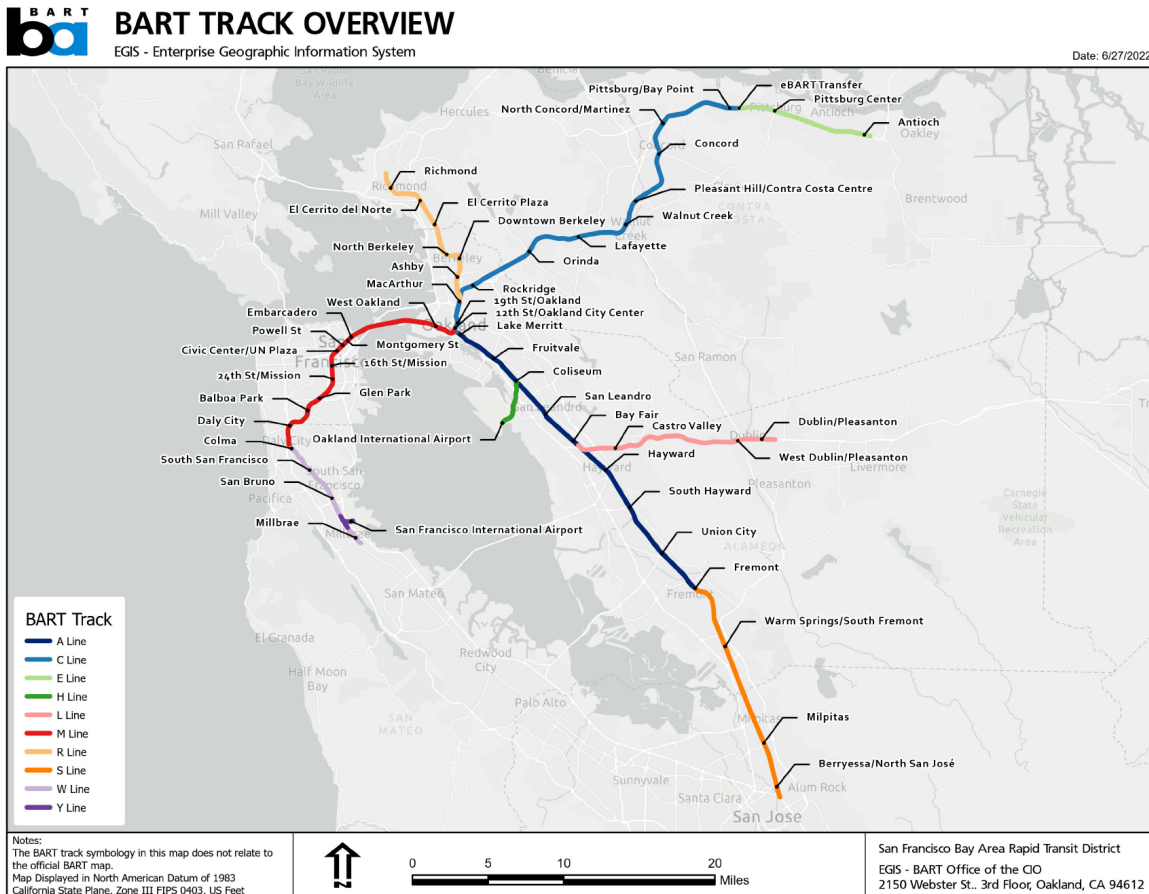


Figure 2, BART Track Lines Overview

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.

San Francisco Stations Annual Corrective Maintenance				
	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

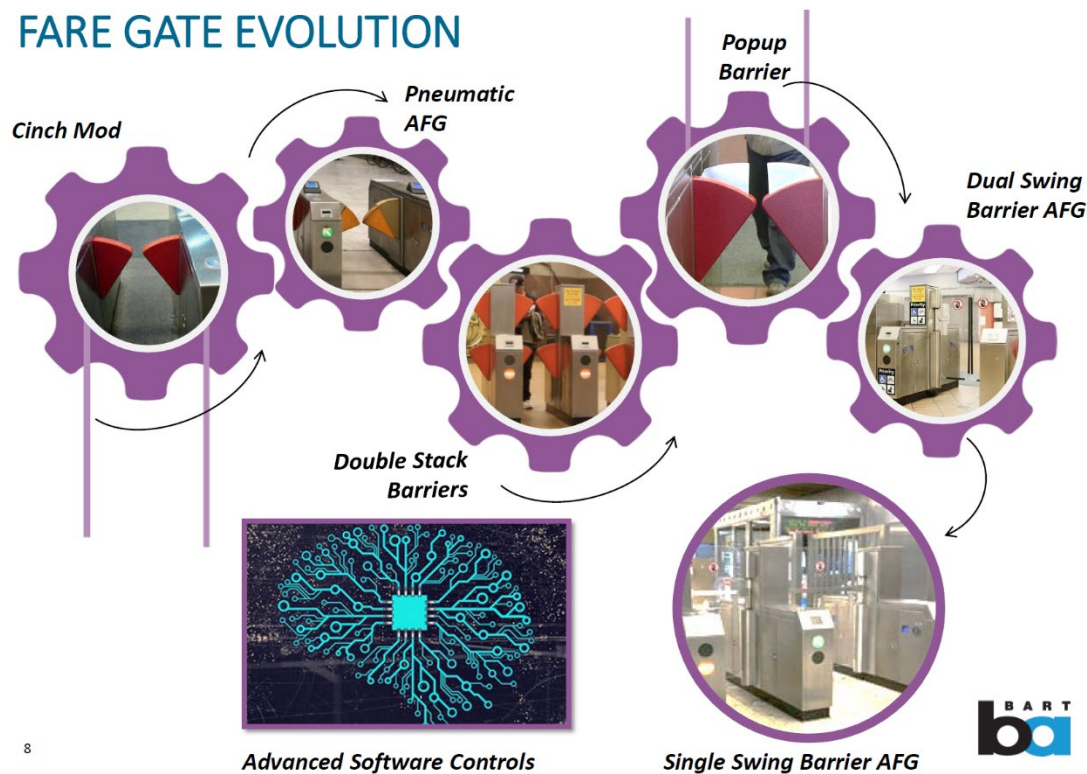
For the past few years, BART has been making investments to identify and develop the best way to improve current fare gates. A variety of designs were considered and rated based on reliability, maintainability, throughput capacity, effectiveness, accessibility, and ability to easily integrate with Clipper®, 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



8

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

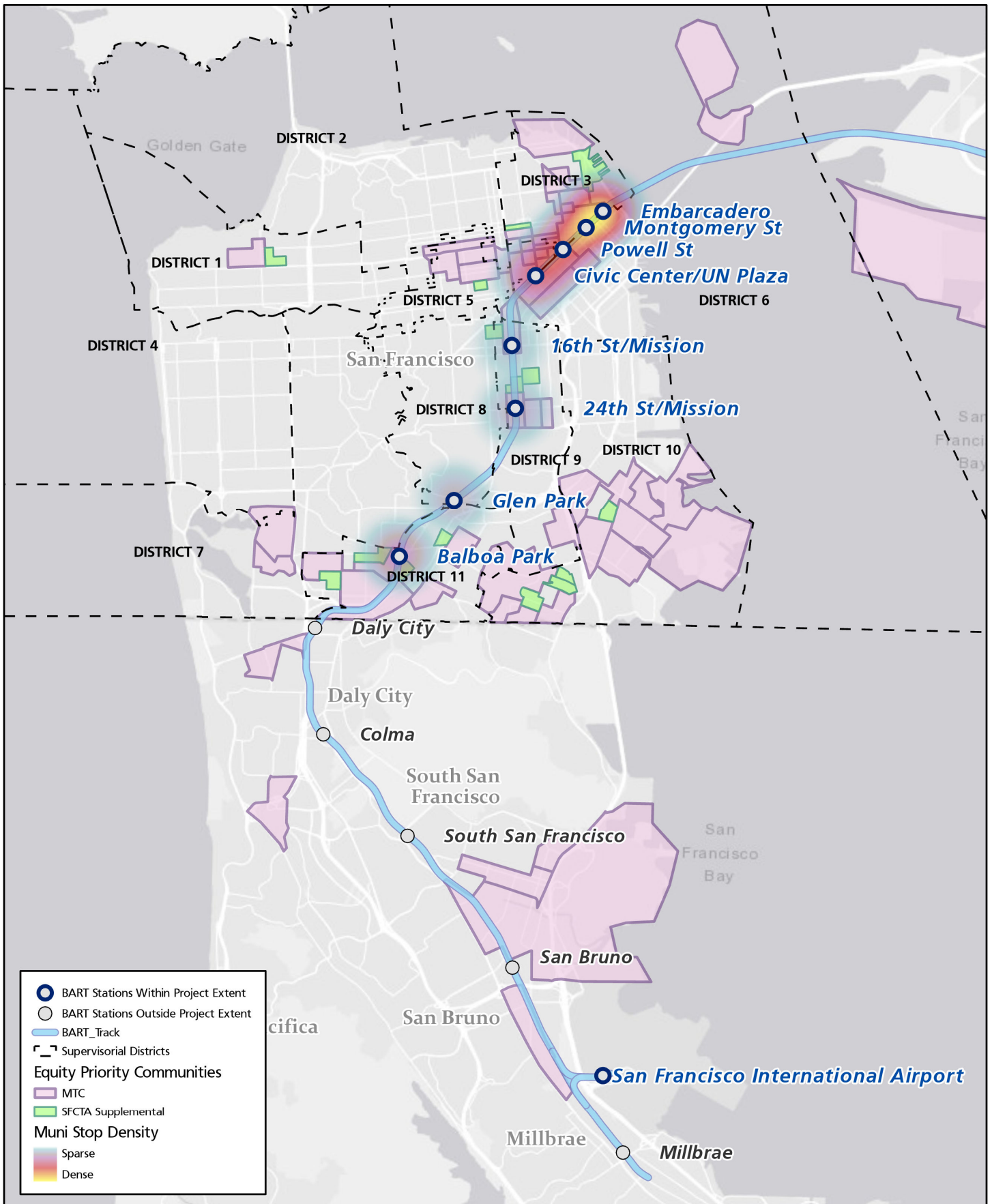
A fare gate at the Embarcadero platform has been #1 on my wish list since I first lived here in 2006, and it's here! Transfer time between Muni and BART for elevator users has been cut from 5 min to 1 min. That's the equivalent of living 1-2 stops closer to work. Bravo 🌟 @SFBART



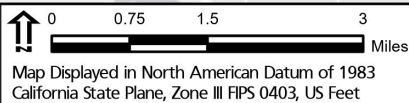
12:31 PM · Feb 8, 2022 · Twitter Web App

56 Retweets 12 Quote Tweets 572 Likes





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/128k-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**

Project Name:	Transbay Howard Streetscape Improvements [Embarcadero to 4th]
Implementing Agency:	San Francisco Public Works
Project Location:	Howard Street (Embarcadero to 4th Streets)
Supervisorial District(s):	D6
Project Manager:	Michelle Woo
Project Manager Phone Number:	415.307.6741
Project Manager Email:	michelle.woo@sfdpw.org
Brief Project Description for MyStreetSF (50 words max):	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.
Detailed Scope (may attach Word document): 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>
Prior Community Engagement/Support (may attach Word document): 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.
Partner Agencies: Please list partner agencies and identify a staff contact at each agency.	SFMTA (Jaime Parks), Planning (Amnon Ben-Pazi)
Type of Environmental Clearance Required/Date Received:	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
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

--

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	
TOTAL PROJECT COST	\$55,350,000	\$12,875,000	\$0	\$42,475,000	
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
TOTAL BY FISCAL YEAR	\$1,287,500	\$11,587,500	\$12,875,000

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
TOTAL	\$12,875,000	\$38,625,000	\$0	\$51,500,000

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.

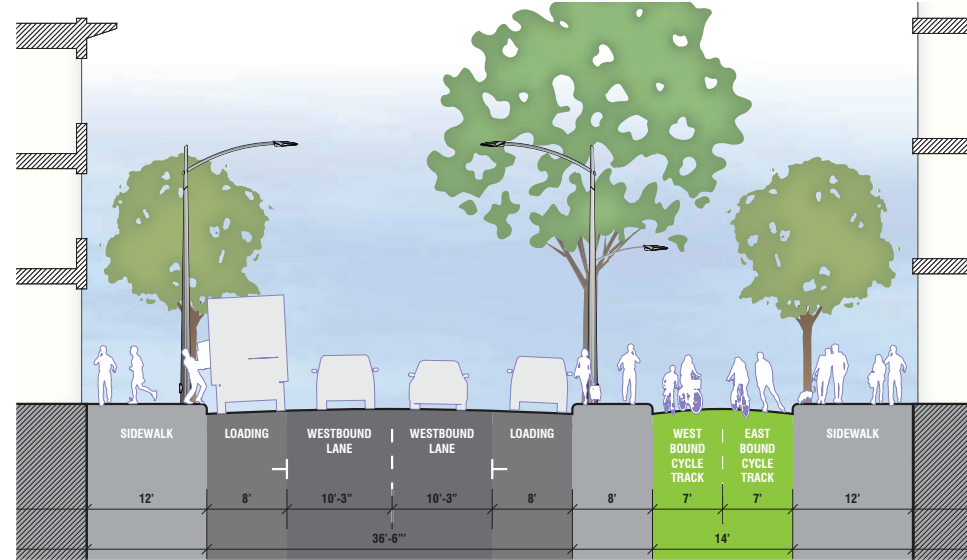
The Soda design would also ensure space for on-street loading would be available on both sides of the street for every block along the corridor (between 3rd Street and the Embarcadero).

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:

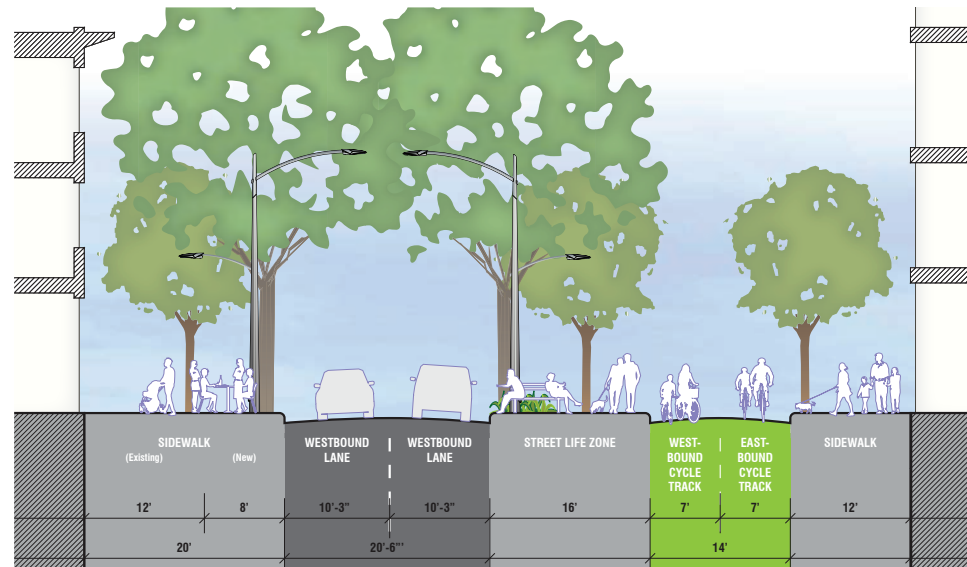
- Focusing sidewalk widenings to the corners where they would have the greatest impact to improve pedestrian safety
- Designing "extended bulbouts" and, where space allows, a wide median to create pockets that could accommodate public life such as outdoor cafe seating, benches, sidewalk landscaping, 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.



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



Section A: Howard at Loading

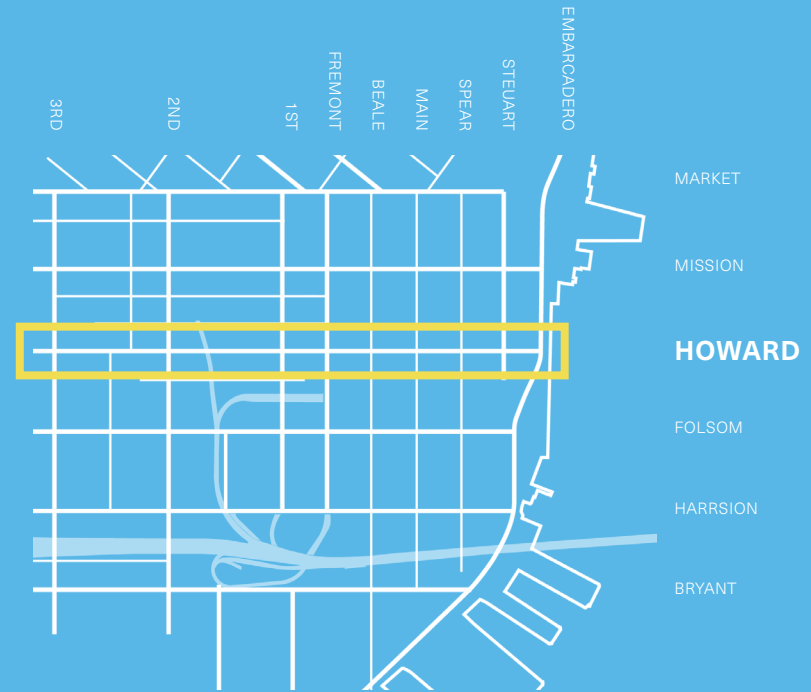


Section B: Howard at Corner

Timeline
Phase B

VARIOUS BLOCKS

Streetscape Priorities



Trees



LONDON PLANE

RED HORSE CHESTNUT

HUNGARIAN OAK (IN MEDIAN)

Paving

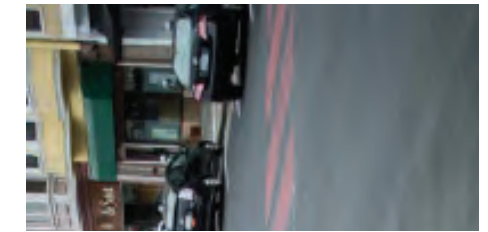
SIDEWALK: FURNISHING ZONE. MEDIAN: DESIGNERS CHOICE!



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



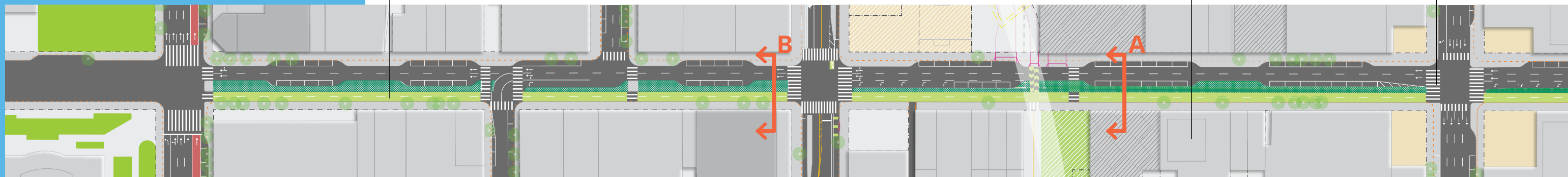
543 Howard Street is a discrete POPOS located on the rooftop of Galvanize, a coworking space.



Decorative crosswalks



The POPOS at Fremont with access to...



THIRD STREET

HAWTHORNE STREET

NEW MONTGOMERY STREET

SECOND STREET

FIRST STREET



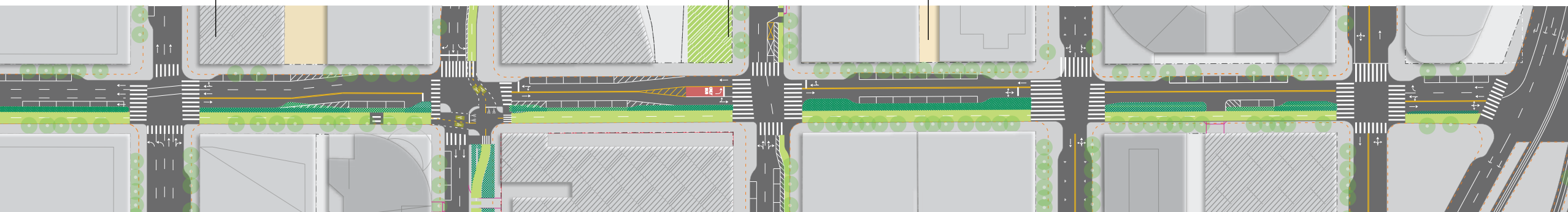
POPOS inside 181
is on the 7th Floor
access to Salesforce Park.



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



Memorandum

AGENDA ITEM 7

DATE: October 20, 2022
TO: Transportation Authority Board
FROM: Anna LaForte – Deputy Director for Policy and Programming
SUBJECT: 11/8/2022 Board Meeting: Allocate \$941,758, in Prop K Funds and Appropriate \$175,516, with Conditions, for Five Requests

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Allocate \$150,000 in Prop K funds to Bay Area Rapid Transit (BART) for:</p> <ol style="list-style-type: none"> 1. Hearing Loop at San Francisco Stations <p>Allocate \$791,758 in Prop K funds to the San Francisco Municipal Transportation Agency (SFMTA) for:</p> <ol style="list-style-type: none"> 2. Bike to Wherever Day Sponsorship 2023 (\$41,758) 3. Bicycle Safety Education and Outreach (\$110,000) 4. Beale Street Bikeway and Transit Lane (\$640,000) <p>Appropriate \$175,516 in Prop K funds for:</p> <ol style="list-style-type: none"> 5. Brotherhood Way Safety and Circulation Plan <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>	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Fund Allocation <input checked="" type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
--	---

DISCUSSION

Attachment 1 summarizes the subject requests, including information on proposed leveraging (e.g. stretching Prop K sales tax dollars further by matching them with other fund sources) compared with the leveraging assumptions in the Prop K Expenditure Plan. Attachment 2 includes brief project descriptions. Attachment 3 summarizes the staff recommendations for each request, highlighting special conditions and other items of interest. An Allocation Request Form for each project is attached, with more detailed information on scope, schedule, budget, funding, deliverables and special conditions.



FINANCIAL IMPACT

The recommended action would allocate and appropriate \$1,117,274 in Prop K funds with conditions. The allocations and appropriation would be subject to the Fiscal Year Cash Flow Distribution Schedules contained in the attached Allocation Request Forms.

Attachment 4 shows the Prop K 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 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 October 26, 2022, meeting.

SUPPLEMENTAL MATERIALS

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

Source	EP Line No./ Category ¹	Project Sponsor ²	Project Name	Current Prop K Request	Total Cost for Requested Phase(s)	Leveraging		Phase(s) Requested	District(s)
						Expected Leveraging by EP Line ³	Actual Leveraging by Project Phase(s) ⁴		
Prop K	8	BART	Hearing Loop at San Francisco Stations	\$ 150,000	\$ 250,000	90%	40%	Construction	3, 5, 6, 9, 11
Prop K	39	SFMTA	Bike to Wherever Day Sponsorship 2023	\$ 41,758	\$ 41,758	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000	\$ 110,000	28%	0%	Construction	Citywide
Prop K	39	SFMTA	Beale Street Bikeway and Transit Lane	\$ 640,000	\$ 2,311,181	28%	72%	Construction	6
Prop K	44	SFCTA	Brotherhood Way Safety and Circulation Plan	\$ 175,516	\$ 817,328	40%	79%	Planning	7, 11
TOTAL				\$ 1,117,274	\$ 3,530,267	35%	68%		

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: BART (Bay Area Rapid Transit); SFCTA (San Francisco County Transportation Authority); SFMTA (San Francisco Municipal Transportation Agency)

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

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

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
8	BART	Hearing Loop at San Francisco Stations	\$ 150,000	<p>Requested funds will be used to install new system hearing loop equipment at all BART station agent booths in San Francisco stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park Stations. Current hearing loop equipment has reached the end of its useful life, malfunctions often, and is in need of replacement. The new hearing loop equipment will improve customer experience, safety, and accessibility for San Francisco residents and visitors who use hearing aids or have cochlear implants to hear better. The project is expected to be open for use by Summer 2024.</p> <p>Note BART and SFMTA discussed coordination opportunities related to hearing loop technology and implementation options. In spring/summer 2022, SFMTA staff informed BART that SFMTA would perform their own internal analysis and possibly design new hearing loops. Thus, the subject request only addresses BART station agent booths in San Francisco BART stations.</p>
39	SFMTA	Bike to Wherever Day Sponsorship 2023	\$ 41,758	<p>Requested funds will be used for Bike to Work Day (BTWD), also called "Bike to Wherever Day" out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. The purpose of BTWD is to introduce new cyclists to bicycle commuting and support long-time cyclists in sustaining their commute habits. Prop K funds will cover the sponsorship costs for BTWD 2023. This includes event promotion and event-day services such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. The date for BTWD 2023 will be finalized by the end of 2022.</p>
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000	<p>Funds would be used to provide 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 1,000 people. Outreach and classes will be supported by engagement through funded partnerships with community organizations. Classes will be held in Spanish, English, Chinese, and Filipino and are expected to be held March 2023 through February 2024.</p>

Attachment 2: Brief Project Descriptions ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Requested	Project Description
39	SFMTA	Beale Street Bikeway and Transit Lane	\$ 640,000	Requested funds will be used to construct a two-way class IV bike facility (i.e. on-street bicycle facility that includes a vertical physical barrier between the bikeway and moving traffic) between Market and Howard streets and Muni-only lanes between Market and Natoma streets. These improvements will replace the existing interim, quick-build bikeway and transit lane on this corridor. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale and Howard and Beale streets to facilitate bicycle and pedestrian movements. SFMTA expects the project will be open for use by Summer 2024.
44	SFCTA	Brotherhood Way Safety and Circulation Plan	\$ 175,516	Requested funds would leverage a Caltrans Planning Grant to fund the development of concepts and conceptual designs for transportation improvements in the area of south-west San Francisco bounded roughly by Highway 1, Randolph Street, and I-280. Study goals include increasing safety, connectivity, and circulation within the project area. The study will begin with a needs analysis, develop concepts to address needs, and refine concepts with community input and technical analysis. Community engagement will occur throughout the study. There will be a study Community Working Group and Technical Advisory Group to guide study tasks. Upon completion, expected by February 2025, the final Safety and Circulation Plan will be presented to the Board for approval.
TOTAL			\$1,117,274	

¹ See Attachment 1 for footnotes.

Attachment 3: Staff Recommendations ¹

EP Line No./ Category	Project Sponsor	Project Name	Prop K Funds Recommended	Recommendations
8	BART	Hearing Loop at San Francisco Stations	\$ 150,000	
39	SFMTA	Bike to Wherever Day Sponsorship 2023	\$ 41,758	Special Condition: Funds are conditioned upon SFBC locating one or more energizer stations per district.
39	SFMTA	Bicycle Safety Education and Outreach	\$ 110,000	
39	SFMTA	Beale Street Bikeway and Transit Lane	\$ 640,000	
44	SFCTA	Brotherhood Way Safety and Circulation Plan	\$ 175,516	Special Condition: SFCTA staff shall present a final Safety and Circulation Plan to the Board for approval.
TOTAL			\$ 1,117,274	

¹ See Attachment 1 for footnotes.

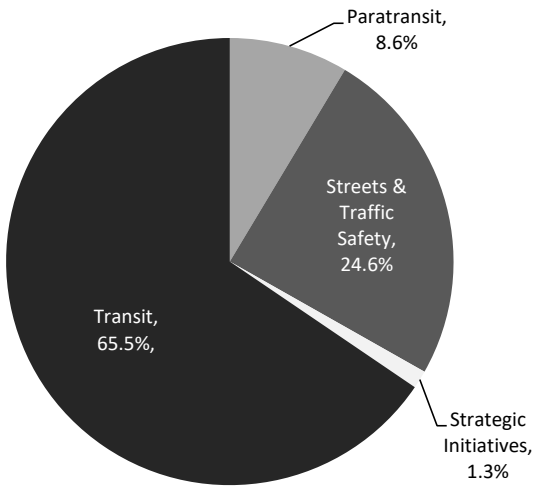
**Attachment 4.
Prop K Allocation Summary - FY2022/23**

PROP K SALES TAX

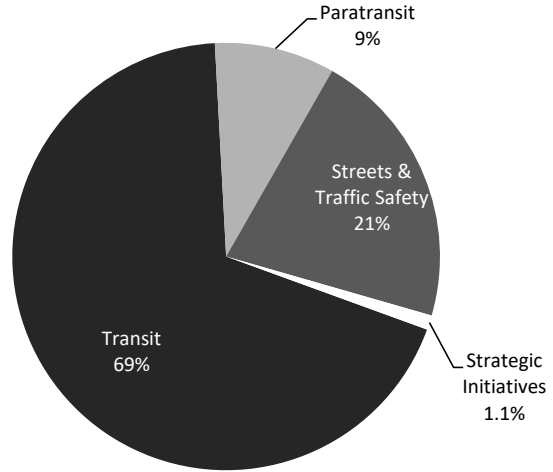
FY2022/23	Total	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26
Prior Allocations	\$ 28,299,778	\$ 16,169,149	\$ 10,080,810	\$ 1,749,819	\$ 300,000
Current Request(s)	\$ 1,117,274	\$ 211,674	\$ 651,957	\$ 253,643	\$ -
New Total Allocations	\$ 29,417,052	\$ 16,380,823	\$ 10,732,767	\$ 2,003,462	\$ 300,000

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.

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



Prop K Investments To Date



San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	BART Station Access, Safety & Capacity
Current PROP K Request:	\$150,000
Supervisory Districts	District 03, District 05, District 06, District 09, District 11

REQUEST

Brief Project Description

Install new system hearing loop equipment at all BART station agent booths in San Francisco stations: Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, and Balboa Park Stations. Current hearing loop equipment has reached the end of its useful life, malfunctions often, and is in dire need of replacement. The new hearing loop equipment will improve customer experience, safety, and accessibility for San Francisco residents and visitors who use hearing aids or have cochlear implants to hear better.

Detailed Scope, Project Benefits and Community Outreach

This project is part of BART's Accessibility Improvement Program. This Program was developed based on input from various communities, including people with disabilities, on systemwide needs to enhance user experience and increase access for diverse community members. The Program implements accessibility improvements in phases as funding is limited for these projects. In October 2021, BART requested Prop K funds from SFCTA to install a new hearing loop at Powell St. station. During the review of this request on October 27, 2021, the SFCTA Community Advisory Committee requested for BART staff and San Francisco Municipal Transportation Agency (SFMTA) staff to work together and determine if new hearing loop technology could be installed at the agent booths, Muni and BART, at Powell St. station. Since then, BART staff has convened with SFMTA staff multiple times to discuss hearing loop technology and implementation options. In spring/summer of 2022, SFMTA staff informed BART the agency (SFMTA) would perform their own internal analysis and possibly design new hearing loops. At this present time, BART is ready to proceed with installation of new hearing loop technology at all San Francisco stations.

Project Location

Embarcadero, Montgomery St., Powell St., Civic Center/UN Plaza, 16th St. Mission, 24th St. Mission, Glen Park, Balboa Park Stations.

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:	\$150,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Jan-Feb-Mar	2021	Jul-Aug-Sep	2022
Environmental Studies (PA&ED)				
Right of Way				
Design Engineering (PS&E)	Oct-Nov-Dec	2021	Oct-Nov-Dec	2022
Advertise Construction				
Start Construction (e.g. Award Contract)	Jul-Aug-Sep	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Oct-Nov-Dec	2024

SCHEDULE DETAILS

BART staff has provided regular updates to the BART Accessibility Taskforce regarding the Accessibility Improvement Program.

BART staff has also met with SFMTA staff to discuss hearing loop technology and implementation options.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-108: BART Station Access, Safety & Capacity	\$0	\$150,000	\$0	\$150,000
Measure RR	\$0	\$100,000	\$0	\$100,000
Phases In Current Request Total:	\$0	\$250,000	\$0	\$250,000

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$150,000	\$0	\$150,000
Measure RR	\$0	\$100,000	\$50,000	\$150,000
Funding Plan for Entire Project Total:	\$0	\$250,000	\$50,000	\$300,000

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$20,000		Actual cost
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$30,000		Actual cost
Construction	\$250,000	\$150,000	Based on cost of similar accessibility projects
Operations	\$0		
Total:	\$300,000	\$150,000	

% Complete of Design:	100.0%
As of Date:	06/30/2022
Expected Useful Life:	10 Years

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$150,000	Total PROP K Recommended	\$150,000

SGA Project Number:		Name:	Hearing Loop at San Francisco Stations
Sponsor:	Bay Area Rapid Transit District	Expiration Date:	09/30/2025
Phase:	Construction	Fundshare:	60.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-108	\$0	\$120,000	\$30,000	\$0	\$0	\$150,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, 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. Upon completion of the project Sponsor shall provide 2-3 photos of completed work.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	40%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	50%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Hearing Loops for San Francisco Stations
Grant Recipient:	Bay Area Rapid Transit District

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$150,000
--------------------------------	-----------

- 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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	Ahmad Rassai	Aileen Hernandez-Delos Reyes
Title:	Project Manager - Accessibility	Principal Grants Officer
Phone:		(510) 464-6564
Email:	arassai@bart.gov	ghernan@bart.gov

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	\$41,758
Supervisory District	Citywide

REQUEST

Brief Project Description

Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event promoting cycling as a viable commuting option. Prop K funds will cover the sponsorship costs for BTWD 2023. This includes event promotion and event-day services such as energizer stations with educational materials and activities, as well as SFMTA contract management and oversight. The date of BTWD 2023 will be finalized by the end of 2022.

Detailed Scope, Project Benefits and Community Outreach

The SFMTA requests \$41,758 to sponsor Bike to Wherever Day activities in San Francisco, in conjunction with regional activities organized by MTC.

Scope

Bike to Work Day (BTWD), also called “Bike to Wherever Day” out of respect to the many San Francisco residents currently out-of-work or working from home, is an annual event that promotes cycling as a viable option for commuting and essential trips. BTWD is a nationwide event but is sponsored locally by public agencies and private advocacy groups. For 2023 San Francisco's BTWD event will be held in May, coinciding with the National Bike to Work Day. The date of San Francisco's BTWD is decided upon in conjunction with the regional Bike to Work Day team, in coordination with MTC. The date will be chosen via the MTC technical advisory committee in the fall of 2022, when preparations for this event need to begin. BTWD is a highly popular and publicized event with a steadily increasing participation rate.

The San Francisco Municipal Transportation Agency (SFMTA) and SFCTA will be a primary sponsor of the 2023 BTWD event. As identified in the 5YPP, the SFMTA uses Prop K funds to cover the costs associated with the sponsorship of the 2023 BTWD event. Prop K will fund a contract with the San Francisco Bicycle Coalition (SFBC), whom MTC has selected as the San Francisco County lead organization. The SFBC is responsible for the design, printing, and distribution of promotional materials; event-day services like energizer station pop-ups where BTWD participants can receive refreshments, prizes, bicycle safety education/information or basic repairs; and transit vehicle and shelter advertisements.

Benefits

BTWD, perhaps the most widely celebrated and best-promoted event for bicycling in the San Francisco Bay Area, introduces new cyclists to bicycle commuting and supports long-time cyclists in sustaining their commute habits. The benefits of bicycle commuting are numerous and well-documented. For commuters, bicycling is an economical, flexible and healthy mode of travel. For the greater community and environment, bicycles are a non-polluting, congestion-reducing mode that makes the most efficient use of both scarce natural resources and the existing transportation system.

As the COVID-19 pandemic recovery continues, promoting bicycling as a commute option is more important than ever. A combination of reduced transit capacity and fears of COVID-19 transmission have prompted more residents and commuters to choose driving alone over other transportation modes. Commuting by bike is a safe, socially distanced alternative that must be encouraged and promoted as part of a city-wide effort to avoid untenable levels of congestion and associated increases in travel delay, pollution, and risk of collisions.

While there have been few studies specifically focused on the effectiveness of events like BTWD in changing behavior/attracting new bike commuters and riders, local evidence suggests that BTWD and similar marketing campaigns are successful at recruiting new bicycle commuters. A bi-annual survey conducted by the San Francisco Bicycle Coalition of their membership has shown that from 2012 to 2019 between 5-10% report started biking for transportation because of Bike to Work Day. The number of bikes counted during BTWD 2022 showed a 7% increase in the number of bicycles was measured on the day of the event compared to the week before. On May 20, 2022 a total of 17,166 bicycles were counted across 21 of SFMTA's bicycle counters, with 1,438 riders counted on the Market Street westbound counter (east of Van Ness Avenue) a 21% increase at this location from 2021.

Public Engagement

The SFMTA will coordinate with the SFBC to promote BTWD prior to and on the day of the event, including SFMTA funded advertising on agency resources, including buses and trains. Event promotion and outreach for the broadest public audience feasible will be accomplished through broadcast, print, and outdoor media and will include the design, printing, and distribution of promotional posters in English, Spanish, and Chinese. Day-of public engagement will occur at the aforementioned energizer stations, which will be strategically and equitably distributed through San Francisco with at least one station located in each Supervisorial district, including in underserved communities and along high-volume bicycle routes.

All in-person activities will be in accordance with public health guidelines in place at the time of the event, and SFBC is prepared to pivot rapidly as needed to ensure the event reaches as many cyclists and potential cyclists as possible while maintaining health and safety as the highest priority. The SFMTA and SFBC are committed to fostering a well-publicized and well-attended event that encourages newer cyclists to engage in bicycle commuting and supports longer-term cyclists in sustaining their commute habits.

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:	\$41,758

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

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)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use				
Project Completion (means last eligible expenditure)			Jul-Aug-Sep	2023

SCHEDULE DETAILS

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$0	\$41,758	\$0	\$41,758
Phases In Current Request Total:	\$0	\$41,758	\$0	\$41,758

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	\$41,758	\$41,758	
Operations	\$0		
Total:	\$41,758	\$41,758	

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

Prop K/Prop AA Allocation Request Form

Project Name: Bike to Wherever Day 2023

MAJOR LINE ITEM BUDGET

SAMPLE PROJECT BUDGET - CONSTRUCTION

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 38,475
Sponsorship					
Sponsorship of event	1	38,475			\$ 38,475
2. SFMTA Support (Contract Award and Oversight)					\$ 3,283
Staffing - 5289 TP III			15	\$160.08	\$ 2,409
Staffing - 5290 TP IV			2	\$186.86	\$ 374
City Attorney			2	\$ 250	\$ 500
TOTAL CONSTRUCTION PHASE					\$ 41,758

* e.g. PUC sewer inspection

The tables shown here are meant as an example to demonstrate how the required budget information can be represented. Applicant may modify the format as needed to fit the proposed project as long as the requested information is provided in Excel format.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$41,758	Total PROP K Recommended	\$41,758

SGA Project Number:		Name:	Bike to Wherever Day Sponsorship 2023
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	
Phase:	Construction	Fundshare:	100%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	\$41,758	\$0	\$0	\$0	\$0	\$41,758

Deliverables

1. Prior to hard copy production or public distribution, SFMTA shall provide electronic copies of draft 2023 BTWD collateral to the SFCTA to approve the Prop K attribution.
2. Upon project completion, provide electronic copies of 2023 BTWD collateral, an evaluation report on BTWD ridership (at a minimum including pre-, day of, and post BTWD counts, and comparison to prior year participation), and 2 to 3 digital photos of BTWD events.

Special Conditions

1. Our recommendation is conditioned upon SFBC locating one or more energizer station(s) per district.

Notes

1. As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

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:	Bike to Wherever Day Sponsorship 2023
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$41,758
--------------------------------	----------

- 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:

JKW

CONTACT INFORMATION

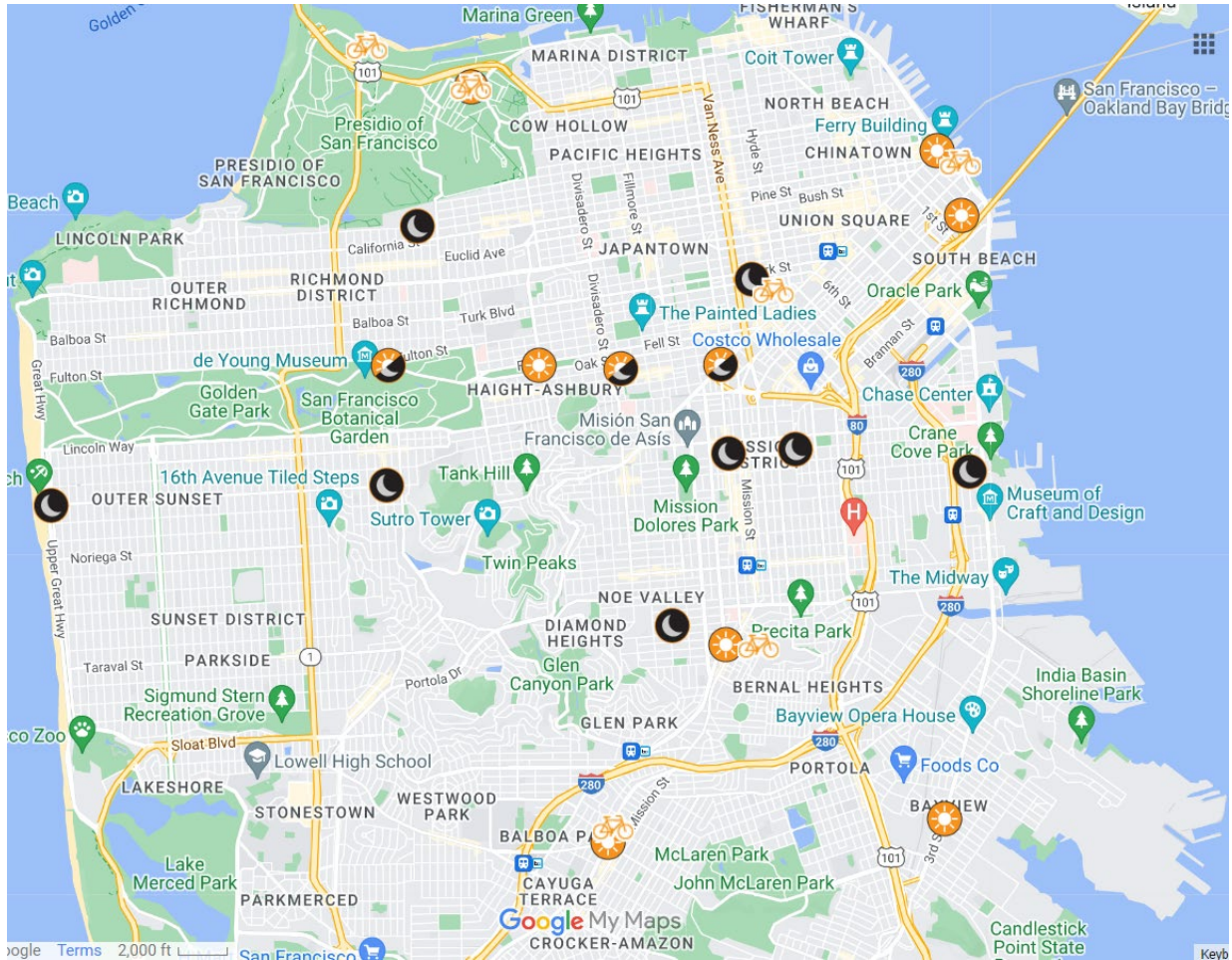
	Project Manager	Grants Manager
Name:	John Knox White	Joel C Goldberg
Title:	Planning Programs Manager	Grants Procurement Manager
Phone:	(415) 701-4473	555-5555
Email:	john.knoxwhite@sfmta.com	joel.goldberg@sfmta.com

For Reference: Bike to Wherever Day 2022 Energizer Station Locations

☰ Bike to Wherever Day 202... 🔍 ⋮

✔ **2022 Energizer Stations**

<ul style="list-style-type: none">☀ AM Bernal☀ AM The Bayview☀ AM Embarcadero Plaza☀ AM Excelsior☀ AM Panhandle☀ AM Presidio☀ AM SoMa🌅 AM & PM Golden Gate Park🌅 AM & PM Lower Haight🌅 AM & PM SF Bicycle Coalition Office	<ul style="list-style-type: none">🌙 PM Dogpatch🌙 PM Great Highway🌙 PM Inner Sunset🌙 PM Noe Valley🌙 PM Richmond🌙 PM Tenderloin🌙 PM Mission West🌙 PM Mission East
---	--



The map displays San Francisco with various districts labeled, including Marina District, Pacific Heights, Haight-Ashbury, and others. Energizer stations are marked with orange sun icons for AM and black moon icons for PM. The map also shows major roads like 101, 280, and 80, and landmarks like Golden Gate Park and the Presidio.

<https://sfbike.org/bike-to-wherever-day/>

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	\$110,000
Supervisory District	Citywide

REQUEST

Brief Project Description

Provide 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes, building on successful past programming. The program includes broad outreach to 10,000 San Francisco residents and visitors, and anticipates providing classes to 1,000 people. Outreach and classes will be supported by robust engagement through funded partnerships with community organizations.

Detailed Scope, Project Benefits and Community Outreach

Background and Scope

The SFMTA requests \$110,000 to support 12 months of the Bicycle Safety Education and Outreach program to deliver over 50 classes with enhanced support for engagement through community organizations. The SFMTA provides bicycle training classes for adults and children thanks to voter-approved Prop K funds. These classes support Vision Zero and the City's Transportation Demand Management and mode share goals by encouraging more people to bicycle and to do so safely. This program will be delivered through a contract that was awarded to the San Francisco Bicycle Coalition through a competitive bid process. The most recent allocation, approved by the Board in April 2022, funded 80 classes for \$220,000.

Task 1: Broad Bicycle Safety and Education Outreach Activities

Task 1 requires the SFMTA's contractor to develop and implement activities that introduce bicycling and bicycling safety concepts to people who may not otherwise receive safety messaging and encouragement. The contractor will host a table at 12 pre-determined and mutually agreed-upon fairs, festivals, farmer's markets, and/or open streets events over the course of the contract. The contractor will submit an outreach plan proposing specific dates and locations to the SFMTA for feedback and approval at least one month prior. The goal will be to reach at least 2250 people per quarter. Task 1 requires in-person, community-oriented programming, not on-line messaging or marketing, in order to connect with people where they spend their time. This will include distributing educational and promotional materials in Chinese, Spanish, and Filipino as well as English. In the event that in-person outreach at fairs, festivals, farmer's markets, and/or open street events is infeasible or seen as unlikely to be effective, the contractor can seek approval from SFMTA to conduct outreach using different

methods.

In addition to 12 events or mutually agreed upon and pre-approved alternate outreach techniques, community outreach and engagement will be supported by robust engagement through funded partnerships with community organizations. These community organizations will play an active role in developing and implementing culturally responsive, in-language engagement campaigns, as well as providing input on the mix of classes and language of instruction to be offered in their neighborhoods. SFMTA will approve community organizations chosen for partnership and outreach and engagement plans prior to implementation.

Task 2: Bicycle Safety Education Classes

Task 2 involves multiple activities that will provide bicycle education opportunities for children and adults of varying abilities, including:

- Teaching children and adults how to ride a bike
- Providing bicycling basics to help people start to commute, shop, and travel by bike
- Rules of the road trainings
- On-street bicycle instruction

This year, a minimum of four classes shall be conducted in each of the following languages: Spanish, English and Chinese, and a minimum of two classes conducted in Filipino. Additional in-language classes will be offered as-needed in response community organization input and observed demand. Classes will be drawn from the portfolio of classes listed below and will reflect the topics and language needs expressed by the community organizations engaged by the SFMTA's contractor.

Based on learnings from previous years the SFMTA and the contractor have developed the portfolio of classes for the 2023 contract year to serve as the basis for budgeting and estimated students reached. The exact mix of classes delivered may vary based on community organization input to ensure responsiveness to community needs and priorities.

Classes with on-bike components will be taught in-person. If in-person instruction is not possible due to health or safety concerns, such as a surge in infectious disease transmissions or low air quality due to wildfire smoke, classes will be postponed and rescheduled when the health and safety concerns have resolved. Classes that are exclusively classroom-based, notably Smart City Cycling 1, may be offered either in-person or remotely. When in-person instruction is not possible, these classes will be offered exclusively remotely. When in-person instruction is possible, the contractor can propose a mix of in-person and remote classes for review and approval by SFMTA.

Task 3: Reporting

Contractor shall submit monthly reports, a summary at 12 months, and a final report to the SFMTA project manager as directed by the SFMTA. (Reports can include both Task 1 and 2 activities). These reports shall contain, but need not be limited to, the following information: location, date, and time of contract activities documented in Tasks 1 and 2.

Additional Information

Annual evaluation:

The program will be evaluated on demographic information to ensure that outreach and classes are reaching the many, varied communities across the city, as well as on program outcomes, increases in bicycling in SF among program participants, and increases in safety knowledge for people who have participated in trainings and classes. Results from last year's evaluation will be included as an attachment to this request when available.

Equity:

The program will ensure that event participation is not limited only to people who can pay to attend by offering all classes to the public free of charge, and that outreach and activities happen within all four

quadrants of the city. The budget includes funding to provide multi-lingual materials and translation to ensure people are not excluded by language barriers. Outreach and engagement through trusted community partners will further extend program reach to populations that may otherwise be missed.

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:	\$110,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

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)	Jan-Feb-Mar	2023		
Operations (OP)				
Open for Use			Jan-Feb-Mar	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

Classes will start March 2023 and run through February 2024.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$0	\$110,000	\$0	\$110,000
Phases In Current Request Total:	\$0	\$110,000	\$0	\$110,000

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	\$0		
Construction	\$110,000	\$110,000	Budget from contractor
Operations	\$0		
Total:	\$110,000	\$110,000	

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

San Francisco County Transportation Authority
 Prop K/Prop AA Allocation Request Form
 Project Name: Bicycle Safety Education and Outreach

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)					
Budget Line Item	Item (Quant)	Item (Rate)	Labor (Quant)	Labor (Rate)	Totals
1. Contract					\$ 108,500
Task 1: Bicycle Education Outreach					
Materials & Promotion	1	\$ 1,007			\$ 1,007
Translation Services	1	\$ 302			\$ 302
Outreach	12	\$ 1,834			\$ 22,008
Other Misc Costs	1	\$ 4,914			\$ 4,914
Task 2: Bicycle Safety Education Classes					
Materials & Promotion	1	\$ 2,014			\$ 2,014
Translation Services	1	\$ 503			\$ 503
Adult Learn-to-Ride	7	\$ 2,496			\$ 17,472
Smart City Cycling 1: Classroom	10	\$ 1,410			\$ 14,100
Smart City Cycling 2: Maneuvering	3	\$ 2,245			\$ 6,735
Smart City Cycling 3: Road Practice	3	\$ 2,245			\$ 6,735
Night and All-Weather Biking	4	\$ 1,217			\$ 4,868
Pilot: On-Bike Practice for Adult Beginning Cyclists	3	\$ 2,257			\$ 6,771
Pilot: Sharing City Streets	1	\$ 1,352			\$ 1,352
Freedom From Training Wheels	10	\$ 1,251			\$ 12,510
Program management costs	1	\$ 5,000			\$ 5,000
Task 3: Reporting					
Monthly and Final Reporting	53	\$ 41.7			\$ 2,209
2. SFMTA Support (Contract Award and Oversight)					\$ 1,500
City Attorney			6	\$ 250	\$ 1,500
TOTAL CONSTRUCTION PHASE					\$ 110,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$110,000	Total PROP K Recommended	\$110,000

SGA Project Number:		Name:	Bicycle Safety Education and Outreach
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	12/31/2024
Phase:	Construction	Fundshare:	100.0%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	\$40,000	\$70,000	\$0	\$0	\$0	\$110,000

Deliverables

- Quarterly Progress Reports (QPRs) shall provide percent complete of the scope of work; description of outreach activities performed that quarter (including those intended to engage traditionally under-represented bicycle communities); and data on the number of classes held, including class type, location, and number of participants; in addition to the requirements described in the Standard Grant Agreement (SGA). See SGA for definitions. QPRs shall also include samples of outreach and class materials.
- Upon SFMTA's approval of contractor outreach plan (anticipated February 2023), including specific dates and locations, SFMTA shall submit the outreach plan.
- Upon project completion (anticipated June 2024), provide copy of program evaluation.

Notes

- As a reminder, per the Standard Grant Agreement, all flyers, brochures, posters, websites and other similar materials prepared with Proposition K funding shall comply with the attribution requirements established in the Standard Grant Agreement.

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:	Bicycle Safety Education and Outreach
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$110,000
--------------------------------	-----------

- 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:

JKW

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	John Knox White	Joel C Goldberg
Title:	Planning Programs Manager	Grants Procurement Manager
Phone:	(415) 701-4473	555-5555
Email:	john.knoxwhite@sfmta.com	joel.goldberg@sfmta.com

For Reference: Attendance at Classes Funded by Previous Grant (September 2020-December 2021)

Class Type	English	English/ Cantonese bilingual	English/ Spanish bilingual	English/ Spanish/ Cantonese trilingual	English/ Tagalog bilingual	Multilingual	Spanish	Tagalog	Grand Total
Adult Learn to Ride		28	49	12	15				104
Youth Freedom From Training Wheels						193			193
Night and All-Weather Biking	50						2		52
On-Bike Practice for Beginning Adult Cyclists	21		10						31
Smart City Cycling 1: Classroom	186						20	17	223
Smart City Cycling 2: Maneuvering	16		13		14				43
Smart City Cycling 3: Road Practice	7		9		3				19
Sharing City Streets	9								9
Grand Total	289	28	81	12	32	193	22	17	674

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Bicycle Circulation/Safety
Current PROP K Request:	\$640,000
Supervisory District	District 06

REQUEST

Brief Project Description

Construction phase for a two-way class IV bike facility between Market and Howard Streets and Muni-only lanes between Market and Natoma Streets. These improvements will replace the existing interim, quick-build bikeway and transit lane. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale Streets and Howard and Beale Streets to facilitate bicycle and pedestrian movements.

Detailed Scope, Project Benefits and Community Outreach

The project consists of construction of a two-way class IV bike facility (i.e. on-street bicycle facility that includes a vertical physical barrier between the bikeway and moving traffic) on Beale Street between Market and Howard Streets and a Muni-only lane between Market and Natoma Streets. These improvements will replace the existing interim, quick-build bikeway and transit lane. The project will also include dedicated southbound left turn pockets and signal phases at the intersections of Mission and Beale Streets and Howard and Beale Streets to facilitate the bike and pedestrian movements. The project will construct a protected north-south bikeway that passes near and connects to the new Transbay Transit Center. The improvements will improve cycling comfort and safety while addressing transit issues and accessibility needs. Work will include the following: street markings, signs, raised elements along the bikeway, signal modifications or re-timing, and curb ramps.

This corridor is included in improvements as outlined in the underway South Downtown Design and Activation Plan and Transit Center District Plan (completed in 2009). The South Downtown Design and Activation Plan (web page: <https://sfplanning.org/southdowntown>) will provide a framework for designing, implementing, and managing the public realm in the emergent neighborhood surrounding the Transbay Terminal and Rincon Hill. One of the opportunities of the South Downtown Design and Activation Plan is to design and implement modern bike facilities within the South Downtown.

During the outreach phase, the project met with property managers, the East Cut Community Benefit District (East Cut CBD), and advocacy organizations including the SF Transit Riders (SFTRs), San Francisco Bicycle Coalition (SFBC), and Walk SF. The Active Beale Street project has received support from SFTRs, SFBC, Walk SF, and the District 6 Supervisor's Office. The project web page

(<https://www.sfmta.com/projects/active-beale-street>) has been live and the outreach team has canvassed the area to collect feedback and community support for the project, providing information about the project to all project-facing businesses and tenants. On May 16 and 18, 2019, the East Cut CBD, in conjunction with Planning Department, Office of Community Investment and Infrastructure (OCII), Public Works, and SFMTA, hosted open house events that showcased changes to streets within the Transbay Center Development Plan, including Beale Street. The aforementioned agencies have also hosted smaller roundtable meetings with affected property managers. Responses to the changes from these events have generally been supportive, particularly for the proposed two-way cycle track component of the project. Some of the particular feedback received was to ensure that white and yellow zones were ADA-accessible via curb ramps and support for the bikeway since there aren't many north-south protected bike facilities nearby.

This project was approved by the SFMTA Board on June 16, 2020 via Resolution No. 200616-057. Subsequently, a quick-build transit-only lane between Market Street and Natoma Street was installed in July 2020. In December 2020, an interim, quick-build two-way bikeway between Market and Natoma Streets was installed, using removable, shorter-lifespan materials, such as paint and flexible posts. As part of the quick-build phase, some curb and loading changes were also approved by the City Traffic Engineer via Directive 6351 on January 8, 2021 and the SFMTA Board via Resolution No. 210216-020 on February 16, 2021.

Design is being performed by Public Works and SFMTA to closely coordinate with the Transbay Park project that is being led by Office of Community Investment and Infrastructure (OCII) and Public Works. The cycle track on Beale between Howard and Folsom will be implemented in a subsequent project pending coordination with the adjacent Transbay Park project and developments under OCII. Public Works is designing both the bikeway and the Transbay Park so that the alignments match and create a seamless street experience for people walking or biking.

Links:

<https://www.sfmta.com/projects/active-beale-street>

<https://theeastcut.org>

<https://sfocii.org>

Project Location

Beale Street, between Market and Howard Streets (two-way class IV bike facility) and between Market and Natoma Streets (Muni-only lane)

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:	\$640,000

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

Phase	Start		End	
	Quarter	Calendar Year	Quarter	Calendar Year
Planning/Conceptual Engineering (PLAN)	Oct-Nov-Dec	2017	Jul-Aug-Sep	2020
Environmental Studies (PA&ED)	Oct-Nov-Dec	2017	Jul-Aug-Sep	2020
Right of Way				
Design Engineering (PS&E)	Jul-Aug-Sep	2020	Oct-Nov-Dec	2022
Advertise Construction	Oct-Nov-Dec	2022		
Start Construction (e.g. Award Contract)	Apr-May-Jun	2023		
Operations (OP)				
Open for Use			Jul-Aug-Sep	2024
Project Completion (means last eligible expenditure)			Apr-May-Jun	2024

SCHEDULE DETAILS

This project includes needed paving/sewer project scope, including drainage modifications, on Beale Street between Market and Mission Streets.

The project is currently at 95% design and is anticipated to reach 100% PS&E by the end of November 2022.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-139: Bicycle Circulation/Safety	\$0	\$640,000	\$0	\$640,000
SFPUC Waste Water Enterprise	\$0	\$0	\$45,000	\$45,000
State Highway Users Tax Account (HUTA) gas tax	\$0	\$0	\$430,000	\$430,000
Transbay Community Facilities District	\$0	\$0	\$1,196,181	\$1,196,181
Phases In Current Request Total:	\$0	\$640,000	\$1,671,181	\$2,311,181

FUNDING PLAN - ENTIRE PROJECT (ALL PHASES)

Fund Source	Planned	Programmed	Allocated	Project Total
PROP K	\$0	\$640,000	\$330,000	\$970,000
GO Bond	\$0	\$0	\$240,000	\$240,000
SFPUC Waste Water Enterprise	\$0	\$0	\$45,000	\$45,000
State Highway Users Tax Account (HUTA) gas tax	\$0	\$0	\$430,000	\$430,000
TDA Article 3	\$0	\$0	\$289,440	\$289,440
Transbay Community Facilities District	\$0	\$0	\$1,581,741	\$1,581,741
Funding Plan for Entire Project Total:	\$0	\$640,000	\$2,916,181	\$3,556,181

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$240,000		Actual costs
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$1,005,000		Actual costs and estimate to complete
Construction	\$2,311,181	\$640,000	Engineer's Estimate at 95%
Operations	\$0		
Total:	\$3,556,181	\$640,000	

% Complete of Design:	95.0%
As of Date:	09/19/2022
Expected Useful Life:	15 Years

San Francisco County Transportation Authority

Prop K/Prop AA Allocation Request Form

MAJOR LINE ITEM BUDGET

SUMMARY BY MAJOR LINE ITEM (BY AGENCY LABOR BY TASK)						
Budget Line Item	Totals	% of contract	SFPW	SFMTA	SFPUC	Contractor
1. Contract						
Task 1: General WI	\$ 226,165					\$ 226,165
Task 2: Roadway WI	\$ 919,378					\$ 919,378
Task 3: Sewer (Drainage)	\$ 78,225					\$ 78,225
Task 4: Electrical WI	\$ 120,150					\$ 120,150
Task 5: AWSS WI	\$ 250,000					\$ 250,000
Subtotal	\$ 1,593,918					\$ 1,593,918
2. Construction Management/Support	\$ 478,175	30%	\$ 393,175	\$ 80,000	\$ 5,000	
3. Other Direct Costs						
4. Contingency	\$ 239,088	15%	\$ 239,088			
TOTAL CONSTRUCTION PHASE	\$ 2,311,181		\$ 632,263	\$ 80,000	\$ 5,000	\$ 1,593,918

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$640,000	Total PROP K Recommended	\$640,000

SGA Project Number:		Name:	Beale Street Bikeway
Sponsor:	San Francisco Municipal Transportation Agency	Expiration Date:	09/30/2025
Phase:	Construction	Fundshare:	27.69%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-139	\$100,000	\$340,000	\$200,000	\$0	\$0	\$640,000

Deliverables

1. Quarterly progress reports (QPRs) shall include % complete to date, photos of work being performed, improvements completed to date, upcoming project milestones (e.g. ground-breaking, ribbon-cutting), 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. With the first QPR (due January 2023) Sponsor shall provide 2-3 photos of typical before conditions; with the first quarterly report following initiation of fieldwork Sponsor shall provide a photo documenting compliance with the Prop K attribution requirements as described in the SGA; and on completion of the project Sponsor shall provide 2-3 photos of completed work.

Special Conditions

1. The Transportation Authority will not reimburse SFMTA for the construction phase until Transportation Authority staff releases the funds (\$640,000) pending receipt of evidence of completion of design (e.g. copy of certifications page or workorder, internal design completion documentation, or similar).

Notes

1. Reminder: All construction signage, project fact sheets, websites and other similar materials shall comply with the attribution requirements established in the Standard Grant Agreement.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	72.3%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	72.7%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Beale Street Bikeway and Transit Lane
Grant Recipient:	San Francisco Municipal Transportation Agency

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$640,000
--------------------------------	-----------

- 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:

EC

CONTACT INFORMATION

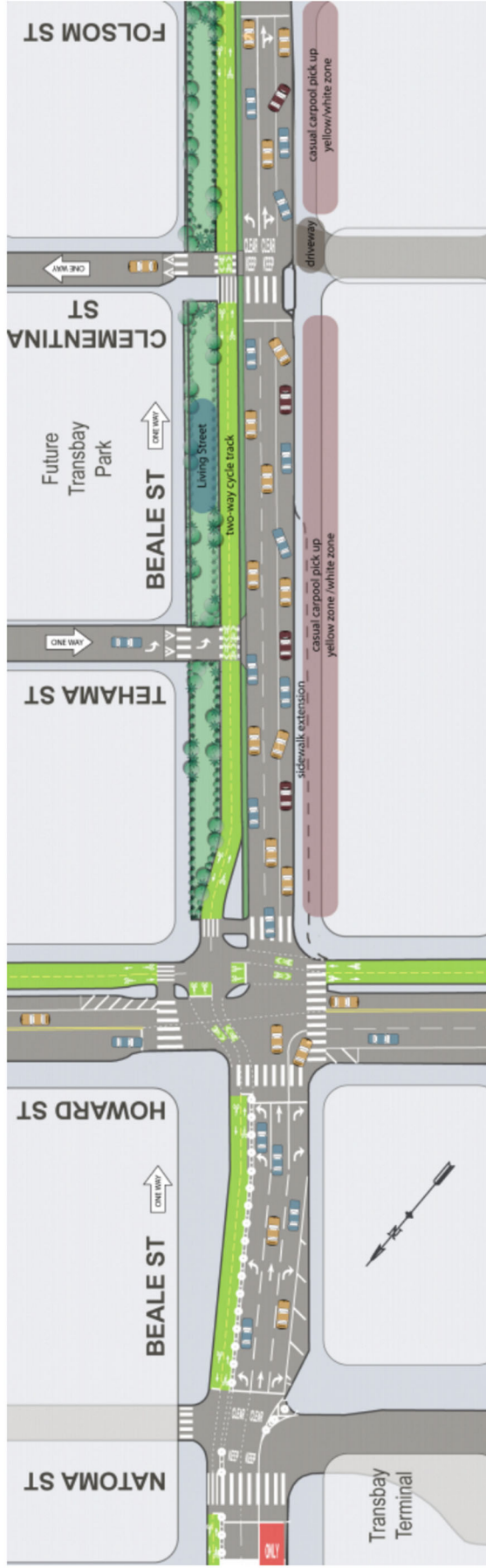
	Project Manager	Grants Manager
Name:	Elizabeth Chen	Joel C Goldberg
Title:	Assistant Engineer	Grants Procurement Manager
Phone:	(415) 646-2328	555-5555
Email:	elizabeth.chen@sfmta.com	joel.goldberg@sfmta.com

Market to Natoma streets



Above: Beale Street with proposed transit-only lane, two-way cycle track between Market and Natoma.

Natoma to Folsom streets



Above: Beale Street with proposed two-way cycle track and sidewalk extensions between Natoma and Folsom streets.

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN INFORMATION

PROP K Expenditure Plans	Transportation/Land Use Coordination
Current PROP K Request:	\$175,516
Supervisorial Districts	District 07, District 11

REQUEST

Brief Project Description

This community driven planning process will develop concepts and conceptual designs for transportation improvements in the area of Southwestern San Francisco bounded roughly by CA-1, Randolph St, and I-280. Study goals include increasing safety, connectivity, and circulation within the project area. The study will begin with a needs analysis, develop concepts to address needs, and refine concepts with community input and technical analysis. Community engagement will stretch across the life of the study and a Community Working Group and Technical Advisory Committee will be formed to guide all study tasks.

Detailed Scope, Project Benefits and Community Outreach

Task 01: Project Administration

The SFCTA will manage and administer the grant project according to the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract between Caltrans and the SFCTA. The SFCTA will hold a telephone or web conference kick-off meeting with Caltrans key city partners to discuss grant procedures and project expectations including invoicing, quarterly reporting, and other relevant project information. A meeting summary will be documented.

Task 01 Deliverables

- Project kickoff meeting notes
- Quarterly invoicing
- Progress reports

Task 02: Consultant Procurement

The SFCTA will procure a consultant consistent with state and federal requirements, and according to the Local Assistance Procedures for procuring non-architectural and engineering consultants, the Grant Application Guidelines, Regional Planning Handbook, and the executed grant contract with Caltrans. The TA will produce a Request for Proposals (RFP) to select a consultant team that will support data collection, analysis, public engagement, and report development for the Brotherhood Way Safety and Circulation Plan. The RFP may contain a disadvantaged business requirement consistent with Caltrans and SFCTA policy and the executed grant contract. Upon completion of this

task, and submitted with the quarterly report, the SFCTA will submit copies of the procurement procedures, the final RFP, project consultant contract, and any amendments to the contract.

Task 02 Deliverables

- Copy of SFCTA procurement procedures
- Copy of the RFP
- Copy of the executed contract between consultant and grantee
- Copies of all amendments to the consultant contract

Task 03: Goals, Gaps, and Opportunities

Task 03 will include a review of past studies to document established goals, transportation gaps, barriers, and needs. Past studies may include the 2009 SFMTA Bike Plan, 2011 Daly City BART station access plan, 2019 San Francisco Public Works Oceanview Library Feasibility Report, and ConnectSF long range planning effort. This review will define the project goals, transportation needs, and challenges that will be used to develop street design and circulation alternatives in the study area. Through the review of existing plans and studies, this task will also document existing qualitative and quantitative multimodal travel data within the study area. For an initial high-level understanding of travel conditions, San Francisco's Travel Demand Model (SF-CHAMP) may be used to document travel patterns, where available. As a corridor on the High Injury Network, Vision Zero crash data and SFMTA's Muni Equity Strategy will also be referenced. The stated goals defined in this task will shape a set of evaluation criteria that will be used to evaluate design alternatives. Key remaining gaps and opportunity areas will be identified for subsequent data collection and concept development.

Task 03 Deliverables

- Review of existing reports and data
- Guiding principles and evaluation metrics memo
- Study Goals, Existing Data Gaps, and Preliminary Opportunities Memo

Task 04: Existing Conditions

Task 04 will build on Task 03 deliverables to address data gaps and develop an Existing Conditions report. The study team will conduct a site visit which may include partner agencies and community representatives. The site visit will be used to understand travel conditions, opportunities, challenges, desire lines, and informal travel paths to supplement quantitative data collection and guide the alternatives development in Task 05. The study team will then develop and execute a data collection plan to fill gaps identified in Task 03. This task will include the collection of multimodal traffic counts, turning movements, and vehicle speeds at key intersections during a typical representative weekday and weekend period. The first phase of task 07, Public Outreach, will happen concurrently with Task 04. The study team will collect information about community and visitor travel needs, including perceived conflict areas, connectivity gaps, and transportation opportunities. Task 03 deliverables will be summarized alongside new quantitative and qualitative data in an Existing Conditions Report. This report will document goals, opportunities, travel patterns, network gaps, circulation needs, safety challenges, and street design requirements.

Task 04 Deliverables

- Data collection plan
- Data summary tables
- Draft and final Existing Conditions Report

Task 05: Alternatives Development

Task 05 will build on the Existing Conditions Report, data collection, and initial outreach round to

develop up to three concept alternatives to bring to the public and Advisory Committees (Task 08) for feedback. The Technical Advisory Committee (made up of Caltrans and agency partners) will be consulted throughout the concept development process to ensure the final design alternatives meet local and state design requirements, as applicable.

Concepts will encompass the full study area and may include intersection reconfigurations, pedestrian and bicycle network improvements, complete street treatments, and overall connectivity improvements. Concepts will be documented in a reader-friendly format which includes circulation diagrams, opportunities, and challenges. Each concept will be evaluated at a high level for conversational purposes and to ensure that they meet the travel and circulation needs of the area. This evaluation could include microsimulation analysis, level of effort for various components, and high-level cost estimates in addition to matrices which describe the benefits and drawbacks of each alternative for a variety of metrics. Materials will be developed with information about land uses surrounding Brotherhood Way and Alemany Boulevard, and the potential effects of transportation alternatives on surrounding areas.

Opportunities for phased implementation will be considered during alternative development, with opportunities for near- to medium-term improvements highlighted alongside longer-term investments. Alternatives will be developed through an iterative process which includes a workshop with partner agencies to develop initial concepts. Priority will be placed on descriptive materials that are easy to understand in multiple outreach formats including online, print, and interactive meetings. Each concept will be paired with a fact sheet to highlight the main elements, benefits, impacts on goals, and constraints of the design.

Task 05 deliverables

- Draft concept designs

Task 06: Alternatives Evaluation and Recommendation

Task 06 will consolidate feedback from public outreach and concept performance based on goals and metrics developed in Task 03 and develop up to two alternative concepts for final evaluation, ultimately leading to a recommendation. The two concepts developed in this task will be based on the original three concepts, revised to reflect learnings from outreach and evaluation. Once developed, these two concepts will be evaluated and shared with the project advisory committees alongside a description of changes, how the revised designs address outreach findings, expected performance, and planning level cost estimates. A circulation simulation will be conducted for the final plans to understand likely future conditions. At the end of this task a recommended design will be selected for a final round of outreach and inclusion in the final report.

Task 06 deliverables

- Alternatives Evaluation Memo

Task 07: Public Outreach

Prior to conducting outreach, an outreach plan will be developed to identify outreach goals and audiences. The plan will define an outreach schedule, methods to promote participation and awareness of the project, and methods to reach key communities/community groups that may be most impacted. A broad list of Community Based Organizations (CBOs) will be developed and used to reach disadvantaged communities and underserved groups.

Public Outreach will span across most of the project tasks and will be organized into three rounds:

- Round 1 will focus on collecting input to guide the development study goals, neighborhood needs, concept evaluation framework, and design alternatives

- Round 2 will seek input on proposed alternatives to lead to an ultimate design and phasing recommendations
- Round 3 will share the recommended design, draft implementation and funding plans, and final report

Round 1 outreach may include a combination of CBO meetings, an online survey, town hall, and interactive mapping activity to confirm travel needs and barriers identified in task 03, understand specific multimodal challenges, and any needs that may not have been identified to date. This information will be used to guide the design alternatives from a multimodal and overall connectivity perspective. Round 2 outreach may include online and in-person town halls, community popups, meetings with CBOs and community groups, or online surveys. In this round, alternatives will be presented alongside benefits, constraints, and expected performance according to established goals and metrics. This round will seek to understand community preferences and feedback on the three developed alternatives, with specific guidance on needed revisions and concerns to be addressed in task 06. Round 3 will conclude the project and use a combination of in-person meetings, town halls, and digital communications to report back learnings from outreach, evaluation process, a design recommendation, planning level costs, funding plan, and next steps.

All surveys, workshops, materials, and focus groups will be available in-languages English, Spanish, and Chinese. Special efforts will be made to engage disadvantaged communities to determine land-use priorities for any land made available by road realignments. Outreach participants will be surveyed to understand the effectiveness of outreach activities. The outreach process, participation, takeaways, learnings, and effectiveness will be documented in an Outreach Report.

Task 07 Deliverables

- Draft and final outreach plan
- Outreach materials

Task 08: Advisory Committees

Advisory committees are a critical component of the project process. Committees bring together agency partners, key stakeholders, and members of the community to guide the development of concepts, support outreach, and identify a recommendation. The project would include a technical advisory committee made up of agency partners and a community working group made up of community leaders, CBOs, and advocacy groups.

Technical Advisory Committee

The SFCTA will establish a Technical Advisory Committee (TAC) to provide input throughout the project including the existing conditions, outreach approach, alternatives development, and evaluation. The TAC will meet quarterly and at key project milestones. It will include representatives from Caltrans, city departments, and transportation agencies. The project team will work closely with the TAC to guide the development of design concepts, ensure alignment with existing projects and long-range plans, and to identify opportunities to expand community outreach across the city, particularly in historically underserved communities.

The Technical Advisory Committee may include representatives from:

- Caltrans
- San Francisco Municipal Transportation Agency
- San Francisco Planning Department
- San Francisco Public Library
- San Francisco Recreation and Park Department

- San Francisco Department of Public Works

Community Working Group

The SFCTA will also convene a Community Working Group (CWG). The project team will work closely with the CWG to ensure community voices are engaged throughout the study. The CWG will be especially active in identifying strategies for other outreach activities, ensuring representation of historically underserved communities, and providing feedback and guidance in the development of initial design alternatives in Task 05. CWG meetings will occur at key project milestones. The CWG may include representatives from:

- Merced Triangle Neighborhood Association
- Sisterhood Gardens
- OMI Community Collaborative
- SF Parks Alliance
- SF Bicycle coalition
- WalkSF
- Mayor's Office on Disability
- Senior and Disability Action

Task 08 Deliverables

- Agendas
- Presentation materials
- Meeting notes
- List of attendees
- Action items for each Advisory Committee meeting

Task 09: Draft and Final Plan

A draft and final plan will document the study process, all previous deliverables, and final recommendations. The plan will develop a funding and implementation plan which identifies lead agencies for subsequent tasks, potential funding sources, how communities will be involved in subsequent project development and, where possible, additional information to streamline the implementation process. The draft plan will be presented to the CAC, TAC, and broadly released for review and feedback; all comments will be documented. Using the comments on the draft plan, a final plan will be prepared. A final slide deck will be created to accompany the Final Plan for the purposes of the project approval presentations and relevant outreach. The plan will be presented to the San Francisco County Transportation Authority Board for approval.

Task 09 Deliverables

- Draft Plan
- Public Review List of Comments
- Final Plan and Summary of Next Steps
- Board Presentation Materials
- Meeting Minutes with Board Acceptance/Approval

Project Location

Southwestern San Francisco. The area roughly bounded by Randolph St, Orizaba, US-1, and I-280

Project Phase(s)

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:	\$175,516

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

ENVIRONMENTAL CLEARANCE

Environmental Type:	Categorically Exempt
----------------------------	----------------------

PROJECT DELIVERY MILESTONES

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

SCHEDULE DETAILS

- Task 1 Project Administration: November 2022 - February 2025
- Task 2 Consultant Procurement: December 2022 - February 2023
- Task 3 Goals, Gaps, and Opportunities: March 2023 - May 2023
- Task 4 Existing Conditions: May 2023 - October 2023
- Task 5 Alternatives Development: August 2023 - January 2024
- Task 6 Alternatives Evaluation and Recommendation: January 2024 - June 2024
- Task 7 Public Outreach: March 2023 - October 2024
- Task 8 Advisory Committees: March 2023 - August 2024
- Task 9 Draft and Final Plan: June 2024 - February 2025

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

FUNDING PLAN - FOR CURRENT REQUEST

Fund Source	Planned	Programmed	Allocated	Project Total
EP-144: Transportation/Land Use Coordination	\$175,516	\$0	\$0	\$175,516
Caltrans Planning Grant	\$0	\$641,812	\$0	\$641,812
Phases In Current Request Total:	\$175,516	\$641,812	\$0	\$817,328

COST SUMMARY

Phase	Total Cost	PROP K - Current Request	Source of Cost Estimate
Planning/Conceptual Engineering	\$817,328	\$175,516	based on previous similar studies
Environmental Studies	\$0		
Right of Way	\$0		
Design Engineering	\$0		
Construction	\$0		
Operations	\$0		
Total:	\$817,328	\$175,516	

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

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

SFCTA RECOMMENDATION

Resolution Number:		Resolution Date:	
Total PROP K Requested:	\$175,516	Total PROP K Recommended	\$175,516

SGA Project Number:		Name:	Brotherhood Way Safety and Circulation Plan
Sponsor:	San Francisco County Transportation Authority	Expiration Date:	09/30/2025
Phase:	Planning/Conceptual Engineering	Fundshare:	21.5%

Cash Flow Distribution Schedule by Fiscal Year

Fund Source	FY2022/23	FY2023/24	FY2024/25	FY2025/26	FY2026/27	Total
PROP K EP-101	\$29,916	\$121,957	\$23,643	\$0	\$0	\$175,516

Deliverables

1. Task 1: Quarterly progress reports (QPRs) shall include % complete of the funded phase, % complete by task, work performed in the prior quarter including a summary of outreach performed and a summary of feedback received. 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. Task 2: Upon execution of agreement with consultant, provide consultant scope of work.
3. Task 3: Upon completion, provide draft and final Guiding Principles and Evaluation Metrics memo and Study Goals, Existing Data Gaps, and Preliminary Opportunities memo.
4. Task 4: Upon completion, provide draft and final Existing Conditions report.
5. Task 5: Upon completion, provide draft concept designs.
6. Task 6: Upon completion, provide draft and final Alternative Evaluation memo.
7. Task 7: Upon completion, provide draft and final Outreach Plan and outreach materials.
8. Task 8: Upon completion, provide summary of feedback received and findings.
9. Task 9: Upon completion, provide draft and final Safety and Circulation Plan.

Special Conditions

1. The SFCTA staff shall present a final Safety and Circulation Plan to the Board for approval.

Metric	PROP K	TNC TAX	PROP AA
Actual Leveraging - Current Request	78.5%	No TNC TAX	No PROP AA
Actual Leveraging - This Project	78.5%	No TNC TAX	No PROP AA

San Francisco County Transportation Authority Allocation Request Form

FY of Allocation Action:	FY2022/23
Project Name:	Brotherhood Way Safety and Circulation Plan
Grant Recipient:	San Francisco County Transportation Authority

EXPENDITURE PLAN SUMMARY

Current PROP K Request:	\$175,516
--------------------------------	-----------

- 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:

CONTACT INFORMATION

	Project Manager	Grants Manager
Name:	David Long	Anna LaForte
Title:	Planner	Deputy Director for Policy & Programming
Phone:	(415) 593-1669	(415) 522-4805
Email:	david.long@sfcta.org	anna.laforte@sfcta.org

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

MAJOR LINE ITEM BUDGET

BUDGET SUMMARY

Agency	Task 1 - Project Administration	Task 2 - Consultant Procurement	Task 3 - Goals, Gaps, and Opportunities	Task 4 - Existing Conditions	Task 5 - Alternatives Development	Task 6 - Alternatives Evaluation and Recommendation	Task 7 - Public Outreach	Task 8 - Advisory Committees	Task 9 - Draft and Final Plan	Total
SF Planning	\$ -	\$ -	\$ -	\$ 1,814.48	\$ 1,814.48	\$ -	\$ 6,577.49	\$ -	\$ -	\$ 10,206
SFMTA	\$ -	\$ -	\$ -	\$ 1,420.88	\$ 1,420.88	\$ -	\$ 6,233.00	\$ -	\$ -	\$ 9,075
SFCTA	\$ 11,598.28	\$ 11,424.29	\$ 15,939.32	\$ 26,364.22	\$ 51,757.49	\$ 52,863.40	\$ 69,856.16	\$ 30,104.52	\$ 45,899.26	\$ 315,807
Consultant	\$ -	\$ -	\$ 14,080.00	\$ 86,680.00	\$ 115,280.00	\$ 88,000.00	\$ 161,480.00	\$ 16,720.00	\$ -	\$ 482,240
Other Direct Costs *	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 11,598	\$ 11,424	\$ 30,019	\$ 116,280	\$ 170,273	\$ 140,863	\$ 244,147	\$ 46,825	\$ 45,899	\$ 817,328

* Direct Costs include mailing, reproduction costs room rental fees.

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

DETAILED LABOR COST ESTIMATE - BY AGENCY						
SFMTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Public Relations Officer	20	\$ 62.42	2.15	\$ 134.04	0.01	\$ 2,681
Transportation Planner III	36	\$ 63.59	2.79	\$ 177.61	0.02	\$ 6,394
Total	56.00				0.03	\$ 9,075
SF Planning	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
5289 Planner (Senior)	45	\$ 67.26	3.37	\$ 226.81	0.02	\$ 10,206
Total	45.00				0.02	\$ 10,206
SFCTA	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Transportation Planner	895	\$ 57.88	2.69	\$ 155.88	0.43	\$ 139,513
Planning Intern	188	\$ 28.00	2.69	\$ 75.41	0.09	\$ 14,177
Deputy Director of Planning	92	\$ 106.56	2.69	\$ 287.00	0.04	\$ 26,404
Principal Planner	214	\$ 77.85	2.69	\$ 209.65	0.10	\$ 44,865
Senior Modeler	115	\$ 74.08	2.69	\$ 199.52	0.06	\$ 22,945
Communications Manager	77	\$ 60.30	2.69	\$ 162.40	0.04	\$ 12,505
Director of Communications	57	\$ 95.43	2.69	\$ 257.02	0.03	\$ 14,650
Senior Graphic Designer	80	\$ 52.58	2.69	\$ 141.61	0.04	\$ 11,329
Deputy Director of Capital Projects	22	\$ 123.00	2.69	\$ 331.26	0.01	\$ 7,288
Senior Engineer	105	\$ 78.26	2.69	\$ 210.78	0.05	\$ 22,132
Total	1845.00				0.89	\$ 315,807
Consultant	Hours	Base Hourly Rate	Overhead Multiplier	Fully Burdened Hourly Cost	FTE	Total
Consultant	1732			200		\$ 482,240
Total						\$ 482,240

ParkMerced

Lake Merced

ParkMerced Bike Path

PROJECT AREA



Existing Bike Paths



280

ALEMANY BLVD



Daly City
BART Station

SAN JOSE AVE

MISSION ST

JOHN DALY BLVD

LAKE MERCED BLVD

19TH AVE

JUNIPERA SERRA

JOHN MUIR DR



San Francisco
County Transportation
Authority



Memorandum

AGENDA ITEM 8

DATE: October 20, 2022

TO: Transportation Authority Board

FROM: Cynthia Fong – Deputy Director for Finance and Administration

SUBJECT: 11/8/2022 Board Meeting: Execute Contract Renewals and Options for Various Professional Services in an Amount Not to Exceed \$1,025,000

<p>RECOMMENDATION <input type="checkbox"/> Information <input checked="" type="checkbox"/> Action</p> <p>Execute contract renewals and options for various professional services in an amount not to exceed \$1,025,000:</p> <ul style="list-style-type: none"> • SPTJ Consulting (\$400,000 for 1-year term) • Meyers Nave; Nossaman LLP; and Fennemore LLP (\$325,000 for 1-year term) • Office of the City Attorney (\$300,000 for a three-year term) <p>Authorize the Executive Director to modify contract payment terms and non-material contract terms and conditions.</p> <p>SUMMARY</p> <p>We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. The purpose of this memo is to present contract renewals and options for Fiscal Year (FY) 2022/23 and to seek approval. Attachment 1 provides summary information for the proposed contract options with brief descriptions of the recommended services and amounts in the memo below.</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Fund Allocation <input type="checkbox"/> Fund Programming <input type="checkbox"/> Policy/Legislation <input type="checkbox"/> Plan/Study <input type="checkbox"/> Capital Project Oversight/Delivery <input type="checkbox"/> Budget/Finance <input checked="" type="checkbox"/> Contract/Agreement <input type="checkbox"/> Other: _____
---	--

BACKGROUND

We annually contract for certain professional support services in areas where factors like cost, work volume, or the degree of specialization required would not justify the use of permanent in-house staff. Services requested from outside firms include computer network services and general legal counsel services. The contract amounts proposed are not-to-exceed amount limitations, as these professional support services are provided through contracts where costs are incurred only when the specific services are used.



DISCUSSION

Attachment 1 provides summary information for the proposed contract options. Below are brief descriptions of the recommended services and amounts.

SPTJ Consulting	\$400,000
<p>SPTJ Consulting provides information technology support services of our computer hardware and software, office networking equipment, telecommunications systems, servers, and disaster recovery preparation. In November 2018, through Resolution 19-26, we awarded a two-year consultant contract, with options to extend for three additional one-year periods to SPTJ Consulting, Inc. in an amount not to exceed \$480,000 for computer network and maintenance services. In September 2020, through Resolution 21-12, we approved the first contract option in an amount not to exceed \$325,000, for a total contract amount not to exceed \$805,000. In October 2021, through Resolution 22-15, we approved the second contract option in an amount not to exceed \$300,000, for a total contract amount not to exceed \$1,105,000. During FY 2022/23, we anticipate an elevated level of technology support in preparation for a potential upgrade to our enterprise resource planning system. The proposed action will exercise the third of three renewal options of the initial contract.</p>	
Meyers Nave; Nossaman LLP; and Fennemore LLP	\$325,000
<p>We maintain a bench of three legal firms experienced in matters related to the operation of public entities to provide on-call general legal counsel services. In July 2019, through Resolution 20-07 and based on the results of a competitive process, we awarded three-year professional services contracts to Meyers Nave (formerly Meyers Nave Riback Silver & Wilson); Nossaman LLP; and Fennemore LLP (formerly Wendel Rosen LLP), with an option to extend for two additional one-year periods, in a combined amount not to exceed \$1,000,000, for on-call general legal counsel services. In November 2021, through Resolution 21-12, we approved the first of two additional one-year options, in a combined amount not to exceed \$1,325,000, for on-call legal counsel services. The proposed action will exercise the second of two renewal options of the initial contracts. Attachment 2 provides brief descriptions of the work assigned to the legal teams.</p> <p>Effective July 1, 2022, Wendel Rosen combined with the law firm of Fennemore LLP, and will be known as Fennemore Wendel. Contractual duties and obligations shall be assigned from Wendel Rosen LLP to Fennemore LLP. This change will not have any financial impacts.</p>	
Office of the City Attorney	\$300,000
<p>The Office of the City Attorney (City Attorney) provides verbal and written legal representation advice and counsel on matters related to the routing operations of the Transportation Authority contracts and interagency agreements labor matters, labor matters, Brown Act, and California Public Records Act. We also utilize the City Attorney for litigation activities when appropriate. At the request of the City Attorney, the contract term will increase from a one-year period to a three-year period, maintaining a \$100,000 annual rate.</p>	



FINANCIAL IMPACT

The adopted Fiscal Year 2022/23 budget includes this year's activities and sufficient funds will be included in future budgets to cover the remaining cost of the contracts. The proposed contracts will be funded by a combination of federal and state grants, and Prop K funds.

CAC POSITION

The Community Advisory Committee will consider this item at its October 26, 2022 meeting.

SUPPLEMENTAL MATERIALS

- Attachment 1 – Proposed Professional Services Expenditures
- Attachment 2 – Task Order Assignments

**Attachment 1:
Proposed Professional Services Expenditures**

Professional Services	Description of Services	Previous Year Contract	Increase/ (Decrease)	Proposed Amount (term)	Procurement Type/Contract Options	Contract Goal	Utilization to Date
SPTJ Consulting, Inc.	Computer Network and Maintenance Services	\$300,000	\$100,000	\$ 400,000 (1-year)	Competitively bid. Third of three renewal options.	15% DBE, LBE or SBE	96% DBE/LBE
Meyers Nave; Nossaman LLP; and Fennemore LLP	On-call Legal Counsel Services	\$325,000	0	\$ 325,000 (1-year)	Competitively bid. Second of two renewal options.	0%	0%
Office of the City Attorney	General Counsel Services	\$100,000	\$200,000	\$300,000 ¹ (3-year total)	Sole Source	N/A	N/A
	Total	\$725,000	\$300,000	\$1,025,000			

¹ At the request of the City Attorney, the contract term will increase from a one-year period to a three-year period, maintaining a \$100,000 annual rate, for a total amount not-to-exceed \$300,000.

Attachment 2

General Legal Counsel Services Assigned Task Orders (2019 to 2022)

Legal Firm	Task Order Description	Amount
Nossaman LLP	General Legal Services ¹	\$300,000
	Federal Legislative Services	\$84,000
	California Public Records Act	\$81,841
	Downtown Extension	\$50,000
	Sales Tax Reauthorization	\$43,200
	Streets and Freeways Corridor Study	\$9,386
	Yerba Buena Island Southgate Road Realignment	\$4,680
Total Task Orders Awarded to Nossaman LLP		\$573,107
Fennemore LLP	Yerba Buena Island Southgate Road Realignment	\$100,000
	Yerba Buena Island West-side Bridges	\$25,000
	General Legal Services ¹	\$25,000
	Treasure Island Transportation Plan	\$25,000
Total Task Orders Awarded to Fennemore LLP		\$175,000
Meyers Nave	General Legal Services ¹	\$100,000
	California Environmental Quality Act Analysis for Treasure Island	\$60,000
Total Task Orders Awarded to Meyers Nave		\$160,000
Total Task Orders Awarded to Date		\$908,107
Total Contract Amount		\$1,325,000

¹ General legal services encompass activities such as attending Board and Committee meetings, assistance on contracts, advising on records requests and personnel matters, as well as providing legal services for Transportation Authority initiatives not covered by separate task orders.

[this page intentionally left blank]

San Francisco School Access Plan

Board Update – October 2022



San Francisco
County Transportation
Authority

In Partnership With



Transportation Authority Board — Agenda Item 8
October 25, 2022

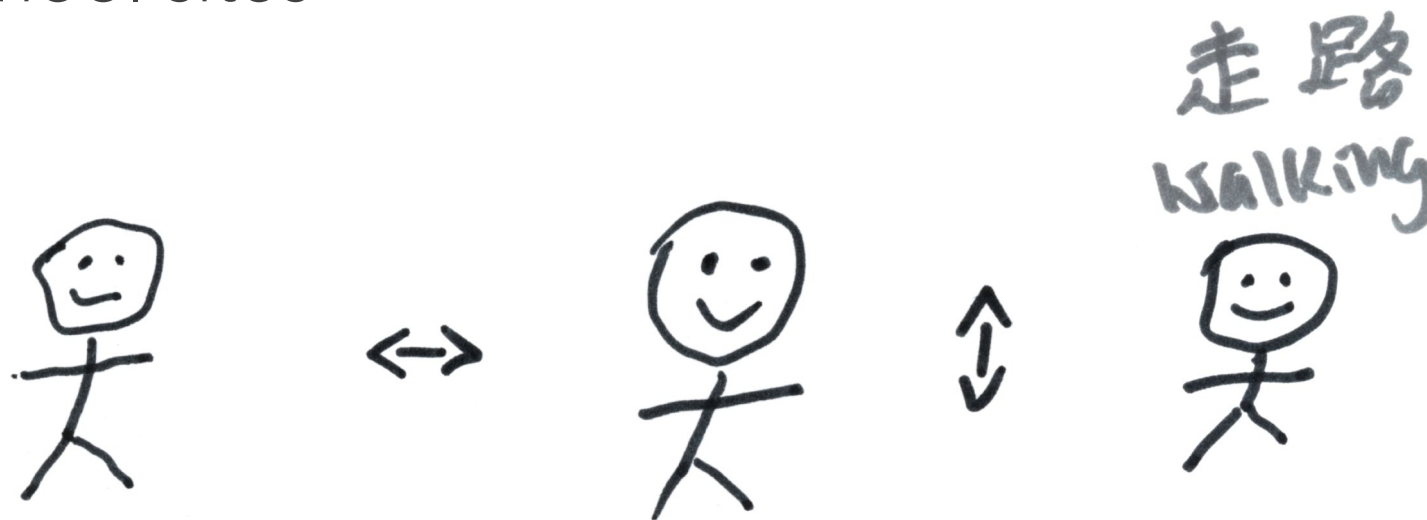
Agenda

- Goals
- Outreach Overview
- Focus Group Findings
- Draft Strategies
- Next Steps



Study Goals

1. Improve quality and availability of transportation options to school and afterschool activities
2. Ensure school transportation options are safe
3. Reduce greenhouse gas emissions, localized congestion, and air pollution near school sites



Early COVID outreach to youth



Outreach

- Focus Groups with Caregivers
- Strategy Workshops
- Survey and Popup Events



Outreach

SFUSD Affiliated Groups

- African American Parent Advisory Council
- District English Learners Advisory Committee
- Matua Advisory Council
- Chinese Parent Advisory Council
- Mission Graduates
- Chinese Immersion School
- Community Advisory Committee for Special Education
- Parents for Public Schools
- Kindergarten to College Program
- Many school-site leads

Outreach

Community Groups

- APRISF
- Bmagic
- Us4Us
- Samoan Community Development Center
- Samoan Dual Language Pre-K
- Excelsior Strong
- United Playaz
- All in SF
- SVIP
- Latino Task Force
- El Centro
- MEDA
- Community Youth Center
- Family Connections Centers

Outreach

Community Meeting with Commissioner Mar's office

- Thursday October 27 from 6 to 7pm
- To Register: sfcta.org/SchoolAccessMeeting

Give feedback through a survey

- **English:** sfcta.org/schoolsurvey
- **Español:** sfcta.org/schoolsurvey-es
- **中文:** sfcta.org/schoolsurvey-zh
- **Filipino:** sfcta.org/schoolsurvey-fil

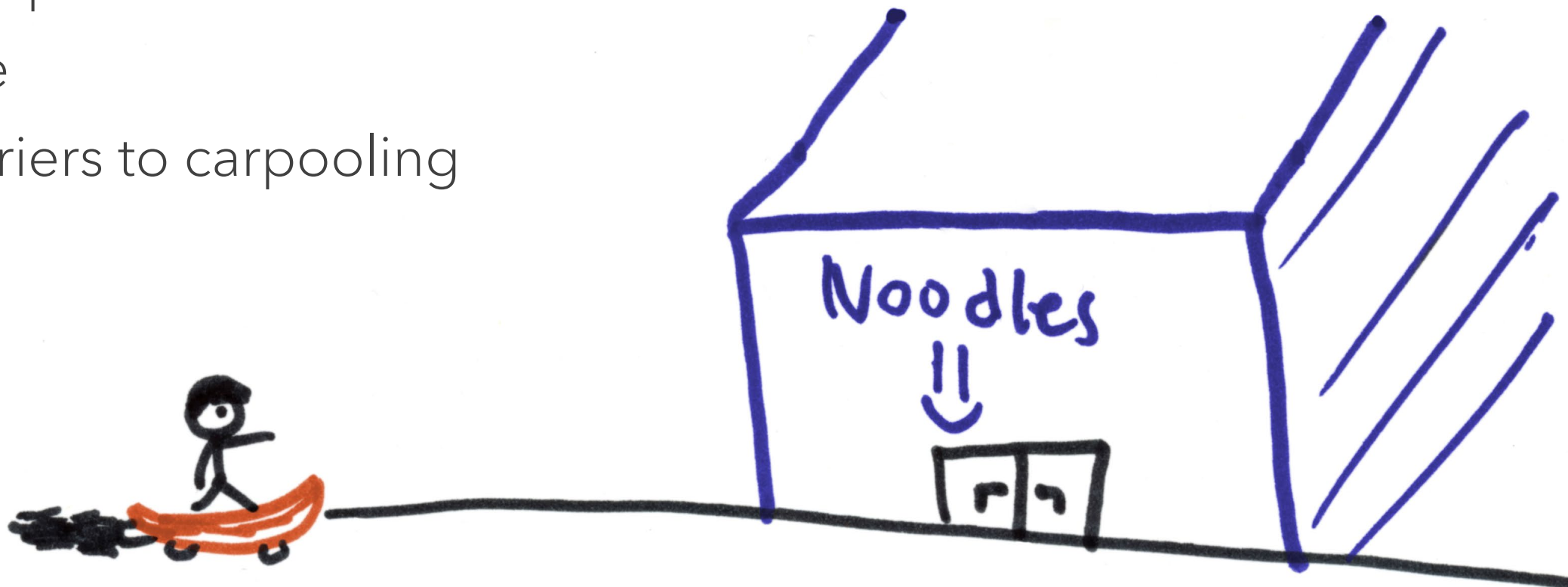
Focus Group Findings: Pain Points

- Personal safety
- Children at multiple schools
- Communication and trust
- Long trips, transfers, and unreliable buses
- Traffic
- Cost?



Focus Group Findings: Potential Solutions

- Yellow school busses are popular
- Flexible options
- Aftercare
- New barriers to carpooling



Draft Strategies

Six Categories

1. Improved Transportation Options
2. Personal Safety
3. Infrastructure Safety
4. Communication and Information
5. Reduce Costs
6. Foster and Homeless Youth Specific Strategies



Draft Strategies: Transportation Options

- Expand SFUSD bussing services
- Microtransit shuttles
- Carpool coordination
- E-bike lending library
- Before and aftercare programs



Draft Strategies: Personal Safety

- Transit Education and Training
- Expand or Adjust Muni Transit Assistance Program (MTAP)



Draft Strategies: Infrastructure Safety

- Support SFMTA's existing infrastructure safety programs
- Develop guidance for vehicle pick-up & drop-off sites



Photo by SFMTA Photography Department

Draft Strategies: Communication and Information

- Transportation coordinators
- Transportation Advisory Committee



Draft Strategies: Reduce Costs

- Improve awareness or reach of discounted fare programs
- Transportation stipends



Photo by SFMTA Photography Department

Draft Strategies: Foster and Homeless Youth Focus

1. Consider allowing SFUSD employees to provide school of origin transportation
2. Allow the purchase of youth-rate clipper cards by SFUSD for foster and homeless youth
3. Establish a forum for coordination between neighboring school districts and child welfare departments for school-of-origin transportation across county lines.

Next Steps

- Outreach Round 2 Findings
- Strategy Evaluation & Refinement
- Funding and Implementation Plans
- Final Report: Spring 2023



Thank you. Any Questions?

sfcta.org/projects/school-access-plan

David Long

david.long@sfcta.org

schoolaccess@sfcta.org



San Francisco
County Transportation
Authority



sfcta.org/stay-connected